



# Oregon

Theodore R. Kulongoski, Governor

## Department of Land Conservation and Development

635 Capitol Street, Suite 150  
Salem, OR 97301-2540  
(503) 373-0050  
Fax (503) 378-5518  
[www.lcd.state.or.us](http://www.lcd.state.or.us)

### NOTICE OF ADOPTED AMENDMENT

July 28, 2008



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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: Washington County Plan Amendment  
DLCD File Number 006-08

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

Appeal Procedures\*

### DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: August 8, 2008

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

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

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

Cc: Doug White, DLCD Community Services Specialist  
Meg Fernekees, DLCD Regional Representative  
Tom Hogue, DLCD Economic Development Planning Specialist  
Aisha Willits, Washington County

<paa> ya/



FORM

2

DLCD

## Notice of Adoption

THIS FORM MUST BE MAILED TO DLCD WITHIN  
5 WORKING DAYS AFTER THE FIRST FINAL DECISION  
 PER ORS 197.610, OAR CHAPTER 660, DIVISION 18

|               |                                                                                                        |
|---------------|--------------------------------------------------------------------------------------------------------|
| DATE<br>STAMP | in person <input type="checkbox"/> electronic <input type="checkbox"/> mailed <input type="checkbox"/> |
|               | DEPT OF                                                                                                |
|               | JUL 21 2008                                                                                            |
|               | LAND CONSERVATION<br>AND DEVELOPMENT                                                                   |
|               | For DLCD Use Only                                                                                      |

Jurisdiction: **Washington County**Local file number: **08-174-PA**Date First Evidentiary Hearing: **7/16/2008**Date of Final Hearing: **7/16/2008**Date Notice of Adoption form (Form #2) was sent to DLCD: **7/18/2008**Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date mailed to DLCD: **5/18/2008**☐ Comprehensive Plan Text Amendment☒ Comprehensive Plan Map Amendment☐ Land Use Regulation Amendment☐ Zoning Map Amendment☐ New Land Use Regulation☐ Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached" (limit of 500 characters):  
**The Institutional (INS) designation was removed from a 0.30 acre portion of a parcel and that portion was designated as Neighborhood Commercial (NC). The subject site lies on the north side of Farmington Road, east of its intersection with 209<sup>th</sup> Avenue.**

Does the Adoption differ from proposal? No, no explanation is necessary

DEPT OF

JUL 21 2008

LAND CONSERVATION  
AND DEVELOPMENTPlan map changed from: **INS**to: **NC**Zone map changed from: **N/A**to: **N/A**Location: **20815 SW Farmington Road, Aloha OR 97007**Specify density: Previous: **N/A** New density: **N/A** Acres involved: **0**

Mark applicable statewide planning goals:

|                                     |                                     |                          |                          |                          |                          |                          |                          |                                     |                          |                                     |                                     |                                     |                          |                          |                          |                          |                          |                          |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1                                   | 2                                   | 3                        | 4                        | 5                        | 6                        | 7                        | 8                        | 9                                   | 10                       | 11                                  | 12                                  | 13                                  | 14                       | 15                       | 16                       | 17                       | 18                       | 19                       |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted? ☐ YES ☒ NO

Did DLCD receive a Notice of Proposed Amendment 45-days prior to first evidentiary hearing?

☒ Yes ☐ No

If no, do the statewide planning goals apply?

☐ Yes ☐ No

If no, did Emergency Circumstances require immediate adoption?

☐ Yes ☐ No

DLCD file No.

006-08 (16902)



Please list affected state or federal agencies, local governments or special districts: Metro, Washington County Sheriff, Tualatin Valley Fire & Rescue, Tualatin Valley Water District, Clean Water Services, Tualatin Hills Park and Recreation District, TriMet

Local Contact: **Aisha Willits**  
E-mail: **aisha\_willits@co.washington.or.us**  
Phone: **(503) 846-3961**

Address: **155 N. First Ave., Suite 350-14**  
City: **Hillsboro** Zip: **97124**  
Fax: **(503) 846-4412**

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## ADOPTION SUBMITTAL REQUIREMENTS

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

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

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

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

<http://www.lcd.state.or.us/LCD/forms.shtml>

Updated November 27, 2006

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IN THE PLANNING COMMISSION  
FOR WASHINGTON COUNTY, OREGON

In the Matter of a Proposed Plan ) RESOLUTION AND ORDER  
Amendment Casefile 08-174-PA )  
for Howard Park ) No. 2008-1

This matter having come before the Washington County Planning Commission (Commission) at  
its meeting of July 16, 2008; and

It appearing to the Commission that the above-named applicant applied to Washington County for  
a Plan Amendment to change the plan designation for a 0.30 acre portion of certain real property  
described in the Notice of Public Hearing, (Exhibit "A"), and more specifically described in Exhibit "E", both  
attached hereto and by this reference made a part hereof, from Institutional (INS) to Neighborhood  
Commercial (NC); and

It appearing to the Commission that notice of the public hearing was sent to property owners of  
record on June 26, 2008, as required by Community Development Code Section 204; and

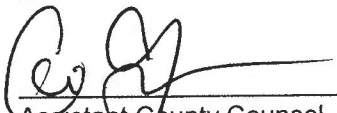
It appearing to the Commission from evidence and findings in the staff report (Exhibit "B") and in  
the Application (Exhibit "C") and by this reference made a part hereof, that the aforementioned application  
is in conformance with applicable policies of the *Comprehensive Framework Plan for the Urban Area* for  
such a Plan Amendment; and therefore, that the aforesaid application should be approved; and

It appearing to the Commission that the findings described in Exhibit "B" (staff report) should be  
adopted by this Commission; it is therefore

RESOLVED AND ORDERED that Casefile No. 08-174-PA for a Plan Amendment for property  
described in Exhibit "A" is hereby APPROVED. The Commission further adopts the findings in Exhibit "B"  
as specifically referenced herein and as summarized in the Summary of Decision (Exhibit "D") attached  
hereto and by this reference made a part hereof.

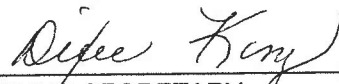
8 votes Aye, 0 votes Nay.

APPROVED AS TO FORM:

  
Assistant County Counsel  
for Washington County, Oregon

PLANNING COMMISSION FOR  
WASHINGTON COUNTY, OREGON

  
CHAIRMAN

  
RECORDING SECRETARY





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

### PROPOSED PLAN AMENDMENT:

**Remove the Institutional (INS) plan designation from a portion (0.30 acres) of the subject property and designate that portion Neighborhood Commercial (NC).**

Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on: **July 16, 2008** at 7:30 PM in the auditorium of Washington County Public Services Building, 155 North First, 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.

Assistive Listening Devices are available for persons with impaired hearing and can be scheduled for this meeting by calling (503) 846-8611 (voice) or (503) 846-4598 (TDD-Telecommunications Devices for the Deaf) no later than 5:00 p.m. on the day before the meeting. The County will also upon request endeavor to arrange for the following services to be provided: 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.

FOR FURTHER INFORMATION, PLEASE CONTACT:

**Aisha Willits, Senior Planner**

AT THE WASHINGTON COUNTY DEPARTMENT OF LAND USE AND TRANSPORTATION, (503) 846-3519.

Case File No. 08-174-PA  
Exhibit A  
July 16, 2008  
Page 1 of 3

**CASE FILE NO.: 08-174-PA**

### APPLICANT:

Howard Park  
55442 Southern Hills  
La Quinta, CA 92253

### APPLICANT'S REPRESENTATIVE:

Goode Realty Group  
2870 SE 75<sup>th</sup> Avenue, #104  
Hillsboro, OR 97123

**CONTACT PERSON:** William Goode

### OWNER:

Immanuel Community Church  
20805 SW Farmington Road  
Aloha, OR 97007

### PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): **1S2 23DA**

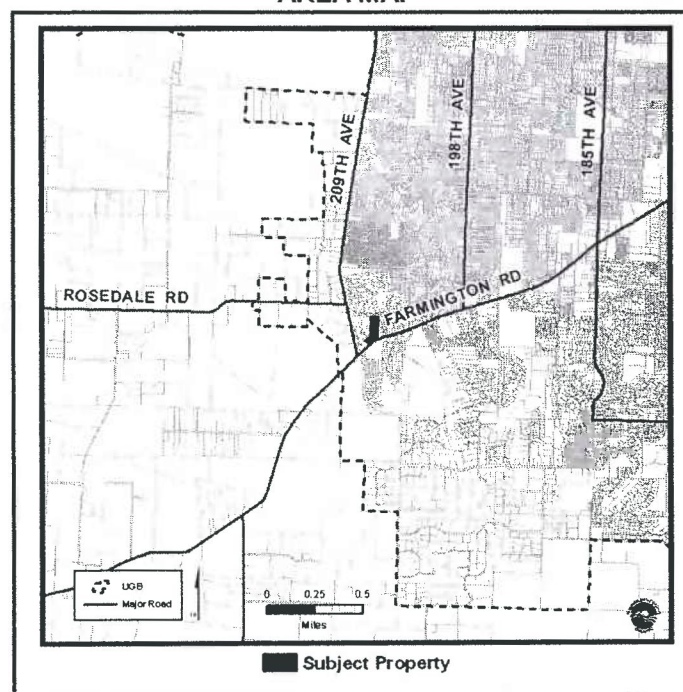
TAX LOT NO(S): **2900 (portion)**

SITE SIZE: **Approximately 0.30 acres**

ADDRESS: **20815 SW Farmington Road, Aloha, OR 97007**

LOCATION: **North side of Farmington Road, east of its intersection with 209th Avenue.**

**AREA MAP**



**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.

Unless there is a continuance, 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 215.428 or 227.178.

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.

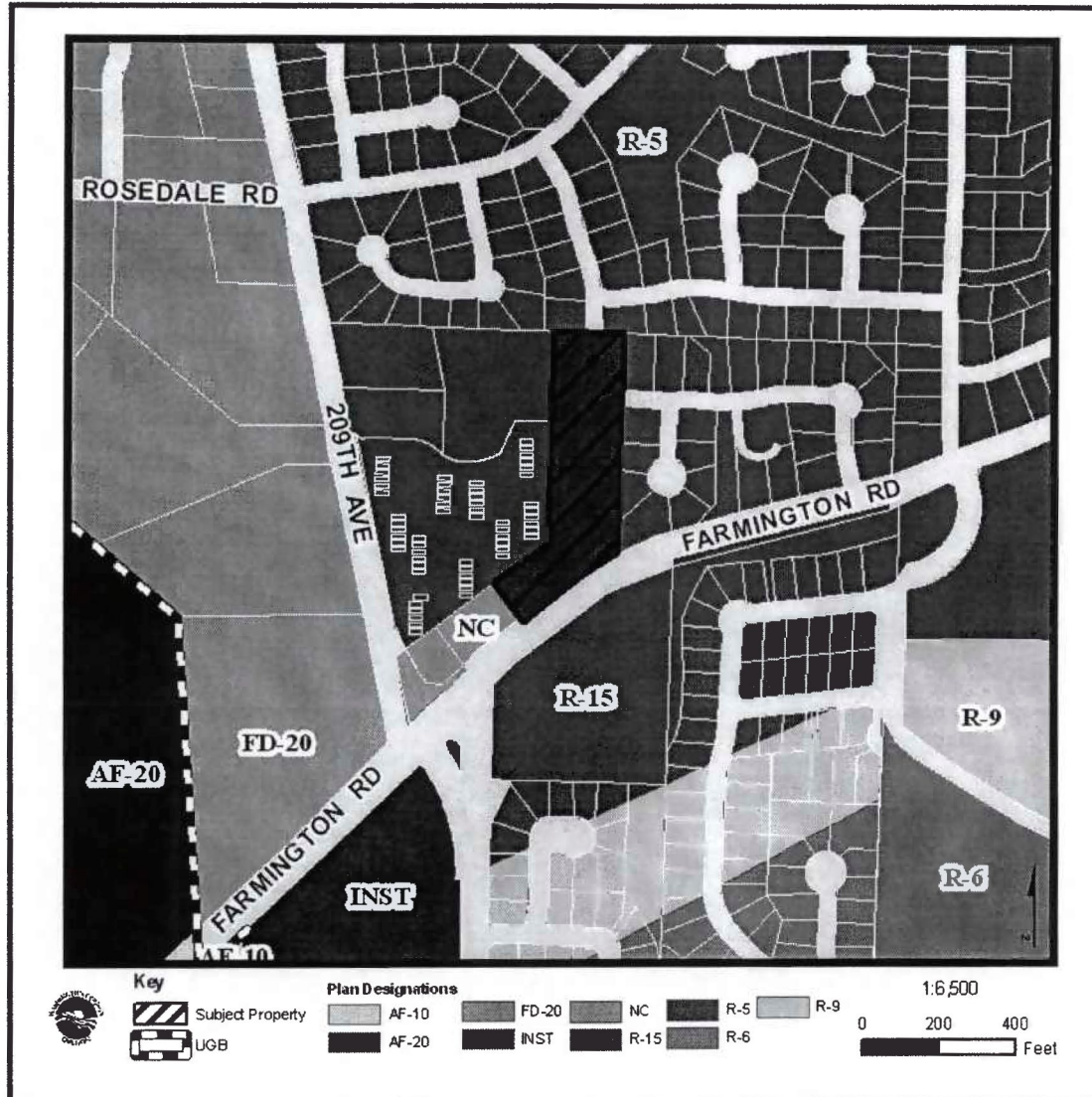
A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost at the Department of Land Use and Transportation. A copy of this material will be provided at reasonable cost.

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 Aisha Willits, Senior Planner, Department of Land Use and Transportation, at (503) 846-3519.



Tax Map/Lot Number: 1S2 23DA, Tax Lot 2900 (portion)  
Case File Number: 08-174-PA



Applicable Land Use Districts:

INS Institutional  
NC Neighborhood Commercial

Applicable Goals, Policies & Regulations:

- A. LCDC Statewide Planning Goals 1, 2, 9, 11, 12, 13
- B. Washington County Urban Plan Policies  
1.f.6, 2, 7, 13.a., 14, 18, 31, 32, 33, 36, 40 (neighborhood criteria)
- C. Washington County Aloha-Reedville-Cooper Mountain Community  
Plan Design Elements 5, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 21 and  
Farmington Road Corridor subarea
- D. Washington County Community Development Code  
Article II; Article III, Sections 311, 330; Article IV; Article V
- E. OAR 660-012-0060
- F. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10,  
12, 14, 15, 19



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

## STAFF REPORT

### PROCEDURE TYPE: III

CPO: 6 COMMUNITY  
PLAN: Aloha-Reedville-Cooper Mt.

EXISTING LAND USE DISTRICT(S):  
Institutional (INS)

ADDRESS: 20815 SW Farmington Road  
LOCATION: On the north side of SW Farmington  
Road, east of its intersection with 209<sup>th</sup> Avenue

CASEFILE NO.: 08-174-PA

### APPLICANT:

Howard Park  
55442 Southern Hills  
La Quinta CA 92253

### APPLICANT'S REPRESENTATIVE:

Goode Realty Group  
2870 SE 75<sup>th</sup> Avenue, Suite 104  
Hillsboro OR 97123

CONTACT PERSON: Bill Goode

### OWNER:

Immanuel Community Church  
20815 SW Farmington Road  
Aloha OR 97007

### MAP & TAX LOT NO.:

1S223DA02900 (portion)

### SITE SIZE:

Approximately 0.30 acres

REQUEST: Remove the Institutional (INS) plan designation from a portion of the site and designate that portion  
(approximately 0.30 acres) to Neighborhood Commercial (NC).

### Casefile No. 08-174-PA Staff Report for the July 16, 2008 Planning Commission Hearing

#### I. APPLICABLE REGULATIONS:

- A. LCDC Statewide Planning Goals 1, 2, 9, 11, 12 and 13
- B. Transportation Planning Rule (OAR 660-012-0060)
- C. Urban Growth Management Functional Plan: Titles 1, 2, 6, 8 and 12
- D. Washington County Comprehensive Framework Plan Policies (and Implementing Strategies): 1.f.6., 2, 7, 13.a., 14, 18, 31, 32, 33, 36, and 40 (neighborhood criteria)
- E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15 and 19
- F. Aloha-Reedville-Cooper Mountain Community Plan, General Design Elements 5, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17 and 21 and the Farmington Road Corridor Subarea
- G. Washington County Community Development Code:
  1. Article II, Procedures  
Section 204-4, Type III Actions
  2. Article III, Land Use Districts  
Section 311, Neighborhood Commercial District  
Section 330, Institutional District



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July 9, 2008  
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## II. AFFECTED JURISDICTIONS AND AGENCIES:

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

## III. FINDINGS

### A. General

Applicant: See pages 4 - 6 of the applicant's January 8, 2008 narrative.

Staff: The subject property consists of a 0.30 acre portion of tax lot 2900 on tax map 1S2 23DA located just east of the northeast quadrant of the intersection of SW Farmington Road and SW 209<sup>th</sup> Avenue. The subject property is owned by Immanuel Community Church and is designated Institutional (a map and aerial photo of the subject property are shown on pages 20 and 21 of this staff report). The portion of the Immanuel Community Church property subject to this plan amendment application consists of approximately 100 feet of frontage along Farmington Road.

The applicant controls the two tax lots adjacent to the western edge of the property along Farmington Road (The "Park Property"). These two properties, tax lots 3000 and 3100 on tax map 1S2 23DA, are designated Neighborhood Commercial. The Park Property formerly supported a retail store, which was demolished in 2004 following Washington County's purchase of the retail store and approximately 9,200 square feet (0.22 acres) of tax lot 3000 from the applicant, Howard Park, in order to realign the 209<sup>th</sup> Avenue/Farmington Road/Grabhorn Road intersection.

The applicant has entered into a purchase agreement with Immanuel Community Church to purchase the 0.30 acre subject property in order to develop a new commercial use at the 209<sup>th</sup> Avenue and Farmington Road intersection. The addition of 0.30 acres of Neighborhood Commercial land will provide the applicant a larger area to better accommodate retail building(s) and parking facilities as well as improve access to the site.

The subject property, along with tax lots 3000 and 3100, received approval for an Access Management Plan in April 2008 (Casefile 08-051-AMP). Access Management Plans are required whenever a property cannot meet the county's access spacing standards. On arterials such as Farmington Road, the access spacing requirement is 600 feet. Casefile 08-051-AMP approved an interim access point for the Park Property at 360 feet east of the intersection of SW 209<sup>th</sup> Avenue and Farmington Road. As a condition of approval for the AMP, the applicant is required to abandon the interim access when an alternative access point becomes available.

***Neighborhood Commercial District Standards:*** The purpose of this district is to allow small and medium sized shopping centers to meet the service and shopping needs of the immediate neighborhood. Typical uses within this district include convenience stores, food markets, restaurants and financial institutions. Limited residential and office commercial development is also permitted. Development within this district must comply with 20 foot front, rear and street-side (on corner lots) side setbacks and applicable screening and buffering requirements. The maximum

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building height for Neighborhood Commercial development is 35 feet, which could potentially support a 3-story structure.

**Land Use History:** The property was designated Institutional on the Aloha-Reedville-Cooper Mountain Community Plan, which was adopted in 1983. Prior to that, the subject property was designated RS-1, the Suburban Residential District. The RS-1 District was a medium-low density residential zone. The RS-1 District allowed single family detached homes on minimum lot sizes of 40,000 square feet, with some lots able to go down to 20,000 square feet when certain conditions were met.

**Surrounding Properties:** The site abuts lands designated R-15 residential (fifteen units per acre) to the north, and R-5 residential (24 units per acre) to the north and east. The R-15 lands to the northwest are developed with the Madison Place Condominiums, an attached housing community. The R-5 lands to the north and east are developed with single family homes. Across Farmington Road to the south is the Light of Life Lutheran Church and neighborhoods featuring both R-15 (15 units per acre) and R-9 (9 units per acre) residential development. The northwest quadrant of the 209<sup>th</sup> Avenue/Farmington Road/Grabhorn Road intersection is designated FD-20 (Future Development 20 Acre District), which is an interim urban designation for lands added to the urban growth boundary. Planning of this area is underway and will likely be completed following the Urban and Rural Reserves Planning process. Jenkins Estate, owned and operated by the Tualatin Hills Park and Recreation District as a park facility, is located at the southwest corner of the intersection.

**Written Testimony:** No letters of comment were received for this plan amendment request during the writing of this staff report.

Any testimony received after the mailing of the Planning Commission packet will be provided to the Planning Commission for review and inclusion in the record at the hearing.

B. Statewide Planning Goals

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

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

**Applicant:** See pages 21 – 24 of the applicant's January 8, 2008 narrative and the September 26, 2007 CTS Engineers report developed for the applicant's Access Management Plan, which includes additional findings for OAR 660-012-0060.

**Staff:** See Attachment "A", the Transportation Staff Report for Casefile 08-174-PA. The findings in Attachment "A" also pertain to Statewide Planning Goal 12, Transportation.

D. Urban Growth Management Functional Plan

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

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

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

Applicant: See page 7 of the applicant's January 8, 2008 narrative.

Staff: The property's current Institutional designation allows uses such as churches, schools, cemeteries, and hospitals. The portion of the subject property subject to this plan amendment request is vacant. Approval of the request for a Neighborhood Commercial designation on the subject property would allow the applicant to establish a new retail commercial center at the northeast quadrant of the SW 209<sup>th</sup> and Farmington intersection.

2. Title 2, Regional Parking Policy, states:

**THE STATE'S TRANSPORTATION PLANNING RULE CALLS FOR REDUCTIONS IN VEHICLE MILES TRAVELED PER CAPITA AND RESTRICTIONS ON CONSTRUCTION OF NEW PARKING SPACES AS A MEANS OF RESPONDING TO TRANSPORTATION AND LAND USE IMPACTS OF GROWTH. THE METRO 2040 GROWTH CONCEPT CALLS FOR MORE COMPACT DEVELOPMENT AS A MEANS TO ENCOURAGE MORE EFFICIENT USE OF LAND, PROMOTE NON-AUTO TRIPS AND PROTECT AIR QUALITY.**

Applicant: See pages 7 – 8 of the applicant's January 8, 2008 narrative.

Staff: Title 2 of the UGMFP establishes the Regional Parking Policy for the region. Title 2, Section 2 includes performance standards implementing the Regional Parking Policy. Among other things, the policy, a) establishes parking minimums which cities and counties cannot require more than, b) establishes parking maximums which cities and counties cannot allow more than, c) establishes a variance process, and d) provides definitions of the type of parking subject to these requirements. The county responded to the UGMFP parking requirements (Title 2) in the form of Ordinance No. 551, which amended Community Development Code (CDC) standards regulating parking.

Ordinance No. 551 was adopted on June 6, 2000 and became effective on July 6, 2000. The plan amendment application does not include a request to amend any of the new parking provisions designed to meet Title 2 nor does it affect the county's current parking standards. In addition, the applicant is not proposing development of the site at this time; therefore parking requirements will be reviewed through a subsequent development application.

3. Title 6, Central City, Regional Centers, Town Centers and Station Communities, states:

**THE INTENTION OF TITLE 6 IS TO ENHANCE THE CENTERS DESIGNATED ON 2040 GROWTH CONCEPT MAP BY ENCOURAGING DEVELOPMENT IN THESE CENTERS.**

Applicant: See page 8 of the applicant's January 8, 2008 narrative.

Staff: The adoption of the Aloha-Reedville-Cooper Mountain Community Plan designated the subject property as Institutional. In 2000, A-Engrossed Ordinance No. 561 was adopted,

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which designated the property with the Neighborhood design type in keeping with the UGMFP's designation for the property. Title 6 describes the interrelated system of a central city, regional centers, town centers, corridors and neighborhoods. The subject property is designated with the Neighborhood design type by Metro's 2040 Growth Concept. Within Neighborhoods, some redevelopment is expected on vacant and under-utilized properties. Additional Neighborhood Commercial land on the subject property would allow for a small-scale commercial development to serve the adjacent residential neighborhoods.

4. Title 8, Compliance Procedures, states:

**ALL CITIES AND COUNTIES IN THE REGION ARE FAIRLY AND EQUITABLY HELD TO THE SAME STANDARDS AND MUST ENSURE THAT THE METRO 2040 GROWTH CONCEPT IS IMPLEMENTED. TITLE 8 SETS OUT COMPLIANCE PROCEDURES AND ESTABLISHES A PROCESS FOR TIME EXTENSIONS AND EXEMPTIONS TO METRO CODE REQUIREMENTS.**

Applicant: See page 8 of the applicant's January 8, 2008 narrative.

Staff: The county has adopted implementing ordinances to amend its Comprehensive Plan in order to ensure compliance with the Metro 2040 Growth Plan. When ordinances or plan amendments are proposed to amend the county's Comprehensive Plan, county staff provides notice to Metro regarding these changes. Notice regarding Casefile 08-174-PA was provided to Metro on May 16, 2008. Staff finds that the notice requirements for this quasi-judicial plan amendment ensure compliance with Title 8 of Metro's UGMFP.

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

**THE REGION'S EXISTING RESIDENTIAL NEIGHBORHOODS MUST BE PROTECTED FROM AIR AND WATER POLLUTION, NOISE AND CRIME, AND MUST BE PROVIDED ADEQUATE LEVELS OF PUBLIC SERVICE.**

Applicant: See pages 9 – 10 of the applicant's January 8, 2008 narrative.

Staff: A plan amendment from Institutional to Neighborhood Commercial on the 13,000 square foot subject property would increase the amount of Neighborhood Commercial land at the intersection of SW 209<sup>th</sup> Avenue and Farmington Road. The increase in commercially-developable land will allow the property owner to construct a new commercial use at that location. A small-scale commercial development on the subject property takes advantage of existing services (e.g. water, sewer) available to the site. Additionally, standards for setbacks, screening and buffering will apply at the development review stage to ensure that impacts on surrounding neighborhoods will be minimized. Therefore, staff finds that the request complies with Title 12 of Metro's UGMFP. *(See additional discussion regarding compatibility with adjacent residential uses under the response to CFP Policy 1 – The Planning Process)*

E. Washington County Comprehensive Framework Plan for the Urban Area

1. Policy 1, the Planning Process, states:

**IT IS THE POLICY OF WASHINGTON COUNTY TO ESTABLISH AN ONGOING PLANNING PROGRAM WHICH IS A RESPONSIVE LEGAL FRAMEWORK FOR COMPREHENSIVE PLANNING AND COMMUNITY DEVELOPMENT AND**

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**ACCOMMODATES CHANGES AND GROWTH IN THE PHYSICAL, ECONOMIC AND SOCIAL ENVIRONMENT, IN RESPONSE TO THE NEEDS OF THE COUNTY'S CITIZENS.**

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

Applicable Implementing Strategy:

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

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

Applicant: See pages 10 and 11 of the applicant's January 8, 2008 narrative.

Staff: The property is currently located within the service boundaries of the Urban Road Maintenance District, Enhanced Sheriff Patrol District and the Tualatin Hills Park & Recreation District as required by Policy 1.

**In addition, the proponent shall demonstrate...**

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

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**Plan amendment approvals may be conditioned by the Review Authority to protect the public from potential adverse impacts or ensure that public service demands, which may result, will be met. This shall not preclude application of the Growth Management Policies to development permit requests as provided in the Code.**

Applicant: See pages 10 and 11 of the applicant's January 8, 2008 narrative.

Staff: Policy 18 of the Comprehensive Framework Plan for the Urban Area generally states that Neighborhood Commercial sites should be located at Collector and/or Arterial intersections and at intervals of a mile apart. The Neighborhood Commercial designation is intended to provide for small to medium-sized shopping facilities, including food markets up to 35,000 square feet. The intent of the district is to provide shopping and service needs of the immediate urban neighborhood. The scale, operation and types of uses in this district should be in keeping with the neighborhood character.

**Description of Proposed Use:** The applicant proposes to develop a neighborhood-scale commercial center on the subject property. If the plan amendment is approved, approximately 13,000 square feet of the Immanuel Community Church property will be designated as Neighborhood Commercial. The owner of the property at the northeast corner of SW 209<sup>th</sup> Avenue and Farmington Road intends to purchase that 13,000 square foot portion and add it to the existing Neighborhood Commercial property, for a total of 1.04 acres of Neighborhood Commercial property. The applicant proposes to construct approximately 13,000 square feet of retail space over the three tax lots that would make up the Neighborhood Commercial property.

As part of the review for any future development applications on the subject property, the applicant will be required to comply with standards relating to building height (35 foot limit within the Neighborhood Commercial District), setbacks and to provide necessary screening and buffering between the proposed use and adjacent properties. Additional conditions of approval may be applied during the development review process relating to other required accessways between the subject property and adjacent properties.

In order to ensure compliance with the locational criteria contained in Policy 18, approval of this plan amendment request requires that the applicant meet the screening and buffering standards of the Community Development Code during the development review process to provide an appropriate transition and buffer between the commercial and residential uses.

The minimum screening and buffering requirement along the site's northern property line (adjacent to the Madison Place condominium neighborhood) is 15 feet, which is inclusive of the 20 foot rear yard setback (see CDC Section 411, Screening and Buffering). Staff has evaluated potential development of the site taking into account the necessary setbacks, number of required parking spaces and screening and buffering requirements and has determined there is sufficient area on the site to accommodate new commercial building(s).

Based upon an analysis of the applicant's submittal and the findings included above, staff finds that the applicant has adequately demonstrated that the subject property meets the locational criteria and plan policies for a plan amendment to the Neighborhood Commercial district. Consequently, the requirements of Policy 1 have been met.

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



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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 11 of the applicant's January 8, 2008 narrative.

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III procedure. In accordance with Code Section 204-1, the County placed a legal notice of the hearing in a newspaper of general circulation (The Oregonian) at least ten days prior to the July 16, 2008 Planning Commission hearing date (published July 3, 2008). In addition, pursuant to Code Section 204-4, a notice of the public hearing for this application was sent to all owners of record of property within 500 feet of the subject property. This notice was sent at least 20 days prior to the hearing (mailed June 26, 2008).

A copy of the plan amendment application was mailed to the representative for the local Citizen Participation Organization (CPO 6). Finally, the staff report was available to all interested parties seven days prior to the hearing as required by Code Section 203-6.2. Based upon these actions, the requirements of Policy 2 have been met.

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

3. Policy 13, Reasons for Growth, states:

**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 agriculture land until services are available to allow development;
- (7) Development in concert with adopted community plans.

Applicant: See pages 13 and 14 of the January 8, 2008 narrative.

Staff: Critical and essential services are available to the subject property, and to the two properties to the west, which formerly supported a retail commercial use. The Neighborhood Commercial property has been vacant following the removal of the retail structure to facilitate the intersection realignment at 209<sup>th</sup> Avenue, Farmington Road and Grabhorn Road. Following the purchase of right-of-way and the retail structure by the county, tax lot 3100 was reduced by approximately 0.22 acres.

A plan amendment to Neighborhood Commercial would allow the property owner of the commercial site to construct a new commercial use by aggregating multiple, small tax lots.

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The property is currently located adjacent to existing urban neighborhoods and is across the street (209<sup>th</sup> Avenue) from areas added to the urban growth boundary in 2002.

In order to ensure compliance with (2) and (5) above, approval of this plan amendment request requires that the applicant meet the screening and buffering standards of the Community Development Code during the development review process to provide an appropriate transition and buffer between the commercial and residential uses. (See *additional discussion regarding compatibility with adjacent residential uses under the response to CFP Policy 1 – The Planning Process*)

Finally, development of the subject property and adjacent properties as a Neighborhood Commercial site is consistent with land use designations shown on the adopted community plan. Therefore, staff finds that the criteria in Policy 13 have been met.

4. Policy 14, Managing Growth, states:

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

Applicant: See pages 14 and 15 of the applicant's January 8, 2008 narrative.

Staff: Copies of statements of service availability from the service providers to the site are included in the applicant's submittal. These statements are from the Tualatin Valley Water District (TVWD), Tualatin Valley Fire & Rescue (TVF&R), Clean Water Services (CWS), the Washington County Sheriff's Office, Tualatin Hills Park & Recreation District (THPRD), TriMet, and the Oregon Department of Transportation (ODOT). All service providers, with the exception of TriMet, stated they can provide adequate services to the site if the plan amendment is approved. TriMet's service provider letter noted that a property is considered to be served by transit if it is located within ¼ mile walk of a bus route or ½ mile walk to a light rail station. The nearest bus stop to the subject property is located just over a half mile to the east on Farmington Road. Comments provided along with a staff response are provided below for those services noting an inadequate level of service in their response.

Of the service providers commenting, only water (TVWD), sanitary sewer & drainage (CWS) and fire protection (TVF&R) are classified as critical services. Police service (Washington County Sheriff) constitutes an essential service, while transit service (TriMet) and parks (THPRD) are desirable services. All of the critical and essential services are or can be provided to serve the property as well as future commercial development should the plan amendment be approved.

Based on the information provided in the applicant's narrative and in the service provider letters included in the plan amendment submittal, staff finds that the criteria in Policy 14 have been met.

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

5. 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**



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**CATEGORIES AND LOCATION CRITERIA CONTAINED IN THE COMPREHENSIVE FRAMEWORK PLAN.**

**Neighborhood Commercial (NC)**

**Characterization:** This district provides for small to medium-sized shopping facilities, including food markets, up to 35,000 square feet gross floor area, and limited office use. Food markets with between 35,000 and 50,000 square feet in gross floor area may be allowed in the district consistent with quasi-judicial public review procedures and criteria established in the Community Development Code.

The intent is to provide for the shopping and service needs of the immediate urban neighborhood and as such should be readily accessible by car and foot from the surrounding neighborhoods. The scale, operation and types of uses permitted in this district are in keeping with the neighborhood character and the capacity of public facilities and services. The principal tenant is likely to be a food market.

**Locational criteria:** The precise location of these uses should be jointly determined by market factors and the community planning process. Generally, they should be located at Collector and/or Arterial intersections and at intervals a mile apart. These uses may be grouped on sites of up to 10 acres.

**Applicant:** See pages 15 and 16 of the applicant's January 8, 2008 narrative.

**Staff:** The subject property is located at the intersection of 209<sup>th</sup> Avenue and Farmington Road, both county arterial roadways. The property is adjacent to existing urban neighborhoods and is within an area designated as Neighborhood by the Metro 2040 Growth Concept Plan. As stated in the description for the Neighborhood Commercial designation, retail uses up to 35,000 square feet are anticipated within this district. The applicant intends to construct approximately 13,000 square feet of commercial space on the subject property.

Future development applications on the subject property will be required to meet standards relating to on-site circulation and provision of sidewalks and accessways. In addition, all development must comply with setback and height standards to ensure that the scale of the commercial use is in keeping with neighborhood character around the subject property. The subject property meets the characterization and locational criteria for the Neighborhood Commercial designation. Staff finds that the subject property meets the locational criteria of the Neighborhood Commercial district. *(See additional discussion regarding compatibility with adjacent residential uses under the response to CFP Policy 1 – The Planning Process)*

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

6. Policy 31, 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 page 17 of the applicant's January 8, 2008 narrative.

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Staff: The applicant submitted service provider letters from both the Washington County Sheriff and Tualatin Valley Fire and Rescue. The letter provided by Tualatin Valley Fire & Rescue indicated that the nearest fire station is located one mile north of the subject property. Response time to the property is estimated to be between four and six minutes.

The service provider letter from the Washington County Sheriff indicated that service levels are adequate for emergency calls only. The subject property is located within the Enhanced Sheriff's Patrol District. Staff finds that the applicant's submittal has demonstrated compliance with Policy 31.

7. 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 pages 17 - 19 of the applicant's January 8, 2008 narrative, as well as the findings for the 2020 Transportation Plan (pages 21 - 24 of the narrative) and the applicant's transportation analysis prepared by CTS Engineers.

Staff: The application included a transportation analysis prepared by CTS Engineers, which was used for both the plan amendment and the access management plan application approved on April 15, 2008 (*see Section F of this staff report as well as Attachment "A", which includes the Transportation Staff Report for this plan amendment*).

8. 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 SPACES.**

Applicant: See page 19 of the applicant's January 8, 2008 narrative.

Staff: The subject property is located within the Tualatin Hills Park and Recreation District boundary and is within ½ mile of the nearest park facility, the Jenkins Estate. The Jenkins Estate is located at the southwestern quadrant of the SW 209<sup>th</sup> and Farmington Road intersection.

9. Policy 36, Commercial Conservation, states:

**IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE ENERGY-SAVING BUILDING PRACTICES IN EXISTING AND FUTURE COMMERCIAL STRUCTURES.**



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### **Implementing Strategies**

**The County will:**

- a. Encourage cluster development of mixed uses, with a variety of commercial, office, residential uses, to promote energy conservation and to allow more efficient centralized energy systems.**
- b. Discourage strip-commercial development and other scattered office-commercial development.**

Applicant: See page 19 of the applicant's January 8, 2008 narrative.

Staff: The applicant has indicated that common wall construction and central heating will be employed in future development design in an effort to conserve energy. Subsequent development on the subject property may also utilize upper story uses, such as residences or professional offices. In addition, provision of bicycle and pedestrian accessways to adjacent properties will reduce the number of vehicle trips to the site.

The closest commercially-designated property is located just under a mile away to the east, at SW Farmington Road and 196<sup>th</sup> Avenue. Property uses between the two commercial sites include low and medium density residential and institutional uses. Approval of this plan amendment application will not encourage strip-commercial development or scattered office commercial development. Proposed development on the site will be addressed through a subsequent development application. Staff finds that the requirements of Policy 36 can be met.

10. 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 pages 19 and 20 of the applicant's January 8, 2008 narrative.

Staff: Plan Policy 40 was adopted by Ordinance 561 in 2000. Ordinance 561 applied the 2040 Growth Concept Design Types to all of the unincorporated urban areas of Washington County. There are nine design types: Regional Center, Town Center, Town Center-Area of Interest, Station Community, Neighborhoods, Main Street, Transit Corridor, Employment or Industrial Areas. The Neighborhood design type applies to the site.

The Neighborhood design type is defined as:

"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 and limited commercial activities may be appropriate in neighborhoods."

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Between Tualatin Valley Highway and Farmington Road and to the east towards 185<sup>th</sup> Avenue, land is primarily designated with the Neighborhood design type. Along Farmington Road there is a mix of institutional, commercial, office and residential uses. The proposed Neighborhood Commercial designation will increase the size of the vacant commercial site at the intersection of SW 209<sup>th</sup> Avenue and Farmington Road.

As a result of an intersection realignment project in 2004, a portion of tax lot 3100 (located to the west of the subject property) was purchased by the county. An existing retail building on the property was also purchased, as the realignment of the intersection required that the building be demolished. Subsequent to the sale of a portion of tax lot 3100 for the intersection realignment, the applicant entered into an agreement to purchase the westernmost 100 feet of the Immanuel Community Church property.

As discussed in Casefile 08-051-AMP (the Access Management Plan for tax lots 3000, 3100 and 2900) an interim access point was approved for the subject property at approximately 360 feet from the intersection of SW 209<sup>th</sup> Avenue and Farmington Road. The approved interim access point is located within the 0.30 acre subject property. An addition of 13,000 square feet of land to the existing commercial site will increase the amount of frontage along Farmington Road. The proposed access to the commercial site can therefore be located farther away from the intersection of SW 209<sup>th</sup> Avenue and Farmington Road.

Policy 40 allows the county to condition plan amendment approvals to promote excellence in urban design, specifically with regard to building and site design, the relationship of development to neighboring properties and emphasis of multi-modal transportation options. To ensure compliance with this policy, future development applications for this commercial site should be required to provide a pedestrian connection to the existing accessway on the Madison Place property. To ensure this connection is provided, a condition of approval to require the construction of an accessway connection to the Madison Place property is included in the decision for this plan amendment request. *(See additional discussion regarding compatibility with adjacent residential uses under the response to CFP Policy 1 – The Planning Process)*

Staff finds that designation of the subject property as Neighborhood Commercial complies with the Neighborhoods criteria as listed in Policy 40.

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

F. Washington County Transportation Plan and Transportation Planning Rule

Applicant: See pages 21 - 24 of the applicant's January 8, 2008 narrative, as well as the transportation analysis prepared by CTS Engineers.

Staff: Attachment "A", which is by this reference incorporated into this staff report, contains discussions of whether the plan amendment complies with the Transportation Plan 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" a transportation facility as defined in OAR 660-012-0060. Staff finds the plan amendment is consistent with the Transportation Planning Rule and the county's Transportation Plan (see Attachment "A").

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Additionally, provision of a condition of approval that requires the new commercial development to connect to the existing accessway on the Madison Place property to the north will help to reduce vehicular trips by allowing residents to walk or bicycle to the commercial site.

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

G. Aloha-Reedville-Cooper Mountain Community Plan

Community Plan Overview, Applicable 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.**

Applicant: See page 25 of the applicant's January 8, 2008 narrative.

Staff: The subject property is currently within the Tualatin Hills Park and Recreation District boundary.

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.**

Applicant: See page 25 of the applicant's January 8, 2008 narrative.

Staff: As noted in the staff response to Policy 40 of the Comprehensive Framework Plan for the Urban Area, a pedestrian/bicycle accessway will be required to connect to the existing accessway on the Madison Place condominium property to the north of the Neighborhood Commercial property. Any additional accessways will be provided as determined through a subsequent development application process. Therefore, staff finds that this requirement can be satisfied.

8. **The pedestrian/bicycle pathways identified in the county's Transportation 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.**

Applicant: See page 25 of the applicant's January 8, 2008 narrative.

Staff: Any required pedestrian/bicycle accessways will be provided as determined through a subsequent development application process. Therefore, staff finds that this requirement can be satisfied.

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.**

Applicant: See page 25 of the applicant's January 8, 2008 narrative.

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Staff: The condition of approval for the extension of the accessway at the northern property line to the future commercial use will ensure compliance with CDC standards for pedestrian and bicycle connections. Therefore, staff finds that this requirement can be satisfied.

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

Applicant: See page 25 of the applicant's January 8, 2008 narrative.

Staff: In the event that the applicant proposes to include upper story residential units, soundproofing will be required. The applicant will be required to comply with any requirements related to noise reduction and mitigation through the land development process. Therefore, staff finds that this requirement can be satisfied.

- 11. Where the impact of noise and lighting associated with commercial development does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.**

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

Staff: The applicant will be required to comply with this requirement through the land development process. Therefore, staff finds that this requirement can be satisfied.

- 12. New development within the Planning Area shall be connected to public water and sewer service; except as specified in the Community Development Code.**

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

Staff: The subject property and the adjacent commercial site can be served by public water as sewer, as indicated by the service provider letters prepared by the Tualatin Valley Water District and Clean Water Services. Therefore, staff finds this requirement can be satisfied.

- 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 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.**

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

Staff: The applicant's Access Management Plan (Casefile 08-051-AMP) approved an interim access point to the subject property approximately 360 feet from the 209<sup>th</sup> Avenue and Farmington Road intersection. Conditions of approval of Casefile 08-051-AMP require that the applicant abandon the interim access when an alternative access point is available through redevelopment of adjacent properties or a future access point consolidation project. Any necessary right-of-way dedications will be determined through the development review process. The applicant will be required to comply with this requirement through the land development process. Therefore, staff finds this requirement can be satisfied.



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

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

Staff: The approved Access Management Plan (AMP) for the subject site (Casefile 08-051-AMP) requires certain conditions be met with regard to access onto Farmington Road. See Attachment A to this staff report for additional information. Staff finds that this requirement can be met provided the subject property develops under a future Type II process and meets the conditions required by the AMP.

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

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

Staff: The applicant will be required to comply with this requirement through the land development process. Therefore, staff finds this requirement can be satisfied.

- 17. Much of the Aloha-Reedville-Cooper Mountain Planning Area has been partitioned into relatively small lots that may be difficult to develop individually. In such situations, significantly higher residential densities are sometimes planned, in part to encourage lot consolidation and redevelopment. If lot consolidation is not accomplished, the applicant for a development permit for a land division or structure shall be required to prepare a site plan for the subject lot and all abutting lots, showing building locations, parking, auto and pedestrian circulation, and landscaping. This site plan shall comply with county design standards, and shall demonstrate that the proposed development does not preclude further development on the abutting lots at the maximum permitted density.**

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

Staff: This plan amendment application seeks to apply the Neighborhood Commercial designation to a portion of the subject property that is adjacent to two parcels currently designated Neighborhood Commercial. Should the plan amendment be approved, the applicant intends to submit a development application for a property line adjustment or partition to divide the 0.30 acre subject property from the Immanuel Community Church property. The CDC and building code requirements prohibit construction of building(s) over property lines. Consequently, these small parcels will need to be consolidated. Staff finds that the application meets the intent of General Design Element 17 and can comply with the necessary requirements during the development review process.

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

Applicant: See page 26 of the applicant's January 8, 2008 narrative.

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Staff: The applicant will be required to comply with this requirement through the land development process. Therefore, staff finds that this requirement can be satisfied.

**FARMINGTON ROAD CORRIDOR SUBAREA**

The Farmington Road corridor angles diagonally across the planning area in a west/southwest direction. Farmington is an arterial with some transit service.

Some properties along Farmington are already developed with higher intensity uses including the Farmington Mall, a few convenience stores, several apartment projects, two mobile home parks, Mountain View Middle School, and three churches. The Jenkins Estate, operated by Tualatin Hills Park and Recreation District (THPRD), is located southwest of the intersection of Farmington Road and 209<sup>th</sup> Avenue. Transportation access and public transit service make many properties in this corridor, including most developable and redevelopable properties up to one-quarter mile north and south of Farmington, suitable for higher intensity use.

The Community Plan map shows three Neighborhood Commercial centers located along Farmington at its intersections with 170th, 185th, 195th and 209th Avenues. All of these are located approximately one mile from other commercial areas, with the exception of the Neighborhood Commercial properties at 185th and Farmington, which are about a quarter mile from the Farmington Mall.

Other undeveloped or underdeveloped properties along or near Farmington, but away from major intersections, are appropriately designated for residential development at up to 15 or 24 units per acre. The highest densities occur close to commercial centers, especially around Farmington Mall and the planned Neighborhood Commercial center at Farmington and 156th. The latter is also close to a park and ride facility (see the characterization of the Tualatin Valley Highway corridor), and a major employment center (St. Mary's property/Tektronix/Floating Point Systems/Nike).

The area to the west of 209<sup>th</sup> Avenue, between Farmington Road and Rosedale Road, was added to the Urban Growth Boundary in 2002 and is designated Future Development - 20 Acres (FD-20). The area is approximately 45 acres in size. The predominant land use is residential/agricultural on small acreage. The area shall maintain the FD-20 designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Applicant: See pages 27 and 28 of the applicant's January 8, 2008 narrative.

Staff: Approval of the plan amendment request would provide additional commercial land to allow the applicant to construct a new Neighborhood Commercial site at the corner of SW 209<sup>th</sup>/Grabhorn and Farmington Road. The location is a long-standing commercial site as identified on the Aloha-Reedville-Cooper Mountain Community Plan. Therefore, staff finds that the request complies with the subarea description for the Farmington Road Corridor.

H. Washington County Community Development Code

1. Article III, Land Use Districts:

**311 Neighborhood Commercial District (NC)**

**311-1 Intent and Purpose**



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**The purpose of the Neighborhood Commercial District is to allow small to medium sized shopping and service facilities and limited office use in Neighborhood Commercial Centers. This District is intended to provide for the shopping and service needs of the immediate urban neighborhood. Neighborhood Commercial locations should be easily accessible by car and foot from neighborhoods on surrounding residential properties.**

Staff: If the plan amendment is approved, the applicant intends to develop the site with a small-scale retail commercial building(s) intended to meet the convenience shopping needs of nearby residential areas. The proposed Neighborhood Commercial site would meet the intent and purpose of the Neighborhood Commercial District, provided the accessway on the Madison Place property is extended through the site to provide convenient bicycle and pedestrian access. *(See additional discussion regarding compatibility with adjacent residential uses under the response to CFP Policy 1 – The Planning Process)*

#### IV. SUMMARY AND CONCLUSIONS

1. Based on information submitted by the applicant, other information contained in this report, and the applicant's compliance with conditions of approval imposed by this plan amendment, staff finds that the plan amendment request to apply the Neighborhood Commercial designation to a 0.30 acre portion of the subject property complies with the applicable policies of the Comprehensive Framework Plan for the Urban Area.
2. Conditions of approval are included with this plan amendment decision in order to ensure the future commercial site's compatibility with adjacent properties. Future development of the site will be required to comply with setbacks, screening and buffering, and other applicable standards of the Community Development Code.
3. The change in plan designation to Neighborhood Commercial will not "significantly affect" the surrounding planned transportation system and is therefore consistent with the Transportation Plan and OAR 660-012-0060, subject to any required right-of-way dedication along Farmington Road and compliance with the conditions of approval of the Access Management Plan (Casefile 08-051-AMP) for the proposed site.
4. Local service providers currently can provide or have the ability to provide an adequate level of public facilities and services for the property, with the exception of TriMet, which does not consider the site to be served by transit due to its distance from bus and light rail transit lines. Specifically, Clean Water Services, Tualatin Valley Water District, Tualatin Hills Park & Recreation District, Tualatin Valley Fire & Rescue, and the Enhanced Sheriff's Patrol District can serve the property.
5. The plan amendment to Neighborhood Commercial is consistent with the provisions of the Metro Urban Growth Management Functional Plan, subject to the conditions of approval of this plan amendment request.
6. The plan amendment is consistent with the provisions of the Aloha-Reedville-Cooper Mountain Community Plan, including General Design Element 17, which encourages lot consolidation to facilitate redevelopment of smaller parcels. Consolidation of the subject property with tax lots 3000 and 3100 ensures compliance with this design element.

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V. RECOMMENDATION

Based on the evidence and findings in the applicant's submittal, the findings in Section III of this report, and the summary and conclusions above, staff recommends **APPROVAL** of the request to change the designation of the 0.30 acre subject property from Institutional to Neighborhood Commercial with the following conditions:

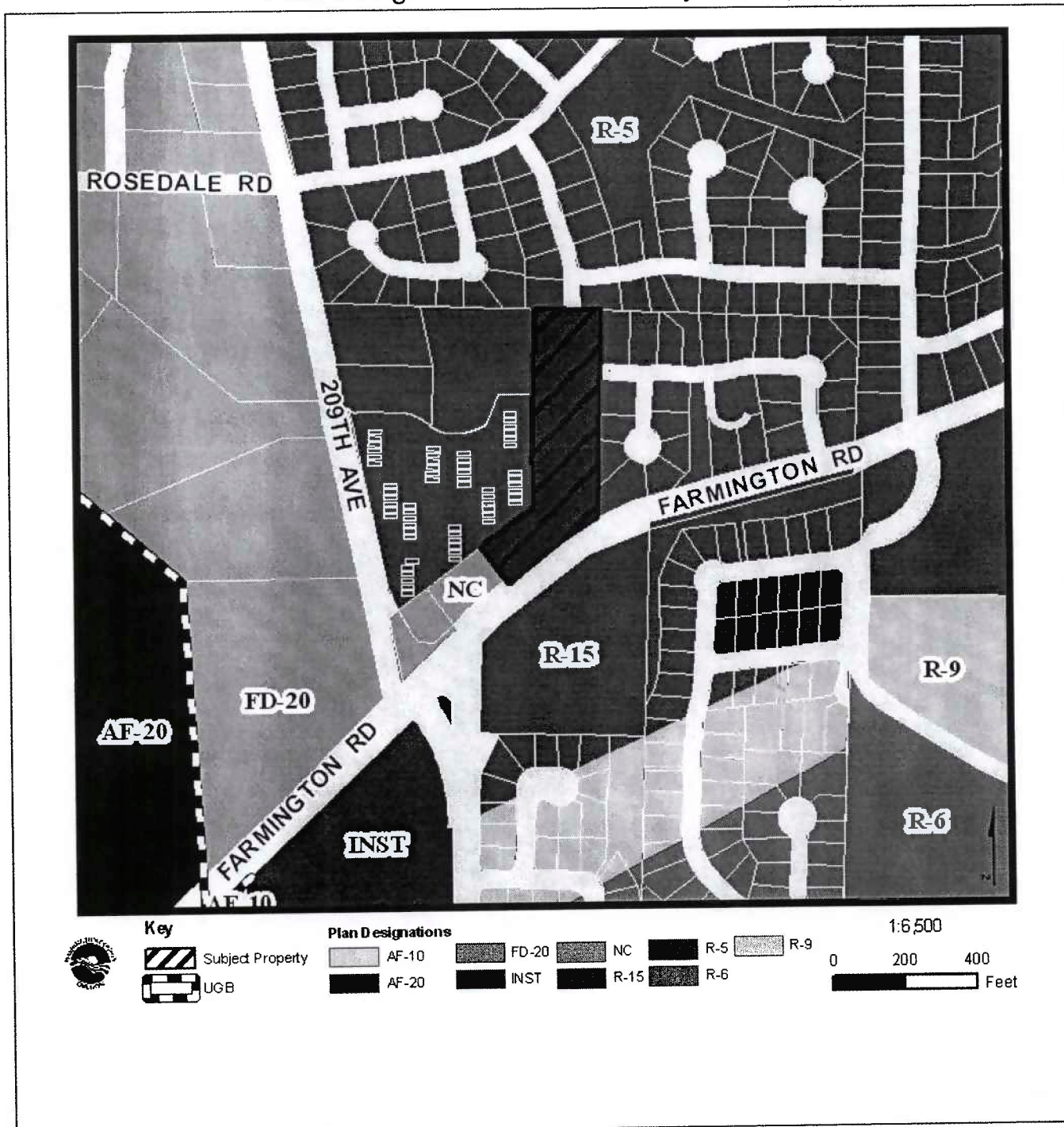
1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owed to the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the applicant.
2. Within 45 days of approval of this plan amendment, the applicant shall provide the Long Range Planning Division with a legal description for the 0.30 acre portion of tax lot 1S223DA02900 designated as Neighborhood Commercial by this plan amendment.
3. Within 45 days of final approval of this plan amendment, the property owner shall record in the Deed Records of Washington County the conditions of approval of this application. The property owner shall provide the Long Range Planning Division with a copy of this recorded document. No development application for the subject property shall be accepted as complete or approved until the required document has been recorded.
4. Approval of a development application is required prior to development of the site.
5. The applicant shall provide the required screening and buffering in Community Development Code Section 411 (minimum of 15 feet). No variances or hardship relief variances shall be granted to reduce the screening and buffering requirements.
6. As part of a future development review, the applicant shall dedicate any required right-of-way along Farmington Road.
7. As part of future development, the applicant shall provide a pedestrian connection to the existing accessway on the Madison Place condominium development to the north of the subject property.
8. The applicant shall comply with all conditions of Casefile 08-051-AMP.

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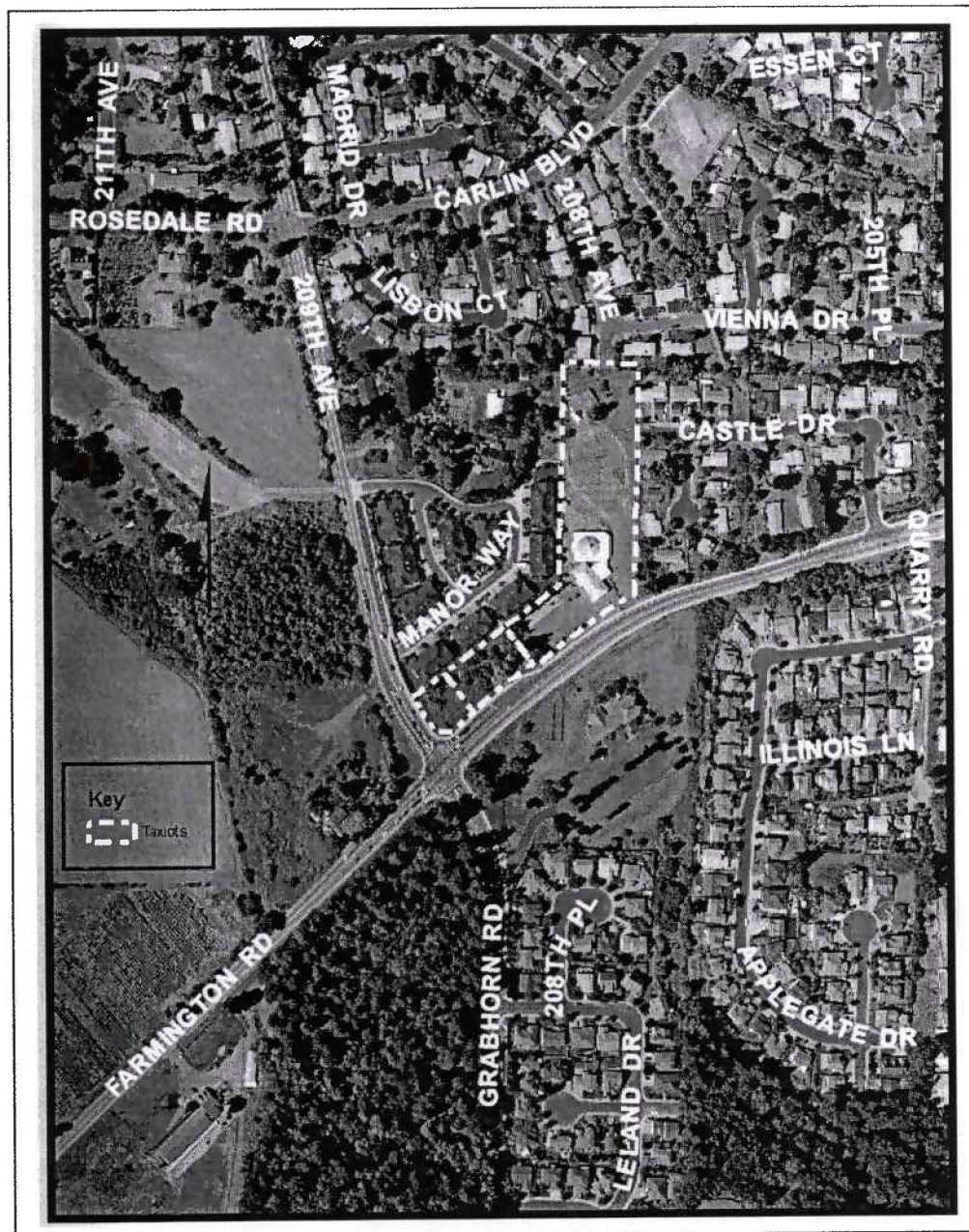
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### Plan Designations Near the Subject Property



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Aerial Photo of the Subject Property and the Park Property





Attachment "A"

June 28, 2007

**TRANSPORTATION REPORT  
FOR  
CASEFILE NO. 08-174-PA**

Applicant: Howard Park

Location: On the northeast corner of SW Farmington Road and SW 209<sup>th</sup> Avenue

Tax Map/Lot: 1S2 23DA 2900 (portion)

Site Size: 13,000 square feet

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

**FINDINGS**

**A. General:**

This proposal would re-designate approximately 13,000 square feet of the subject site (a portion of tax lot 2900) from the current Institutional (INS) plan designation to Neighborhood Commercial (NC). The remainder of tax lot 2900 is not proposed to be re-designated. The area of the subject site that is proposed to be re-designated would be combined with the properties located immediately to the west, tax lots 3000 and 3100 to create approximately 1.07 acres of NC property. The intent of the request is to create a viable replacement site for the commercial property that was eliminated as part of the 209<sup>th</sup> Avenue/Grabhorn Road/Farmington Road intersection realignment.

1. The subject property is currently used as a playground area for the Immanuel Community Church. It does not support any buildings.
2. Due to site conditions and access needs, the applicant submitted and was granted approval of a Type II Access Management Plan (Casefile 08-051-AMP) by the Land Development Services Division on April 15, 2008. The Notice of Decision includes specific conditions of approval which are binding on the applicant and development of the subject site. A copy of the Notice of Decision and Staff Report for Casefile 08-051-AMP is attached to this Transportation Staff Report and is incorporated by reference herein (Attachment 1).
3. The site is located at the northeast corner of the intersection of SW 209<sup>th</sup> Avenue and SW Farmington Road, which are both county arterial roads; it has frontage on SW Farmington Road.
3. The following standards are applicable to this request and are addressed in this staff report:
  - a. OAR 660, Division 12, Oregon Transportation Planning Rule:  
Section 060 - Plan and Land Use Regulation Amendments
  - b. Washington County Comprehensive Framework Plan For the Urban Area:  
Policy 1.f – Criteria for Plan Amendment Approval
  - c. Washington County 2020 Transportation Plan Policies:
    - 1.0 Travel Needs Policy
    - 2.0 System Safety Policy
    - 4.0 System Funding Policy



- 5.0 System Implementation and Plan Management Policy
- 6.0 Roadway System Policy
- 10.0 Functional Classification Policy
- 12.0 Transit Policy
- 14.0 Pedestrian Policy
- 15.0 Bicycle Policy

19.0 Transportation Planning Coordination and Public Involvement Policy

**B. Oregon Transportation Planning Rule**

1. The Oregon Transportation Planning Rule, OAR 660-012-0060, requires an analysis of the impact of a proposed plan amendment on the planned transportation system to determine whether the proposal will ‘significantly affect’ the planned transportation system in the area. Pursuant to the OAR, the proposed plan amendment would ‘significantly affect’ the transportation system if it does any of the following:
  - Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
  - Change standards implementing a functional classification system; or
  - As measured at the end of the planning period identified in the adopted transportation system plan:
    - Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
    - Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or
    - Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.
2. Considering the criteria above, in order to determine if a plan amendment will result in a ‘significant impact’ on transportation facilities, the County generally requires a comparative analysis of a ‘reasonable worst-case development’ of a site under current and proposed land use designations. 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 Plan (i.e., through year-2020).
3. The county evaluates roadway performance based on the volume to capacity ratios (V/C), measured at signalized intersections. Table 5 of the 2020 Transportation Plan sets forth the applicable performance criteria for plan amendment requests. For this plan amendment, performance of the SW Farmington Road/SW 209<sup>th</sup> Avenue intersection was considered (see findings below). Evaluation and traffic analysis of unsignalized intersections is not required by the 2020 Transportation Plan.

4. The applicant provided a traffic analysis with the plan amendment request. In addition, a traffic analysis was required in order to obtain Access Management Plan approval (see Casefile 08-051-AMP) prior to the processing of the plan amendment request. This traffic information has been reviewed by both transportation planning and traffic engineering staff.

According to the traffic analysis, with the proposed plan amendment, the subject site would generate approximately 565 ADT on the nearby roadway system; however, under the proposed plan designation, the site would generate only 16 net new trips in the PM peak period. The applicant's traffic analysis evaluates a year-2030 planning horizon, exceeding the analysis that is required by the county's 2020 Transportation Plan.

5. Table 7 of the applicant's traffic analysis indicates that with the proposed plan amendment, the nearest signalized intersection (SW Farmington Road and SW 209<sup>th</sup> Avenue) will function at LOS D (V/C of 0.95) in the PM Peak Hour in year-2030. The county's performance measures identify a V/C ratio of 0.99 (LOS E) as the minimum acceptable threshold. Impacts to the transportation system associated with the proposed plan amendment will therefore comply with the adopted performance criteria found in the 2020 Transportation Plan. The intersection where the largest impact from the plan amendment will occur will operate substantially better than the minimum performance threshold set in the 2020 Transportation Plan.
6. The proposal will not require any changes in functional classifications of roadways that are part of the surrounding transportation network. Because there is insufficient site frontage to meet county arterial access spacing requirements, an Access Management Plan was required to be approved prior to processing this plan amendment request. Casefile 08-051-AMP approved an access management plan for the subject site; conditions of approval for Casefile 08-051-AMP shall continue to apply to any future development of the subject site.
7. Based on the findings above, staff concludes that the proposed plan amendment will be consistent with the applicable requirements of Section -0060 of the Transportation Planning Rule as well as the performance requirements from Table 5 of the 2020 Transportation Plan. Future development on the site shall comply with the conditions of Casefile 08-051-AMP.

**C. Washington County Comprehensive Framework Plan For The Urban Area**

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

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

***Growth Management Policies to development permits as provided in the Code.***

**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 2020 Transportation Plan. Based on this, the plan amendment will be consistent with Policy 1.f. with regard to transportation.

**D. Washington County 2020 Transportation Plan**

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

**1.0 TRAVEL NEEDS POLICY**

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

**STAFF:** The proposed plan amendment is not anticipated to have a significant detrimental impact on the capacity or level of service on transportation facilities. The plan amendment will not result in additional degradation of system performance below adopted thresholds. Staff therefore concludes that the proposal does not conflict with Policy 1.0.

**2.0 SYSTEM SAFETY POLICY**

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

**STAFF:** Any traffic safety impacts associated with future development or redevelopment on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code and Resolution and Order 86-95 which implement Policy 2.0. In addition, the applicant is required to comply with the conditions of Casefile 08-051-AMP which will ensure safe operation on the affected transportation facilities.

**4.0 SYSTEM FUNDING POLICY**

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

**STAFF:** Significant impacts to system capacity are not anticipated in the future with the proposed plan amendment. In addition, any future development or redevelopment on the site will require payment of the appropriate Traffic Impact Fee toward future capacity improvements. Payment of the Traffic Impact Fee is consistent with the strategies included under Policy 4.0.

**5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY**

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

**STAFF:** Significant impacts on capacity or roadway safety are not anticipated under the proposed plan designation due to the relatively minor increase in trips. The proposal is therefore consistent with Policy 5.0.



#### **6.0 ROADWAY SYSTEM POLICY**

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

**STAFF:** The applicant’s traffic analysis demonstrates that the proposed plan amendment will not result in significant degradation of the planned motor vehicle system and that the amendment will be consistent with the performance measures set forth in the strategies for implementation of Policy 6.0.

#### **10.0 FUNCTIONAL CLASSIFICATION POLICY**

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

**STAFF:** No changes in functional classifications of the existing, affected roadway system are required as a result of this plan amendment request.

#### **12.0 TRANSIT POLICY**

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

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

#### **14.0 PEDESTRIAN POLICY**

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

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

#### **15.0 BICYCLE POLICY**

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

**STAFF:** The site has frontage on SW Farmington Road, a county arterial. On-street bicycle facilities are required on streets of these functional classifications when streets are built or re-built; currently, SW Farmington Road includes bicycle facilities.

In addition, the Community Development Code (CDC Section 429 – Bicycle Parking) provides for bicycle parking facilities to be developed in conjunction with future development that would be likely to occur under the proposed plan designation. Considering these facts, staff concludes that the proposed amendment is consistent with Policy 15.0.

Casefile 08-174-PA – "Farmington Retail Development" Comprehensive Plan Amendment  
Attachment "A" – Transportation Staff Report  
Page 6 of 6

**19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT  
POLICY**

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

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

**CONCLUSION/RECOMMENDATION**

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. However, the conditions of Casefile 08-051-AMP shall continue to apply to any future development of the subject property in order to ensure consistency with the county's standards for access to arterial roadways.

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Washington County  
Department of Land Use and  
Transportation  
Land Development Services  
155 N First Ave, Suite 350-13  
Hillsboro, OR 97124  
503-846-8761 fax 503-846-2908

## NOTICE OF DECISION AND STAFF REPORT

PROCEDURE TYPE: II

CPO: 6

COMMUNITY PLAN:

Aloha-Reedville-Cooper Mountain

LAND USE DISTRICT(S):

NC (Neighborhood Commercial) District

INST (Institutional) District

PROPERTY DESCRIPTION:

ASSESSOR MAP: TAX LOT NUMBER(S):  
1S2 23DA 2900/3000/3100

CASEFILE: 08-051-AMP

APPLICANT:

Howard Park  
55442 Southern Hills  
La Quinta, CA 97006

APPLICANT'S REPRESENTATIVE:

Goode Realty Group – Bill Goode  
2870 SE 75<sup>th</sup> Avenue, #104  
Hillsboro, OR 97123

OWNER OF TAX LOT 2900:

Immanuel Community Church  
20805 SW Farmington Road  
Aloha, OR 97007

OWNER OF TAX LOTS 3000/3001:

Kenneth/Dolores Norman, Trs.  
34096 Indio Springs Drive  
Indio, CA 92201

PROJECT LOCATION: At the northeast corner  
of the intersection of SW Farmington Road and  
SW 209<sup>th</sup> Avenue

PROPOSED DEVELOPMENT ACTION: Review of an Access Management Plan for Access to SW  
Farmington Road for a Pending Plan Amendment and Subsequent Land Development Review for  
Commercial Development of the Subject Site.

DATE OF DECISION:

April 15, 2008

DECISION:

Approval \_\_\_\_\_ Approval with Conditions ☒ Denial \_\_\_\_\_

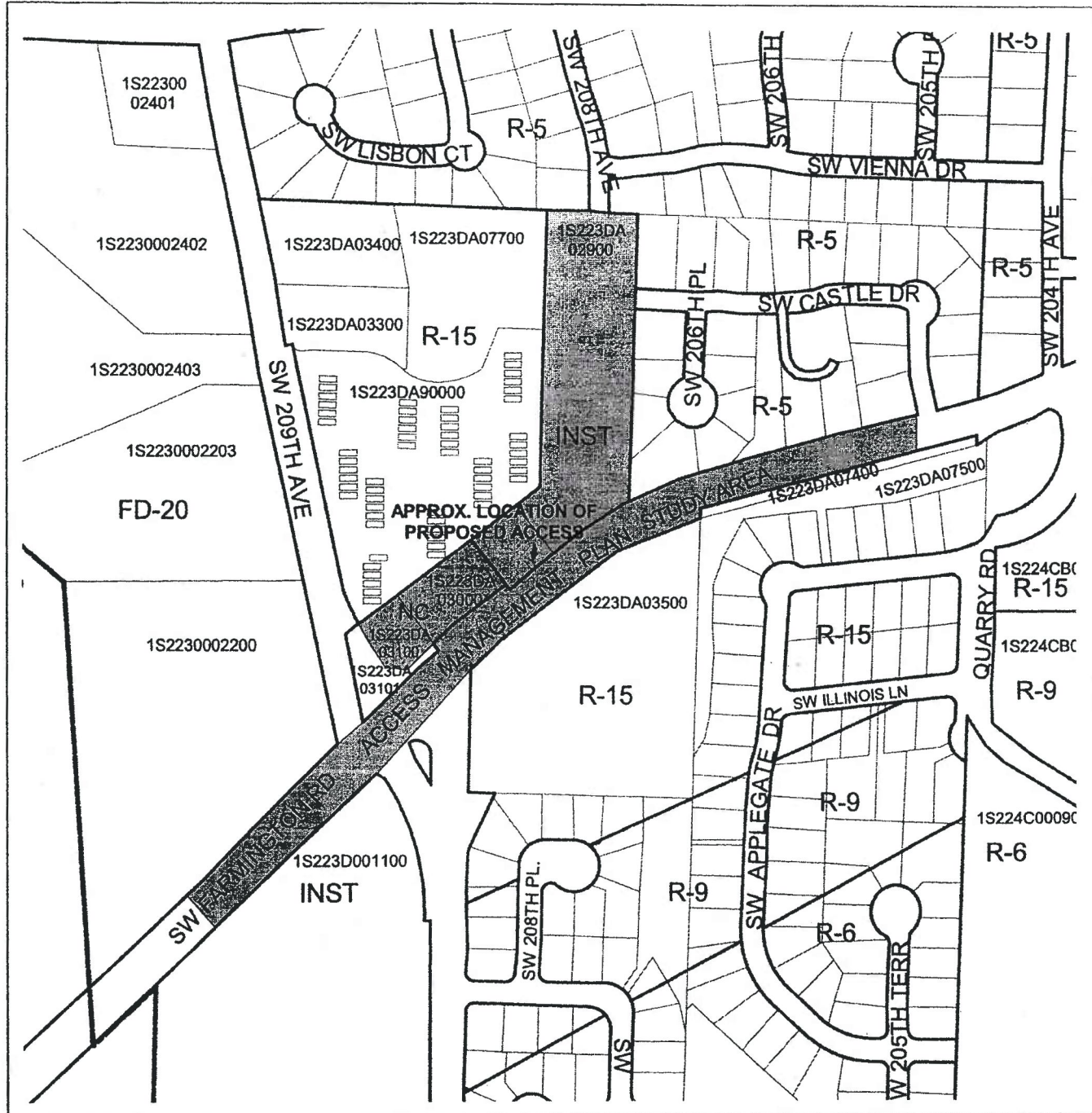
Signature Mark Brown Date 4/14/08  
Mark Brown, Land Development Manager

- Attachments: A. Vicinity Map  
B. **CONDITIONS OF APPROVAL**  
C. Staff Report  
D. Traffic Engineer's Memorandum (3 pages)  
E. Appeal Information



# ATTACHMENT A VICIN...

TAX MAP/LOT NO. 1S2 23 DA 02900, 03000, 03100 CASE FILE NO. 08-051-AMP



↑ NORTH  
 SCALE: 1" TO 300'  
 SITE & SURROUNDING LAND USE DISTRICTS:  
 NC (Neighborhood Commercial)  
 INST (Institutional)  
 R15 (Residential 12-15 units/acre)  
 FD-20 (Future Development 20-Acre District)  
 R9 (Residential 7-9 units/acre)  
 R6 (Residential 5-6 units/acre)  
 R5 (Residential 4-5 units/acre)  
 Urban Growth Boundary  
 AF-20 (Agriculture & Forestry)

- REVIEW STANDARDS FROM CURRENT OR APPLICABLE ORDINANCE OR PLAN
- A. WASHINGTON COUNTY COMPREHENSIVE PLAN
  - B. APPLICABLE COMMUNITY PLAN (See Front of Notice)
  - C. TRANSPORTATION PLAN
  - D. WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE:
    - ARTICLE I, INTRODUCTION & GENERAL PROVISIONS
    - ARTICLE II, PROCEDURES
    - ARTICLE V, PUBLIC FACILITIES AND SERVICES
    - ARTICLE VI, LAND DIV. & LOT LINE ADJUSTMENTS
    - ARTICLE VII, PUBLIC TRANSPORTATION FACILITIES
  - E. R & O 86-95 TRAFFIC SAFETY IMPROVEMENTS
  - F. ORD. NO. 524 UNIFORM ROAD IMPROVEMENT STANDARDS
  - G. ORD. NO. 379 TRAFFIC IMPACT FEE
  - H. R & O 07-20 DESIGN AND CONSTRUCTION STANDARDS

Casefile 08-051-AMP

## Attachment B CONDITIONS OF APPROVAL

### **I. THE ACCESS MANAGEMENT PLAN IS APPROVED, SUBJECT TO THE FOLLOWING CONDITIONS:**

- A. The proposed access can be approved as an interim access. The property owner must sign and record the following documents per CDC 501-8.5.E, copies of which must be provided to the Assurances Division:
  - 1. An agreement to abandon use of the interim access when an adequate alternative access becomes available.
  - 2. An agreement to participate in any project that would consolidate access points where such project would not result in new or more severe traffic operation or safety problems.
  - 3. A waiver of the right to remonstrate against the formation of a Local Improvement District or similar financing mechanism for the primary purpose of constructing a public road or right-of-way providing access from the proposed development to SW Farmington Road; such access shall meet the minimum applicable County standard.
- B. The existing driveway approach on SW Farmington Road must be closed.
- C. Provide adequate illumination at the proposed site access on SW Farmington Road, in accordance with County Illumination Standards. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering at (503) 846-7950.
- D. If it is found that safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the driveway. This may require that the applicant install traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval. If the restrictions are unsuccessful the County reserves the right to further limit and/or close the access.
- E. Plan Amendment and Land Use Approval will be required prior to commencement of any development on the property.

## **Attachment C STAFF REPORT**

### **I. APPLICABLE STANDARDS:**

- A. Washington County Comprehensive Framework Plan**
- B. Aloha-Reedville-Cooper Mountain Community Plan**
- C. Washington County Community Development Code:**
  - 1. Article II, Procedures:**
    - Section 202-2                      Type II Procedure
    - Section 202-5                      Determination of Proper Procedure Type
    - Section 203-3                      Neighborhood Meeting
    - Section 204                        Notice of Type I, II or III Development Actions
    - Section 207-5                      Conditions of Approval
  - 2. Article III, Land Use Districts:**
    - Section 311                        Neighborhood Commercial (NC) District
  - 3. Article IV, Development Standards:**
    - Section 404                        Master Planning
  - 4. Article V, Public Facility Standards:**
    - Section 501-8.5                    Access to County and Public Roads
- D. 2002 Washington County Transportation Plan**
- E. Resolution and Order No. 86-95 - Determining Traffic Safety Improvements Under the Traffic Impact Fee Ordinance**
- F. Ordinance No. 524 - Uniform Road Improvement Design Standards**

### **II. AFFECTED JURISDICTIONS**

Washington County Dept. of Land Use and Transportation

### **III. FINDINGS**

#### **Background:**

1. Currently, tax lots 1S2 23DA 3000 and 3100 are designated Neighborhood Commercial (NC) by the Aloha-Reedville-Cooper Mountain Community Plan. TL 2900 is currently Institutional (INST). The applicant has submitted a request for a Plan Amendment to change the land use designation of the westernmost portion of tax lot 2900 from Institutional (INST) to Neighborhood Commercial (NC). The Plan Amendment cannot be approved until a decision on the AMP is finalized to accommodate the proposed development described below. Once a final decision is rendered on the AMP, findings regarding access and compliance with the Transportation Planning Rule can be made for the Plan Amendment.
2. The proposed development site consists of tax lots 3000, 3100, and a portion of 2900 (Tax Map 1S2 23DA). The applicant requests approval of an Access Management Plan (AMP) for access to SW Farmington Road for a proposed 12,750 square foot retail building, pending approval of the Plan Amendment described above and a land use application. An Access Management Plan (AMP) is required because access from the proposed retail development cannot meet the 600 foot access spacing standard for access to SW Farmington Road,



Casefile 08-051-AMP  
Attachment C -- Staff Report  
Page 2

a County-maintained Arterial, and the proposed access is not an Arterial or Collector as required by CDC Section 501-8.5.B.(4). Access to SW Farmington Road is proposed via a commercial driveway access located approximately 360 feet east of SW 209<sup>th</sup> Avenue.

3. Two letters of comment were received prior to the writing of the staff report. Staff cannot address the questions posed in the comment letters at this time. The authors have proposed conditions of approval that will be addressed at the time the applicant applies for development review for a new use on the site. Additional opportunities for public comment will be available when the Plan Amendment and Development Review for the proposed retail use of the subject site are proposed.

**A. Washington County Comprehensive Framework Plan:**

The Framework Plan requires development applications to be in compliance with the Community Development Code and the applicable Community Plan. There are no specific Plan policies or goals affecting this request that are not implemented by the Code or the Community Plan. By demonstrating in this report that the request complies with the standards of the Code and the Community Plan, this Plan requirement will be satisfied.

**B. 2006 Aloha-Reedville-Cooper Mountain Community Plan:**

The site is located in the Farmington Road Corridor.  
The site is not located in an Area of Special Concern.  
Tax lot 3000 is located within a Historic and Cultural Resource Overlay District.

**STAFF:** There are no specific access related standards in the Community Plan applicable to this proposal. Staff will review development of the subject site for conformance to all other applicable standards of the Community Plan at the time an application for development is submitted.

**C. 2006 Washington County Community Development Code:**

**1. Article II, Procedure:**

**Section 202-3      Type II**

**STAFF:** This application is being reviewed as a Type II application in accordance with Section 501-8.5 C (3)(a) of the Code.

**Section 203-3      Neighborhood Meeting**

**STAFF:** This proposal is not subject to this requirement pursuant to Section 203-3.2 A.

**Section 204      Notice of Type I, II or III Development Actions**

**STAFF:** A Public Notice for this Access Management Plan (AMP) request was provided in accordance with Section 204-4 and Section 501-8.5 C (3)(a) of the Code.

---

## **Section 207-5      Conditions of Approval**

The Review Authority may impose conditions on any Type II or III development approval. Such conditions shall be designed to protect the public from potential adverse impacts of the proposed use or development or to fulfill an identified need for public services within the impact area of the proposed development. Conditions shall not restrict densities to less than that authorized by the development standards of this Code.

**STAFF:** Conditions of approval have been imposed to ensure compliance with the standards of the Code and other County regulations and to mitigate any adverse impacts the proposed access may have on the surrounding area and the transportation infrastructure. Conditions of Approval imposed via this decision are included in Attachment B.

## **2.      Article III, Land Use Districts:**

### **Section 311      Neighborhood Commercial District (NC)**

**STAFF:** The applicant has submitted a Comprehensive Plan Amendment requesting a change from Institutional District (INST) to Neighborhood Commercial (NC) for the western portion of Tax Lot 2900. The applicant will need to submit an application for a Property Line Adjustment in order to purchase the portion of TL 2900 that is the subject of the proposed Plan Amendment. The purpose of this application is to determine the feasibility of an access location from a proposed retail development on the subject site to SW Farmington Road. Any future development of application for the subject site will be reviewed for compliance to the Neighborhood Commercial District standards outlined in CDC Section 311.

## **3.      Article IV, Development Standards:**

### **Section 404      Master Planning**

**STAFF:** The Master Planning section describes the site plans required for review of development proposals. Development of the subject site will not be reviewed until the applicant has received approval of the proposed Plan Amendment. The purpose of this request is to review the feasibility of an access location on SW Farmington Road given that the subject site cannot physically accommodate the access spacing requirements of Section 501-8.5. Given the limited scope of review, the plans submitted and contained within the casefile are adequate for this purpose.

## **4.      Article V, Public Facilities and Services**

### **Section 501-8.5      Access to County and Public Roads**

All developments shall have legal access to a County or public road. Except for interim access as provided in Section 501-8.5 E. [Interim Access], access onto any County road in the unincorporated or incorporated urban area shall be

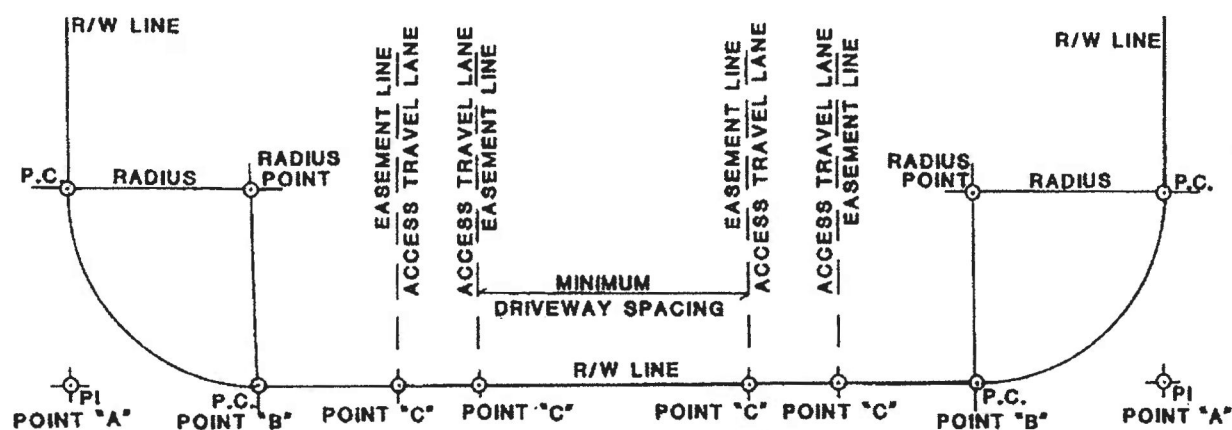
Casefile 08-051-AMP  
Attachment C -- Staff Report  
Page 4

permitted only upon issuance of an access permit upon demonstration of compliance with the provisions of the County road standards and the standards of Section 501.

#### A. Roadway Access

See following access diagram where R/W = Right-of-Way; and P.I. = Point-of-Intersection where P.I. shall be located based upon a 90 degree angle of intersection between ultimate right-of-way lines.

- (1) Minimum right-of-way radius at intersections shall conform to the County Road Standards.
- (2) All minimum distances stated in the following sections shall be governed by sight distance requirements according to County Road Standards.
- (3) All minimum distances stated in the following sections shall be measured to the nearest easement line of the access or edge of travel lane of the access on both sides of the road.
- (4) All minimum distances between accesses shall be measured from existing or approved accesses on both sides of the road.
- (5) Minimum spacing between driveways shall be measured from Point "C" to Point "C" as shown below:



#### B. Roadway Access:

No use will be permitted to have direct access to a street or road except as specified below, or as provided in Section 501-8.5 E. (Interim Access). Access spacing shall be measured from existing or approved accesses on either side of a street or road.

- (4) Arterials



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Attachment C -- Staff Report  
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Direct access to arterial roads shall be from collector or other arterial streets. Exceptions for local streets and private accesses may be allowed through a Type II process when collector access is found to be unavailable and impracticable by the Director. Access to arterials shall comply with the following standards:

(a) Arterials

Direct access to an arterial will be permitted provided that Point 'A' of such access is more than six hundred (600) feet from any intersection Point 'A' or other access to that minor arterial (Point 'C').

**STAFF:** The proposed access to SW Farmington Road does not meet the 600 foot access spacing requirement and is not a collector or arterial as required by CDC Section 501-8.5. Access to a collector is currently unavailable to this site so the desired access hierarchy cannot be met. Therefore, an exception to the access criteria is required.

C. Exception to Access Criteria

- (1) Alternate points of access may be allowed if an access management plan which maintains the classified function and integrity of the applicable facility is reviewed and approved by the Review Authority after considering the applicant's compliance with this Article.
- (2) An application for an Access Management Plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. References to standards or publications used to prepare the Access Management Application shall be included with the application.
- (3) An access management plan shall address the safety and operational problems which would be encountered should a modification to the access spacing standards be granted. An access management plan shall be prepared and certified by a traffic or civil engineer registered in the State of Oregon. An access management plan shall at minimum contain the following:
  - (a) The minimum study area shall include the length of the site's frontage plus the distance of the applicable access spacing standard, as set forth in Section 501-8.5 B., measured from the property lines or access point(s), whichever is greater. For example, a property with 500 feet of frontage on a minor arterial (required 600 foot access spacing standard) shall have a minimum study area which is 1,700 feet in length.
  - (b) The access management plan shall address the potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above.
  - (c) The access management plan shall include a comparison of all alternatives examined. At a minimum, the access management plan

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shall evaluate the proposed modification to the access spacing standard and the impacts of a plan utilizing the County standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives.

- (d) The access management plan shall include a list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified.

- (4) Notice for a proposed access management plan shall include all property owners within the study area defined in 501-8.5 C. (3)(a).

**STAFF:** The applicant submitted an Access Management Plan analysis, dated September 26, 2007. Staff has determined that the AMP analysis is in compliance with the requirements outlined in CDC Section 501-8.5.C.

The Traffic Engineering Division has reviewed the applicant's proposed Access Management Plan and has submitted a memorandum, (dated 2/11/08), included in this in this report as Attachment D (3 pages). The Traffic Engineer's review concludes that the Access Management Plan will maintain the classified function and integrity of SW Farmington Road and the proposed access can be approved as an interim access subject to the conditions of approval identified in the attached memorandum.

#### E. Interim Access

No development shall be denied a Development Permit for the sole reason that the parcel for which it is sought cannot physically accommodate the access spacing requirements of this Code. In such an event, the use may be issued an interim access permit which shall expire when access as required under Article V becomes available. An interim access permit may be granted based upon the following:

- (1) The site is situated such that adequate access cannot otherwise be provided in accord with the access spacing requirements of this Code.
- (2) The interim access shall meet minimum County traffic safety and operational requirements, including sight distance.
- (3) Alternate access shall not be deemed adequate and connections to alternate access shall not be required if the resulting route of access would require a trip in excess of one (1) block or five-hundred (500) feet out of direction (whichever is less).
- (4) The property owner signs a waiver of the right to remonstrate against the formation of a Local Improvement District or similar financing mechanism for the primary purpose of constructing a public road or right-of-way providing access to the arterial or collector road; such access shall meet the minimum applicable County standard.

- (5) The property owner records an agreement to participate in any project that would consolidate access points where such project would not result in new or more severe traffic operation or safety problems.
- (6) The property owner records an agreement to abandon use of the existing private access way when an adequate alternative access becomes available.

**STAFF:** As conditioned in the Traffic Engineer's memo, the proposed retail access to SW Farmington Road can be approved as an interim access until an alternative access or the opportunity to consolidate access points with the adjacent church site becomes available. The County cannot condition the church to consolidate access at this time or with the proposed retail development since only a property line adjustment is required from the church. As conditioned in Attachment B, the applicant is required to record the documents required by this section of the code.

**D. Transportation Plan:**

**STAFF:** There are no applicable Transportation Plan provisions that have not been addressed by the CDC provisions outlined herein and the Traffic Engineer's memo (Attachment D), which is incorporated herein.

**E. Resolution and Order No. 86 - 95 - Determining Traffic Safety Improvements Under the Traffic Impact Fee Ordinance:**

**STAFF:** There are no applicable R&O 86-95 provisions that have not been addressed by the Traffic Engineer's memo (Attachment D) which is incorporated herein.

**F. Ordinance No. 524 - Uniform Road Improvement Design Standards:**

**STAFF:** All required public improvements shall be designed and constructed in accordance with the approved road standards through the Facility Permit process.

**IV. SUMMARY & CONCLUSION:**

The applicant has requested approval of an Access Management Plan (AMP) for access to SW Farmington Road. The County Traffic Engineer has reviewed the proposal and has found that the Access Management Plan (AMP) will maintain the classified function and integrity of SW Farmington Road subject to the improvements as outlined in the attached Traffic Engineer's memo dated 2/11/08 (Attachment D). Therefore, the request for an Access Management Plan is hereby **APPROVED** subject to the Conditions of Approval set forth in Attachment "B" of this report, which incorporate the Traffic Engineer's recommended conditions.

The proposed retail development is subject to Plan Amendment and Land Use Review by the County. Approval of the AMP does not waive or alter other applicable land use or development requirements of the County.



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Land Development Services  
Land Use & Transportation



**WASHINGTON COUNTY, OREGON**

Department of Land Use and Transportation, Engineering/Surveying Division  
1400 SW Walnut St., MS 17A, Hillsboro, Oregon 97123  
(503) 846-7900 • FAX: (503) 846-7910

DATE: February 11, 2008

TO: Stephen Roberts, Senior Planner

FROM: Jinde Zhu, P.E., Traffic Engineer *JZ*

CC: Tracy Stone, Greg Miller, Traffic Analysis File #1436, C/File

RE: **REVIEW OF PROPOSED ACCESS MANAGEMENT PLAN  
FARMINGTON/209<sup>th</sup> RETAIL  
WASHINGTON COUNTY**

---

This report examines the submitted Access Management Plan conducted for the proposed Farmington Retail development. The proposed development is located in the northeast quadrant of the intersection of SW Farmington Road and SW 209<sup>th</sup> Avenue and contains 12,750 square feet of retail space. Access to the proposed development will be provided via a new interim access on SW Farmington Road located approximately 360 feet east of SW 209<sup>th</sup> Avenue and 175<sup>th</sup> feet west of an existing church driveway. SW Farmington Road is a county roadway and classified as an arterial with a required minimum access spacing of 600 feet. Hence the access spacing between the proposed access road and the intersection/access on SW Farmington Road falls below the county's access spacing requirement of 600 feet. This submitted Access Management Plan is intended to fulfill the requirements of Washington County CDC Section 501-8.5C "Exception to Access Criteria".

The Access Management Plan analysis is contained in the report, "*Traffic Analysis and Access Management Plan for the proposed Farmington Retail development on the north side of SW Farmington Road, east of SW 209<sup>th</sup> Avenue in Washington County, OR*", CTS Engineers, September 26, 2007. The findings and recommendations given below are based, in part, on information provided in the Access Management Plan.

**FINDINGS:**

Section 501-8.5C (1) *Alternate points of access may be allowed if an access management plan which maintains the classified function and integrity of the applicable facility is reviewed and approved by the Review Authority after considering the applicant's compliance with this Article.*

The submitted Access Management Plan proposes a new interim access roadway on SW Farmington Road. The submitted Access Management Plan addressed the traffic impacts of the proposed development.

Section 501-8.5C (2) *An application for an Access Management Plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. References to standards or publications used to prepare the Access Management Application shall be included with the application.*

---

The access spacing standard for SW Farmington Road, an arterial, is 600 feet. The proposed access does not meet the arterial access spacing standard. The report concludes that the new interim access with the proposed development traffic will maintain the classified function and integrity of SW Farmington Road as an arterial.

Section 501-8.5C (3) *An access management plan shall address the safety and operational problems which would be encountered should a modification to the access spacing standards be granted. An access management plan shall be prepared and certified by a traffic or civil engineer registered in the State of Oregon. An access management plan shall at minimum contain the following:*

*(a) The minimum study area shall include the length of the site's frontage plus the distance of the applicable access spacing standard, as set forth in Section 501-8.5B, measured from the property lines or access point(s), whichever is greater. For example, a property with 500 feet of frontage on an arterial (required 600 foot access spacing standard) shall have a minimum study area which is 1,700 feet in length.*

The proposed Access Management Plan has been certified by a registered engineer in the State of Oregon. The study area in the plan extends from the proposed access to a point approximately 600 feet beyond the proposed development property lines in each direction.

*(b) The access management plan shall address the potential safety and operational problems associated with the proposed access point. The access management plan shall review both existing and future access for all properties within the study area as defined above.*

The Plan determined that the proposed site access on SW Farmington Road is projected to operate within the acceptable vehicle performance measure during the peak hours, as defined in the 2020 Transportation Plan.

The engineer determined that there is adequate intersection sight distance at the proposed site access along SW Farmington Road.

The engineer estimated that the proposed site will generate a total of 565 daily trips with 17 trips during the weekday AM peak hour and 35 trips during the weekday PM peak hour.

All other existing driveways/streets within the study area are expected to operate within the acceptable vehicle performance measure, as defined in the 2020 Transportation Plan. The intersection of SW 209<sup>th</sup> Avenue and SW Farmington Road is on the latest county's SPIS list. This intersection was newly realigned and signalized. No traffic improvements at the intersection are warranted due to the proposed development.

*(c) The access management plan shall include a comparison of all alternatives examined. At a minimum, the access management plan shall evaluate the proposed modification to the access spacing standard and the impacts of a plan utilizing the County standard for access spacing. Specifically, the access management plan shall identify any impacts on the operations and/or safety of the various alternatives.*

The Access Management Plan did not evaluate other access alternatives simply because there are no locations along SW Farmington Road to meet the county's access spacing standard within the project area.

---



(d) *The access management plan shall include a list of improvements and recommendations necessary to implement the proposed access modification, specifically addressing all safety and operational concerns identified.*

The submitted Access Management Plan concluded that no specific roadway improvements are necessary to accommodate the development or mitigate its traffic impact within the study area.

#### RECOMMENDATIONS:

The submitted Access Management Plan is projected to maintain the function and integrity of SW Farmington Road, subject to the following traffic conditions:

1. The proposed access can be approved as an interim access. The property owner must sign and record the following documents per CDC 501-8.5.E, copies of which must be provided to the Assurances Division:
  - a. An agreement to abandon use of the proposed access when an adequate alternative access becomes available.
  - b. An agreement to participate in any project that would consolidate access points where such project would not result in new or more severe traffic operation or safety problems.
  - c. A waiver of the right to remonstrate against the formation of a Local Improvement District or similar financing mechanism for the primary purpose of constructing a public road or right-of-way providing access to the arterial or collector road; such access shall meet the minimum applicable County standard.
2. Provide adequate illumination at the proposed site access on SW Farmington Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on **existing utility poles if available**. The fixture shall have a medium full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaire fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. **If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision. Illumination provided within the proscribed intersection area shall be a minimum of 1.5 times the required illumination level of the highest roadway classification at the intersection.** Washington County may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the current *Roadway Illumination Standards* to Traffic Engineering, at (503) 846-7950.

JZ:jw-b





**WASHINGTON COUNTY**  
Dept. of Land Use & Transportation  
155 N. 1<sup>st</sup> Avenue, #350-13  
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www.co.washington.or.us

**ATTACHMENT "E "**  
**TYPE II**

**CASEFILE # 08-051-AMP**

**APPEAL INFORMATION**

Attached is a copy of the Land Use and Transportation Department's Review Authority decision on this request for a Development Action.

Any person who is adversely affected or aggrieved, or who is entitled to written notice pursuant to ORS 215.416(11) may appeal the decision by filing a written appeal.

**Failure to file a petition for review with the Department of Land Use and Transportation by 5:00 p.m. on the due date, with the fee specified in the Notice of Decision, shall be a jurisdictional defect.**

The decision, including conditions of approval, may be appealed and a public hearing held by filing a signed petition for review (appeal) within twelve (12) calendar days of date written notice is provided (date mailed).

**APPEAL PERIOD: 04/15 /08 (Date Mailed) to 5:00 p.m. on 04/28/08 (Appeal Due Date)**

This decision will be final if an appeal is not filed by the due date.

The complete file is available at the County Department of Land Use and Transportation for review.

A petition for review (appeal) must contain the following:

1. The name of the applicant and the County case file number;
2. The name and signature of each petitioner filing the petition for review (appeal). If a group consisting of more than one person is filing a single petition for review, one individual shall be designated as the group's representative for all contact with the Department. All Department communications regarding the petition, including correspondence, shall be with this representative;
3. A statement of the interest of each petitioner;
4. The date the Notice of Decision was sent as specified in the notice (date mailed);
5. The nature of the decision and the specific ground for appeal. For applications with multiple requests, specify the particular request(s) and/or specific conditions of approval being appealed;
6. A statement listing the number of pages of the petition and that all pages are present;
7. A statement setting forth the appeal fee as specified in the Notice of Decision; and
8. The appropriate appeal fee of **\$250.<sup>00</sup>**

For further appeal information, contact the Appeal Secretary at the Washington County Department of Land Use and Transportation. Phone 503-846-8134.

IMMANUEL COMMUNITY CHURCH  
WASHINGTON COUNTY

a Land Use Application for

- Comprehensive Plan Map Amendment

Submitted to Washington County, Oregon  
January 8, 2008

Applicant:

Howard Park  
55442 Southern Hills  
La Quinta, CA 92253

Property Owner:

Immanuel Community Church  
20815 SW Farmington Road  
Aloha, OR 97007

Prepared by:

William A. Goode  
Goode Realty Group  
2870 SE 75<sup>th</sup> Avenue, Ste. 104  
Hillsboro, OR 97123

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## **Immanuel Community Church**

### **Application for Comprehensive Plan Map Amendment**

#### **SUMMARY**

This application is for a request for a comprehensive plan map amendment and zoning change to remove a portion (.29 acres) of the Institutional zoning designation for Immanuel Community Church ("Owner") property (approximately 13,000; 100 feet of frontage on SW Farmington Road) and designate same as Neighborhood Commercial zoning. It is the intent of Howard Park ("Applicant") to purchase this re-designated portion from the Owner, combine it with two existing parcels (zoned NC) and to subsequently develop a Neighborhood Commercial Retail Center.

#### **EXISTING CONDITIONS**

The site involved in the proposed Plan Amendment is located within the Metro Urban Growth Boundary located at 20815 SW Farmington Road (1S223DA02900), which western boundary is situated approximately 300 ft. east of 209<sup>th</sup> Avenue ("Subject Property"). The Subject Property is owned and occupied by Immanuel Community Church and is zoned Institutional (INS). The property owner directly adjacent and to the West of Subject Property is the Applicant, Mr. Howard Park. Mr. Park owns two parcels (1S223DA 03000 and 03100) which are currently zoned Neighborhood Commercial (NC) and have an aggregate size of .78 acres. Mr. Park is under contract to purchase a portion of the subject property conditioned on the County approving a change in zoning for the Subject Property (copy of purchase agreement attached, exhibit pgs. 52 - 60).

#### **BACKGROUND**

In 2004, Washington County purchased approximately 9,600 SF (.22 acres) of parcel 03100 in order to complete the 209<sup>th</sup> Avenue "realignment" with Grabhorn Road. As a result of this realignment, an existing retail store was demolished (County Project Number P0056566). In order to replace the income stream that was lost as a result of this demolition, Mr. Park, the owner of the store that was demolished, is in the process of designing plans for the development of a new retail center on lots 03000 and 03100. In order to make this project feasible, Mr. Park needs to purchase additional land to accommodate the development. Mr. Park approached Immanuel Community Church and they entered into a purchase and sale agreement to acquire approximately 100 lineal feet of the Western portion of Parcel 02900 (approximately 13,000 SF) that fronts SW Farmington Road, contingent upon acquiring a zoning change from Washington County from INS to NC, for that purchase. Prior to the sale of a portion of parcel 3100 to Washington County, the applicant owned .97 acres. As currently designed, the combined aggregate of lots 3100, 3000 and the 13,000 SF portion of lot 2900 to be purchased by the applicant would be approximately 1.07 acres, a net increase of .10 acres or 10.31% above the site of the original NC zoned property (lots 3100 and 3000). It is the intention of

Applicant to close on this transaction once a lot line adjustment for the Subject Property has been completed, subsequent to approval of the County for this Plan Amendment.

The proposed plan amendment would assist in implementing land use designation that facilitate redevelopment of a medium retail infill site within the Urban Growth Boundary (see exhibit for site plan of proposed development). The existing pattern of development in the area consists of low to medium density residential uses, with few opportunities to increase neighborhood commercial development. Once, approved the plan amendment would the increase the commercial opportunities possible on a site that is one of only two undeveloped NC zoned properties within 2 miles of an existing retail development at SW Farmington Road and 185<sup>th</sup> Avenue (see exhibit pg 29). Highlights of the proposed development adjacent to the subject property are summarized below:

**Activates a Significant Street Corner.** The change in zoning allows for a retail/commercial development at the intersection of SW Farmington Road and SW 209<sup>th</sup> Avenue, which is an important and well-traveled intersection in the community.

**Promotes Neighborhood Development.** The change in zoning supports goals of the Washington County Urban Comprehensive Framework Plan by implementing Neighborhood Commercial districts, which are intended to support commercial use in the area, contain a complementary mix of land uses, and encourage residents and visitors to walk, ride a bicycle or use to transit for a significant percentage of their retail / commercial type trips.

**Supports Neighborhood-Scale Commercial Uses.** By approving a rezoning of a portion of Subject Property, Neighborhood Commercial district encourages commercial uses that will act as a neighborhood-scale commercial center. The relatively small size of the proposed NC district, in conjunction with the required future development standards and uses allowed, limit the scale of potential commercial development to uses that are oriented towards residents and employees within a close proximity to the site.

**Respects Surrounding Residential Neighborhoods.** The districts are configured such that commercial district is surrounded by medium and low density residential districts, which carries the flexibility to provide transition for these uses that are more compatible with existing surrounding uses.

**Supports Strong Pedestrian Links Between Uses.** Pedestrian and vehicle links follow district boundaries, which provide connectivity between uses with the future development site and to abutting housing development to the North.

## TRANSPORTATION

The Applicant has engaged the services of CTS Engineers to prepare an Access Management Plan (AMP) and Traffic Impact Analysis (TIA). The AMP and TIA reports have previously been provided to the Planning and Land Development at Washington



County and ODOT- Region 1. They address Data Collection, Existing Conditions Analysis, Accident Analysis, Trip Generation, Trip Distribution, Future Background Volumes, Traffic Impact Analysis and Access/Sight Evaluation and reasonable "*worst case*" traffic conditions within the study area.

#### **OTHER ESSENTIAL AND CRITICAL PUBLIC FACILITIES**

"Requests for Statement of Service Availability" have been sent out and received and are submitted with this application. Please refer to the *Washington County Urban Comprehensive Framework Plan Policies* section below for specific comments.

#### **APPLICABLE PROCEDURES AND CRITERIA**

The approval of this request requires amendment of the comprehensive plan map. Washington County Community Development Code Section 202-3.2C provides that quasi-judicial plan amendments are subject to Type III procedures.

The county's pre-application conference summary identifies the general policies and criteria that are applicable to the proposed amendments as follows:

- A. Metro Urban Growth Management Functional Plan Policies Titles 1, 2, 6, 8 and 12.
- B. Washington County Comprehensive Framework Plan for the Urban Area Policies 1.f.6, 2, 7, 13.a, 14, 18, 31, 32, 33, 36, 40 (Neighborhood Criteria).
- C. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15, 19.
- D. Aloha-Reedville-Cooper Mountain Community Plan Overview element numbers 5, 7, 8, 9, 10, 11, 12, 13, 15, 17, 21; with description of Farmington Road Corridor Sub-area.
- E. Community Development Code and Applicable Land Use District Sections 311 and 330 (Intent and Purpose).
- F. Oregon Transportation Planning Rule, OAR 660-012-0060

#### **METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN POLICIES**

The site is located within the urban growth boundary, within an unincorporated area of Washington County. Therefore, the policies set forth in the Metro Regional Functional Plan are applicable. The functional plan is a regional policy tool that requires changes to city and county comprehensive plans and land use ordinances to implement regional goals and objectives. Under Metro Ordinance No. 97-691C, all amendments to

local comprehensive plans that would become effective after the adoption of the Functional Plan must include an analysis demonstrating that the proposed amendment is consistent with the Functional Plan. The findings in this section demonstrate how the proposed Plan Map amendment is consistent with and furthers the applicable goals and objectives adopted as part of the Functional Plan.

### **Title 1 – Requirements for Housing and Employment Accommodation**

#### **3.07.110 Purpose and Intent**

*“One goal of the Framework Plan is the efficient use of land. Title 1 intends to use land within the UGB efficiently by increasing its capacity to accommodate housing and employment. Title 1 directs each city and county in the region to consider actions to increase its capacity to take action if necessary to accommodate its share of regional growth as specified in this title.”*

**Response:** Functional plan policies in Title 1 seek ways to promote more efficient use of land and increase the capacity within the UGB, such as changing local zoning to accommodate development at higher densities in locations supportive of the transportation system. The proposed Plan Map Amendment will change the designation of a portion of the subject site from its current INS to NC, which is a designation that allows for and encourages higher retail commercial use than is currently available at the site, as without the additional 13,000 SF parcel rezoned NC, a neighborhood commercial development is probably not economically feasible. By approving the plan amendment, the original intent of the zoning for commercial uses for this site is realized. The Plan Amendment is consistent with the purpose and intent of this title by 1) encouraging efficient use of lands within the UGB, and 2) increasing the capacity of lands within the UGB to accommodate growth.

### **Title 2 – Regional Parking Policy**

#### **Purpose and Intent**

*“The state’s transportation planning rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The METRO 2040 growth concept calls for more compact developments as a means to encourage more efficient use of land, promote non-auto trips and protect air quality.”*

**Response:** Title 2 of the Functional Plan creates region-wide parking policies that set the minimum and maximum number of parking spaces that can be required by local governments for certain types of new development. Washington County has adopted parking requirements that conform with the parking ratios established by Metro. Maximum parking ratios are implemented through Washington County Development Code Article 413. The maximum parking ratios set forth in Article 413 are based on the standards established in this Title. Any development proposed within the

site will be subject to review for compliance with maximum parking requirements. Therefore, the proposed Map Amendment complies with regional parking performance standards.

## **Title 6 – Central City, Regional Centers, Town Centers and Station Communities**

### **Purpose and Intent**

*The success of the 2040 Growth Concept depends upon the maintenance and enhancement of the Central City, Regional and Town Centers and Station Communities as the principal centers of urban life in the region. Title 6 intends to enhance Centers by encouraging development in these Centers that will improve the critical roles they play in the region and by discouraging development outside Centers that will detract from those roles.*

**Response:** Each city and county with a Center shown on the 2040 Growth Concept map shall develop a strategy to **enhance** Centers within its jurisdiction. The strategy includes proposing programs of actions to eliminate or reduce the physical and regulatory barriers. This includes *“incentives to encourage development and the need to identify “one or more Neighborhood Centers within or in close proximity to Inner and Outer Neighborhoods to serve as a convenient location of neighborhood commercial services, as authorized by Title 12, Section 3.07.1230 of the Urban Growth management Functional Plan.”* This Plan Amendment would allow an already “identified” NC zoned site to be developed and provide convenient neighborhood commercial services.

## **Title 8 – Compliance Procedures**

### **Purpose and Intent**

*“The purpose of this section is to establish a process for determining whether city or county comprehensive plans and land use regulations comply with requirements of the Urban Growth Management Functional Plan.”*

### **Response:**

This title ensures that all cities and counties in the region are fairly and equitably held to the same standards and that the Metro 2040 Growth Concept is implemented. It sets out compliance procedures and establishes a process for time extensions and exemptions to Metro Code requirements. Washington County shall make any plan amendment in compliance with the Functional Plan. To be in compliance with the Functional Plan, Washington County will submit this plan amendment to Metro for review and comments as outlined in Title 8 and if required, an shall submit an analysis of compliance of the amendment with the Functional Plan. Because Washington County will comply with the Functional Plan when approving plan amendments, this application will be in compliance with the Functional Plan.



## **Title 12 – Protection of Residential Neighborhoods**

### **Purpose and Intent**

*“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.”*

### **Access to Commercial Services (3.07.1230)**

*A. “In order to reduce air pollution and traffic congestion, and to make commercial retail services more accessible to residents of Inner and Outer Neighborhoods, a city or county may designate in its comprehensive plan and land use regulations one or more Neighborhood Centers within or in close proximity to Inner and Outer Neighborhoods to serve as a convenient location of commercial services.”*

*B. “To ensure that commercial development serves the needs of the residents of Inner and Outer Neighborhoods but does not generate excessive traffic, noise or air pollution, a city or county that designates a Neighborhood Center shall adopt limitations on the scale of commercial services in Neighborhood Centers. In a Neighborhood Center, a city or county shall not approve:*

- 1. A commercial retail use with more than 20,000 square feet of gross leasable area in single building; or*
- 2. Office commercial uses with more than 10,000 square feet of gross leasable area in a single building or on a single lot or parcel.*

**Response:** The proposed Plan Map Amendment asks for a change in zoning from INS to NC for approximately 13,000 square feet. When added to the adjacent parcels, already zoned NC, the total land size of the combined parcels will be 1.04 acres. Prior to the sale of a portion of parcel 3100 to Washington County, the applicant owned .97 acres (the total acreage of parcel 3100 and 3000). The realignment of SW 209<sup>th</sup> Avenue / Grabhorn Road intersection in 2004 and 2005 removed approximately .22 acres from parcel 3100. The applicant has entered into a contract with Immanuel Community Church, owners of parcel 2900, to acquire, subject to a zoning change from INS to NC, approximately 13,000 SF of most western portion of parcel 2900. If the plan amendment is approved, the combined aggregate of lots 3100, 3000 and the 13,000 SF portion of lot 2900, to be purchased by the applicant, would be approximately 1.07 acres; a net increase of .10 acres or 10.31% above the pre 2004 site which had a store located on it and which was NC zoned (lots 3100 and 3000). The proposed zone change to the Subject Property from INS to NC districts will support the future uses in previously approved NC district of the adjacent parcel. The inclusion of a portion of the Subject Property will not

substantially change the locations of the NC and INS districts which are adjacent to each other (exhibit pg. 27). The intent of the district zoning is to provide for shopping and service needs of the immediate urban neighborhood where their locations are at Collector and or Arterial intersections and at intervals of a mile apart. SW Farmington Road and 209<sup>th</sup> Avenue are major Arterial intersections. The inclusion of the Subject Property into the existing and adjacent NC district will also allow for access of the adjacent property development to be at a greater distance from 209<sup>th</sup> Avenue than would otherwise be possible (an additional 100 feet). Inclusion of the Subject Property as NC to the neighboring parcels already zoned NC would have no negative impact on surrounding residential properties, as the location of the Church will still provide a buffer between neighborhood commercial uses and residential uses to the east. The proximity of the commercially designated area to higher density residential areas is consistent with the intent of Title 12 by ensuring that commercial services are convenient to residents, thus encouraging pedestrian travel and decreasing vehicle demand on existing transportation facilities.

## **WASHINGTON COUNTY URBAN COMPREHENSIVE FRAMEWORK PLAN POLICIES**

### **Policy 1 – Planning Process**

*“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.”*

**Response:** The policy statements quoted above do not contain mandatory approval criteria. Regarding the policy statement, this application narrative contains applicant's request for quasi-judicial amendments to the county's comprehensive plan. The application is submitted by the August 15 deadline for semi-annual processing of plan amendments. Implementing strategies 1.f.6 are addressed below.

### **Policy 1 – Implementing Strategy 1.f.6**

*“f. A quasi-judicial plan amendment to the Community Plan Maps, including the implementing tax maps, shall be granted only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, the Community Plan Overview and 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. In addition, the proponent shall demonstrate any one of the following:*

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

*Plan amendment approvals may be conditioned by the Review Authority to protect the public from potential adverse impacts or ensure that public service demands, which may result, will be met. This shall not preclude application of the Growth Management Policies to development permit requests as provided in the Code.*

**Response:** The adjacent property has an NC zoning designation. In order for the development of a new retail site at that location, additional land must be acquired for the new development to be economically feasible. Re-designation of a portion of Subject Property, because of its proximity to existing NC property, is in conformity with the locational requirement stated above as inclusion of the subject property simply expands an existing NC parcel already available. Public service demands should not be negatively affected as all services are available at adjacent site, which previously was occupied by a retail market.

#### **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.”*

#### **Implementing Strategies:**

*The County will:*

- b. Provide information on planning issues and policies in a clear and understandable form.*
- c. Seek and encourage continued citizen involvement through the Citizen Participation Organization (CPO) Program.*

**Response:** Washington County will encourage citizen participation in the plan amendment review process. Property owners in the area will receive notice and will have an opportunity to participate in public hearings on the plan amendment. If the plan amendment is approved, there will be additional opportunities for public input on more detailed design and development plans under Type II or Type III Procedures.



## **Policy 7- Land Resources**

*"It is the policy of Washington county to prohibit new\* mineral resource extraction operations and expansion\* of existing operations within the Urban Growth Boundary unless it is demonstrated there are no economically feasible alternative sites outside the Urban Growth Boundary or unless it is necessary to properly reclaim the site and adjacent lands. The impacts of existing mineral resource extraction industries on adjacent land uses shall be minimized and all mineral resource extraction sites will be reclaimed when exhausted."*

### Implementing Strategies

*The County will:*

- a. Utilize the Mineral and Aggregate Overlay District to protect identified mineral and aggregate resource sites and to reduce potential impacts of resource extraction on adjacent uses.*
- b. Protect existing mineral and aggregate resource extraction sites located in the Industrial (IND) land use district. In determining whether existing sites should be expanded or new sites established, consideration shall be given to population growth, area or regional needs, proximity to the utilization area, fluctuations in the construction industry, adequate reclamation of the site and adjacent lands, and the quality and quantity of mineral and aggregate resources available at other identified sites.*
- c. Require applications for expansion of existing or establishment of new mineral and aggregate resource extraction operations to identify all uses, including farm and forest uses, dwelling units, and significant natural and cultural resources, which may be adversely affected.*
- d. Require new or expanded mineral and aggregate extraction operations to develop programs based on economic, social, environmental and energy consequences analysis, that will minimize any negative affects that expansion of existing or establishment of new mineral and aggregate extraction activities may have on surrounding affected uses.*
- e. Require that all mineral and aggregate sites be reclaimed to a State allowing redevelopment of the site in accordance with the Plan.*
- f. Request the Oregon Department of Geology and Mineral Industries to conduct (by January 1' 1985) a joint study with the County concerning optimal long-term aggregate resource areas.*

- g. *Prohibit the extraction of sand and gravel from the limited number of urban streambeds to protect fish and wildlife habitats and to prevent soil erosion and water pollution.*

**Response:**

Rock material resources are necessary for the construction industry. However, rock quarries can cause major adverse impacts on the major use of urban land - dwellings. Extension of residential / commercial uses to areas within the regional Urban Growth Boundary (UGB) will create increasing conflict with existing rock quarries both inside and adjacent to the UGB. To the extent that this policy is relevant, the applicant is aware of these conflicts.

**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 is available to allow development;*
- (7) Development in concert with adopted community plans; and"*

**Implementing Strategies:**

*The County will:*

- a. Permit growth to occur only in areas with adequate public services and facilities, as permitted under growth management strategies contained in the Comprehensive Plan. If development is permitted in areas with limited services, a minimum acreage of ten (10) acres should be imposed. Allow subsurface sewage disposal systems within the UGB where approved by the County on legally created lots of record, where CWS does not now serve. Prior to the issuance of a development permit, in*

*such cases, the property owner will be required to sign a waiver of remonstrance against future formation of a Local Improvement District for sanitary sewers.*

**Response:** Storm and Sanitary Sewer services were present at parcels 3100 and 3000, which serviced the previously existing store, prior to Washington County obtaining ownership of a portion of parcel 3100 which was necessary when the County realigned SW 209<sup>th</sup> Avenue in 2004 and 2005. As a result of this realignment the existing store was demolished (county Project Number P0056566). Clear Water Services provides a 8" sanitary stub to the NE Corner of lot 3000 (20865 SW Farmington Road) which originates from multi-family residential project directly adjacent and to the north of parcels 3100, 3000 and 2900 (see attached Sanitary and Storm Services Map for Section 3808, Clean Water Services). Therefore, the subject property (1) has adequate public storm and sanitary services and facilities to support this plan amendment, (2) is adjacent and contiguous to an already existing NC zoned property, (3) allows, upon re-designation to NC, the development of the adjacent property which encourages "infilling" and employment growth. The applicant is aware that they may be required to sign a waiver of remonstrance against future formation of a Local Improvement District for sanitary sewers.

#### **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."*

**Response:** To the extent this policy is relevant, the subject property is located within the UGB and full public facilities and services are adjacent to site and available to support orderly urban development. The following service providers have responded to "Requests for Statement of Service Availability". The respective agency, the date responded and comments are noted below:

1. Clean Water Services (8/14/07)-

a. Request for Statement of Design Considerations for Surface Water Management: They indicated that the following be provided 1) Water Quality Facility, 2) Hydraulic and Hydrological Analysis and 3) depending on the analysis a Water Quantity Facility may be required.

b. Sensitive Area Pre-Screening Site Assessment: Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site.

2. Tualatin Valley Water District (8/7/07): Service level is adequate to serve the proposed project.



3. Tri-Met (8/9/07): Service Level is inadequate to service the proposed project. *"Tri-Met considers an area served if it is within ¼ mile walk of a bus route or ½ mile walk to a light rail station. This project is beyond these distances and so not adequately served by transit."* The nearest bus stop is 6/10 of a mile to the East on SW Farmington.
4. Tualatin Hills Park & Recreation District (8/8/07): Service level is adequate to serve the proposed project. *"Subject property is served by the Park District & is within ½ mile of Jenkins Estate"*.
5. Tualatin Valley Fire & Rescue (8/9/07): *"The Fire District has personnel and equipment in the area that can respond to an emergency incident and implement such actions as may be necessary for fire and/or rescue operations. For planning purposes, access and fire fighting water supply complying with fire code requirements shall be included on plans submitted to Washington County for their approval. See approved (stamped) plan for additional information"*.
6. Washington County Sheriff ((8/8/07): *"Service level is adequate for emergency calls only. Currently, the base level of police services in Washington County is 50 officer per 1,000 population. The Enhanced Sheriff's Patrol District (ESPD) has increased the level to 1.0 officer per 1,000 population in specified areas"*.
7. ODOT – Region 1 (8/15/07): *"ODOT has indicated, after review of the applicant's "Traffic Analysis and Access Management Plan, including reasonable "worst case" traffic generation scenarios under existing and proposed zoning, that the service level is adequate to serve the proposed zoning, and has concluded that it will no "significant effect" for meeting OAR 660-OR-0060"*.

#### **Policy 18 – Plan Designations and Locational Criteria for Development**

"It is the policy of Washington County to prepare community plans and develop regulations in accordance with land use categories and locational criteria contained in the comprehensive framework plan."

##### **Implementing Strategies**

*The County will:*

- a. *Utilize the land use classifications for the community planning program characterized in this section as plan designations. In determining the appropriate land use designations for community land, the location criteria should be utilized. Through the preparation of Community Plans the application of the plan*

*designations may deviate from the general characterizations of those designations. Such deviations shall be characterized in the Community Plans.*

Neighborhood Commercial (NC)

Characterization: *This district provides for small to medium-sized shopping facilities, including food markets, up to 35, 000 square feet gross floor area, and limited office use. Food markets with between 35, 000 and 50, 000 square feet in gross floor area may be allowed in the district consistent with quasi-judicial public review procedures and criteria established in the Community Development Code.*

*The intent is to provide for the shopping and service needs of the immediate urban neighborhood and as such should be readily accessible by car and foot from the surrounding neighborhoods. The scale, operation and types of uses permitted in this district are in keeping with the neighborhood character and the capacity of public facilities and services. The principal tenant is likely to be a food market.*

Locational Criteria: *The precise location of these uses should be jointly determined by market factors and the community planning process. Generally, they should be located at Collector and or Arterial intersections and at intervals a mile apart. These uses may be grouped on site of up to 10 acres.*

**Response:** Prior to the sale of a portion of parcel 3100 to Washington County, the applicant owned .97 acres (the total acreage of parcel 3100 and 3000). The realignment of SW 209<sup>th</sup> Avenue / Grabhorn Road intersection in 2004 and 2005 removed approximately .22 acres from parcel 3100. The applicant has entered into a contract with Immanuel Community Church, owners of parcel 2900, to acquire, subject to a zoning change from INS to NC, approximately 13,000 SF of most western portion of parcel 2900. If the plan amendment is approved, the combined aggregate of lots 3100, 3000 and the 13,000 SF portion of lot 2900, to be purchased by the applicant, would be approximately 1.04 acres; a net increase of .07 acres or 7.22% above the pre 2004 site which had a store located on it and which was NC zoned (lots 3100 and 3000). The proposed zone change to the Subject Property from INS to NC districts will support the future uses in previously approved NC district of the adjacent parcel. The inclusion of a portion of the Subject Property will not substantially change the locations of the NC and INS districts which are adjacent to each other (exhibit pg. 27). The intent of the district zoning is to provide for shopping and service needs of the immediate urban neighborhood where their locations are at Collector and or Arterial intersections and at intervals of a mile apart. SW Farmington Road and 209<sup>th</sup> Avenue are major Arterial intersections. The inclusion of the Subject Property into the existing and adjacent NC district will also allow for access of the adjacent property development to be at a greater distance from 209<sup>th</sup> Avenue than would otherwise be possible (an additional 100 feet). Inclusion of the Subject Property as NC to the neighboring parcels already zoned NC would have no negative impact on surrounding residential properties, as the location of the Church will still provide a buffer between neighborhood commercial uses and residential uses to the east.

### **Policy 31 – Fire and Police Protection**

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

#### **Implementing Strategies**

*The County will:*

- a. Require in the Community Development Code that:*
  - 1. New developments are designed to permit access and maneuvering by fire, police and other emergency vehicles;*
  - 2. Water service is available to new developments at sufficient pressures for both domestic consumption and fire protection purposes; and*
  - 3. The appropriate fire district and County Department of Public Safety have the opportunity to review and comment on all proposals subject to the growth management standards.*

**Response:** The subject property is within the service boundary of the Tualatin Valley Fire & Rescue District (TVFR). In response to a “Request for Statement of Service Availability” which was received on 8/9/07, TVFR stated that *“The Fire District has personnel and equipment in the area that can respond to an emergency incident and implement such actions as may be necessary for fire and/or rescue operations. For planning purposes, access and fire fighting water supply complying with fire code requirements shall be included on plans submitted to Washington County for their approval. See approved (stamped) plan for additional information”*. As such, the service level should be adequate to serve the Subject Property, with water mains located in adjacent roadways. The Fire District has manpower and equipment in the area that can respond to an emergency incident. At the development review stage, plans drawn to scale showing access roadways, water supplies and other features will be submitted to the Fire District for review and approval.

### **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.”*

#### **Implementing Strategies**

*The County will:*



- a. *Combine the transportation features of the urban and rural areas in a single countywide Transportation Plan. The Transportation Plan will address the major roadway system (i.e. non-local roads) and designate roads and streets that are part of the major system. The Community Plans and the Rural/Natural Resource Plan will address the local road system and designate the streets and roads that are not part of that system.*
- b. *Specify the necessary transportation improvements, maintenance, and reconstruction activities needed to carry out the Comprehensive Plan in the Transportation Plan.*
- c. *Implement the Transportation Plan capital improvements and maintenance programs through a combination of public expenditures, private development actions and the assessment of impact fees.*
- d. *Specify in the Community Development Code the standards and requirements of the Transportation Plan that are applicable to development applications.*
- e. *In cases of direct conflict between the Transportation Plan and a Community Plan or the Rural/Natural Resources Plan regarding functional classification and/or location of a proposed road, the Transportation Plan shall take precedence.*
- f. *The addition of new roads or streets to major roadway system will be designated through the Transportation Plan unless specified otherwise by the Transportation Plan. New neighborhood routes may also be designated through the development review process. New local streets or roads will be designated through the development review process or by amendments to the Community Plans or the Rural/Natural Resources Plan.*
- g. *Amendments to the Community Plans shall be consistent with the applicable policies and strategies of the Transportation Plan.*

**Response:** As referenced in **Traffic Analysis and Access Management Plan (AMP)** prepared by CTS Engineers (dated September 26, 2007) and submitted to your office in separate mailing, on page 3 under "Existing Traffic Volume", a reconnaissance of the site and its vicinity was conducted. Traffic volumes within the study area were obtained from actual weekday peak hour traffic counts conducted during August 2007. The data revealed that the morning peak hour typically occurs between 7:15-8:15 AM, and the afternoon peak hour occurs between 5:00-6:00 PM. This study considered traffic conditions during weekday AM/PM peak hours, which represent *reasonable "worst case"* traffic conditions within the study area. It is estimated that the new development will generate approximately 565 vehicle trips on the adjacent roadway system during a typical weekday, including 8 net new vehicle trips during the AM peak hour and 16 trips during the PM peak hour (Page 6, Table 5 of the AMP). Based on the results of the

analysis described in the AMP, the Farmington Retail Development *"should have very little impact on the future peak hour traffic conditions in the vicinity of the proposed development site"*. And it is also the opinion of CTS Engineers that *"no specific off-site roadway improvements are recommended to accommodate this development or mitigate its impact"*. Therefore, we believe that the plan amendment is consistent with the Transportation Plan, subject to conditions of approval. ODOT – Region 1, in their response to our request for service availability responded that *"the service level is adequate to serve the proposed project"*.

### **Policy 33 – Quantity and Quality of Recreation Facilities and Services**

*"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 spaces."*

**Response:** Tualatin Hills Park & Recreation District (THPRD) stated in their response for a "Request for Statement of Service Availability dated 8/8/07 that the *"service level is adequate to serve the proposed project and that the subject property is served by the Park District & is within ½ mile of Jenkins Estate"*.

### **Policy 36 – Commercial Conservation**

*"It is the policy of Washington County to encourage energy-saving building practices in existing and future commercial structures."*

#### **Implementing Strategies**

- a. *Encourage cluster development of mixed uses, with a variety of commercial, office, residential uses, to promote energy conservation and to allow more efficient centralized energy systems.*
- b. *Discourage strip-commercial development and other scattered office-commercial development.*
- c. *Revise County sign regulations as necessary in part to promote energy conservation in advertising.*

**Response:** The applicant appreciates the practice of encouraging energy-savings type construction. Using energy reduction consumption methods such as common wall construction and central heating will be incorporated in future development design. At a suitable time and during the development planning process, energy savings building practices in commercial structures are essential in terms of promoting energy conservation and the anticipated development will incorporate everything to satisfy the intent of this policy, subject to conditions of approval.

### **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".*

**Response:** This narrative addresses applicable policies set forth in the Metro Regional Functional Plan. Additionally, this narrative addresses Washington County's local implementation strategies to demonstrate compliance with regional planning implementation.

Implementing Strategies

*The County will:*

*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.*

**Response:** Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code for Neighborhood Commercial.

**NEIGHBORHOOD CRITERIA**

Design Type Characteristics

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

**Response:** The Metro 2040 Growth concept goals include the development of pedestrian-friendly, mixed-use centers that will be the focus of retail, civic and related uses that meet the daily needs of the local community. The proposed Plan Amendment is consistent with stated regional planning implementation strategies, by including a mix of land use designations that allow for and encourage higher residential densities and a mix of neighborhood commercial uses within close proximity to major employers and along two transit corridors.



## WASHINGTON COUNTY TRANSPORTATION PLAN

This application requests a change in zoning from INS to NC for a portion of tax lot 1S223DA02900 to accommodate the future development of adjacent tax lots 1S223DA03000 and 1S223DA03100, which are situated on the north side of SW Farmington Road, directly east of 209<sup>th</sup> Avenue and are directly adjacent to the west of the Subject Property. The re-designation of a portion of Lot 2900 should not substantially impact the nature of the zoning on these three separate parcels.

As referenced in **Traffic Analysis and Access Management Plan (AMP)** prepared by CTS Engineers (dated September 26, 2007) and submitted to your office in separate mailing, on page 3 under "Existing Traffic Volume", a reconnaissance of the site and its vicinity was conducted. Traffic volumes with the study area were obtained from actual weekday peak hour traffic counts conducted during August 2007. The data revealed that the morning peak hour typically occurs between 7:15-8:15 AM, and the afternoon peak hour occurs between 5:00-6:00 PM. This study considered traffic conditions during weekday AM/PM peak hours, which represent **reasonable "worst case"** traffic conditions within the study area. It is estimated that the new development will generate approximately 565 vehicle trips on the adjacent roadway system during a typical weekday, including 8 net new vehicle trips during the AM peak hour and 16 trips during the PM peak hour (Page 6, Table 5 of the **AMP**). Based on the results of the analysis described in the **AMP**, the Farmington Retail Development "should have very little impact on the future peak hour traffic conditions in the vicinity of the proposed development site". And it is also the opinion of CTS Engineers that *"no specific off-site roadway improvements are recommended to accommodate this development or mitigate its impact"*. Therefore, we believe that the plan amendment is consistent with the Transportation Plan, subject to conditions of approval.

This application, if approved, would have no effect on the Washington County transportation system, because the general location and respective sizes of the NC / INS zones remain roughly the same. The requested amendment will not material affect the county transportation plan, and will not result in traffic impacts in excess of what would be the case prior to approval of this application.

### **Policy 1.0 - Travel Needs Policy**

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

**Response:** Future development of the site will provide a multi-modal transportation system that includes convenient and balanced transportation options for pedestrians, bicycles, and vehicles that connect nearby residential areas with areas of community activity. The site is currently located one-half mile of the bus stops, which provide access to transportation that effectively links the regional system and encourages non-auto travel.

**Policy 2.0 – System Safety Policy**

*"It Is The Policy Of Washington County To Provide A Transportation System That Is Safe."*

**Response:** Future development of the site will provide a safe transportation system that includes convenient and balanced transportation options for pedestrians, bicycles, and vehicles that connect nearby residential areas with areas of community activity. The applicant will work with the County and other agencies to identify transportation issues relative to the proposed development.

**Policy 4.0 – System Funding Policy**

*"It Is The Policy Of Washington County To Aggressively Seek Adequate And Reliable Funding For Transportation Facilities And Services, And To Ensure That Funding Is Equitably Raised And Allocated."*

**Response:** The applicant will fund all applicable new street improvements required relative to development of the subject site.

**Policy 5.0 – System Implementation and Plan Management Policy**

*"It Is The Policy Of Washington County To Efficiently Implement The Transportation Plan And To Efficiently Manage The Transportation System"*

**Response:** The applicant will work with the County and other agencies to identify transportation issues relative to the proposed development.

**Policy 6.0 – Roadway System Policy**

*"It Is The Policy Of Washington County To Ensure That The Roadway System Is Designed In A Manner That Accommodates The Diverse Travel Needs Of All Users Of The Transportation System."*

**Response:** The applicant understands that the proposed development must comply with local street connectivity, access management, parking and other applicable regulations in the Community Development Code, Comprehensive Plan, Transportation Plan, and State Transportation Planning Rule. Compliance with these standards will be ensured by the County during subsequent land use reviews.

**Policy 10.0 – Functional Classification Policy**

*"It Is The Policy Of Washington County To Ensure The Roadway System Is Designed And Operates Efficiently Through Use Of A Roadway Functional Classification System."*

Implementation Strategies

10.1 Apply the Washington County roadway system functional classification system described below.

Functional Classification Descriptions:

B. Arterial Streets interconnect and support the Principal Arterial highway system. Arterials intended to provide general mobility for travel within the region. Correctly sized Arterials at appropriate intervals allow through trips to remain on the Arterial system thereby discouraging use of Local streets for cut-through traffic. Arterial streets link major commercial, residential, industrial and institutional areas. Characteristics of Arterials include:

- Arterials serve as primary connections to Principal Arterials, and should also connect to other Arterials, Collector and Local streets, where appropriate.
- Arterials in the rural area provide urban-to-urban secondary connections to neighboring cities, and farm-to-market access between urban and rural areas. Urban-to-urban rural Arterials provide key connections to the regional motor vehicle system and I-5, 2040 land-use components inside the urban growth boundary. Farm-to-market rural Arterials provide farm-to-market access between urban and rural areas. Most rural Arterials serve a mix of urban-to-urban and farm-to-market traffic. Arterials provide freight movement in support of Principal Arterials.
- Arterials have moderate access control for cross streets and driveways. Typically, residential driveways are not allowed access to Arterials.

**Response:** The applicant understands that the proposed development must comply with the functional roadway classification system and will work with the appropriate agencies to ensure the roadway system operates efficiently. Washington County prepared a Traffic Impact Statement, which addresses the potential impacts resulting from the Plan Amendment. The applicant has obtained the services of CTS Engineering to complete an Access Management Plan which will be submitted to County when received (3 – 4 weeks from application submittal). Anticipating that Plan analysis, it is assumed that the site can be re-designated as proposed while maintaining acceptable traffic operations and safety.

**Policy 12.0 – Transit Policy**

*"It Is the Policy of Washington County to Encourage And Support development*



*Of Transit Facilities and Services That Increase Transit Use in Washington County."*

**Response:** There are 12 bus stops within 1 mile of the subject site. The nearest bus stop to the subject property is located about 6/10 of a mile east at the intersection of SW 198<sup>th</sup> and SW Farmington Road. The applicant will work with local agencies to ensure that road improvements, in close proximity to these bus stops include appropriate features to support and complement existing and future transit services, as well as provide pedestrian and bicycle access to these stops from the site.

***Policy 14.0 – Pedestrian Policy***

*It Is The Policy Of Washington County To Encourage And Support Greater Pedestrian Activity In The County By Providing And Maintaining An Environment Where Walking Is A Safe, Convenient And Pleasant Mode Of Travel."*

**Response:** The proposed development plan will include a pedestrian and bicycle pathway system, and also proposed connections. Furthermore, the future development will provide a connection with the existing pedestrian path in the Madison Place Condominiums to the north of the site. Pedestrian usage will be encouraged through the interconnected system of pathways, which will facilitate safe and convenient travel within the neighborhood.

**Policy 15.0 Bicycle Policy**

*"It Is The Policy Of Washington County To Encourage And Support greater Bicycling Activity In Washington County By Providing An Environment In Which Bicycling Is A Safe And Convenient Mode Of Travel."*

**Response:** The proposed development will include a pedestrian/bicycle pathway system, and also proposed connections to the surrounding neighborhood. Bicycle usage will be encouraged through the interconnected system of pathways, which will facilitate safe and convenient travel within the neighborhood.

**Policy 19.0 – Transportation Planning Coordination and Public Involvement Policy.**

*"It Is The Policy Of Washington County To Coordinate Its Transportation Planning With Local, Regional, State And Federal Agencies And To Provide Opportunities For Citizens To Participate In Planning Processes."*

**Response:** The applicant is prepared to participate in the public involvement process with the proposed Plan Amendment as well as during the development review process.

## ALOHA-REEDVILLE-COOPER MOUNTAIN COMMUNITY PLAN

### 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."*

**Response:** The applicant, at the appropriate time and to the extent allowed, will consider any proposal which would annex Subject Property to the *Tualatin Hills Park and Recreation District* (VHPRD).

7. *"All new subdivisions, attached unit residential developments, and commercial developments shall provide for pedestrian/bicycle pathways which allow public access thorough or along the development and connect adjacent developments and/or shopping areas, schools, public transit and park and recreation sites."*

**Response:** Upon application for specific development, pedestrian/bicycle pathways will be provided in accordance with provisions of the NC designations.

8. *"The pedestrian-bicycle pathways identified in the County's Transportation 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."*

**Response:** Upon application for specific development, pedestrian/bicycle pathways will be provided in accordance with the provisions of the NC designations.

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."*

**Response:** Upon application for specific development, pedestrian/bicycle pathways will be provided in accordance with the provisions of the NC designations.

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

**Response:** Upon application for specific development, noise reduction measures in accordance with this policy and the Washington County Development Code will be provided.

11. *"Where the impact of noise and lighting associated with commercial development does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation."*

**Response:** Upon application for specific development, noise reduction and lighting measures in accordance with this policy and the Washington County Development Code will be provided.

12. *"New development within the Planning Area shall be connected to public water and sewer service, except as specified in the Community development Code."*

**Response:** Upon application for specific development, required public water and sewer will be installed and connected in accordance with the Washington County 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 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."*

**Response:** Upon application for specific development, required right-of-way will be dedicated in accordance with Washington County's Transportation System Plan and the Aloha-Reedville-Cooper Mountain Community Plan.

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

**Response:** Upon application for a specific development, access onto Arterials and Collectors to the site will be evaluated for compliance with the Washington County Development Code.

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

**Response:** Upon application for specific development, bicycle parking facilities will be included in design of development project.

17. *"Much of the Aloha-Reedville-Cooper Mountain Planning Area has been partitioned into relatively small lots that may be difficult to develop individually. In such situations, significantly higher residential densities are sometimes planned, in part to encourage lot consolidation and redevelopment. If lot consolidation is not accomplished,*



*the applicant for a development permit for a land division or structure shall be required to prepare a site plan for the subject lot and all abutting lots, showing building locations, parking, auto and pedestrian circulation, and landscaping. This site plan shall comply with County design standards, and shall demonstrate that the proposed development does not preclude further development on the abutting lots at the maximum permitted density."*

**Response:** The subject site, when re-designated NC will allow an adjacent development to move forward where otherwise it may have not been economically feasible to do so. The applicant is submitting (see Exhibit pg. 35) a site plan which includes the subject lot and the adjacent development, showing building locations, parking, auto and pedestrian circulation and landscaping. Upon application for a specific development, the site will be evaluated for compliance with the Washington County Development Code.

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

**Response:** Upon application for specific development, Parking Maximum Designation measures in accordance with this policy and the Washington County Development Code will be provided.

#### **Description of the Farmington Road Corridor**

##### **Design Elements**

*"The Farmington Road corridor angles diagonally across the planning area in a west/southwest direction. Farmington is an arterial with some transit service. Some properties along Farmington are already developed with higher intensity uses including the Farmington Mall, a few convenience stores, several apartment projects, two mobile home parks, Mountain View Middle School, and three churches. The Jenkins Estate, operated by Tualatin Hills Park and Recreation District (THPRD), is located southwest of the intersection of Farmington Road and 209<sup>th</sup> Avenue. Transportation access and public transit service make many properties in this corridor, including most developable and re-developable properties up to one-quarter mile north and south of Farmington, suitable for higher intensity use.*

*The Community Plan map shows three Neighborhood Commercial centers located along Farmington at its intersections with 170th, 185th, 195th and 209th Avenues. All of these are located approximately one mile from other commercial areas, with the exception of the Neighborhood Commercial properties at 185th and Farmington, which are about a quarter mile from the Farmington Mall.*

*Other undeveloped or underdeveloped properties along or near Farmington, but away from major intersections, are appropriately designated for residential development at up to 15 or 24 units per acre. The highest densities occur close to commercial centers,*

*especially around Farmington Mall and the planned Neighborhood Commercial center at Farmington and 156th. The latter is also close to a park and ride facility (see the characterization of the Tualatin Valley Highway corridor), and a major employment center (St. Mary's property/Tektronix/Floating Point Systems/Nike).*

*The area to the west of 209th Avenue, between Farmington Road and Rosedale Road, was added to the Urban Growth Boundary in 2002 and is designated Future Development -20 Acres (FD-20). The area is approximately 45 acres in size. The predominant land use is residential / agricultural on small acreage. The area shall maintain the FD-20 designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.*

#### **Design Elements**

6. *The Neighborhood Commercial site at the southwest corner of 195<sup>th</sup> Avenue and Farmington Road shall not be allowed direct access to Farmington Road. Access shall be taken only from 195<sup>th</sup> Avenue and the point of access shall be at the maximum distance possible from the intersection.*

**Response:** Transportation access and public transit service make many properties in this corridor, including most developable and re-developable properties up to one-quarter mile north and south of Farmington, suitable for higher intensity use. The subject site is located within the Farmington Road Corridor sub-area, on the southwestern border. All of the sub-area's in the Farmington road Corridor are at least a distance of 8/10 of a mile to the east of the subject site and any restrictions or prohibitions do not apply to subject site.

#### **COMMUNITY DEVELOPMENT CODE**

##### **311 – Neighborhood Commercial District - (NC)**

*"The purpose of the Neighborhood Commercial District is to allow small to medium sized shopping and service facilities and limited office use in Neighborhood Commercial Centers. This District is intended to provide for the shopping and service needs of the immediate urban neighborhood. Neighborhood Commercial locations should be easily accessible by car and foot from neighborhoods on surrounding residential properties."*

**Response:** The applicant has evaluated the applicable criteria prescribed in the NC district in order to establish the proposed Comprehensive Plan Amendment designation areas and determined that the standards can be met. Therefore the proposed Amendment area will comply with the standards prescribed in the NC designations.

### 330 – Institutional District – (INS)

*"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 applicant has evaluated the applicable criteria prescribed in the NC district in order to establish the proposed Comprehensive Plan Amendment designation areas. Re-designation of a portion of the Subject Property "INS" parcel to NC will not material affect the use of this parcel as specifically identified. Therefore the proposed Amendment area will comply with the standards prescribed in the INS designations.

### OREGON ADMINISTRATIVE RULE 660-012-0060

#### Division 12 - TRANSPORTATION PLANNING

##### Plan and Land Use Regulation Amendments

(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. 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 function classification; or

##### **Response:**

Per the requirements of Goal 12 and OAR 660-012, the Applicant engaged the services of CTS Engineers to prepare a Traffic Impact Analysis that identifies potential impacts to affected transportation facilities and recommended mitigation. The Analysis has found that the traffic impacts of the proposed amendment will 1) not cause a change in the functional classification of any street or transportation facility; 2) will not require or result in changes to the standards that implement the functional classification system;



3) will result in traffic volumes that are consistent with the functional classification of the affected streets; and 4) mitigation will be provided to assure adequate level of service and functionality of the transportation system is maintained. Please refer to Traffic Impact Analysis (previously submitted) which addresses the requirements of Goal 12, Transportation and OAR 660-012.

(c) As measured at the end of the planning period identified in the adopted transportation system plan:

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

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

C. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

**Response:**

The Transportation Impact Analysis included with this application addresses the impacts of the proposed amendment to ensure adequate traffic operations under the year 2020 future traffic conditions, using the reasonable worst case scenario for the existing land use designation and the reasonable worst case land use scenario for the proposed land use designations. Assuming the reasonable worst case land use scenario for the proposed designation, intersection operations would continue to operate and be under capacity. With the mitigation identified in the Transportation Impact Analysis (previously submitted), the proposed amendment does not reduce or worsen the performance of the transportation facilities. Therefore, the amendment complies with the Transportation Planning Rule.

**CONCLUSION**

The above narrative and the attached exhibits set forth evidence meeting all code requirements and demonstrates compliance with the goals establish by the Urban Comprehensive Framework Plan, Transportation Plan, Aloha-Reedville-Cooper Mountain Community Plan and Community Development Code. Thus, the applicant requests approval for a Comprehensive Plan Amendment detailed in this narrative. Approval of this application will allow the applicant to partition a portion of their INS property to NC for the purpose of including it in the development of the adjacent parcel and we believe that this application is consistent with the intent and purpose of the Washington County Comprehensive Framework Plan.



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

## REQUEST FOR STATEMENT OF SERVICE AVAILABILITY

- ☒ WATER DISTRICT: TVW  
☐ FIRE DISTRICT: \_\_\_\_\_  
☐ TRI-MET  
☐ TUALATIN HILLS PARK & REC. DISTRICT  
☐ CITY OF \_\_\_\_\_  
☐ CLEAN WATER SERVICES

PRE-APPLICATION DATE: 7/26/07

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT: GO GOODE REALTY

COMPANY: HOWARD PARK

CONTACT: \*WILLIAM A. GOODE

ADDRESS: 2870 SE 75TH AVE., #104

HILLSBORO, OR 97123

PHONE: 503-848-2244

OWNER(S):

NAME: IMMANUEL COMMUNITY CHURCH

ADDRESS: 20815 SW FARMINGTON ROAD

ALOHA, OR 97007

PHONE: 503-649-1060

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

1S223 DA 02900

Site Size: 2.98 AC

Site Address: 20815 SW FARMINGTON ROAD

Nearest cross street (or directions to site):

SW FARMINGTON ROAD & SW 209TH AVE.

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTER

EXISTING USE: INS (CHURCH)

PROPOSED USE: NC

IF RESIDENTIAL:

NO. OF DWELLING UNITS: \_\_\_\_\_

SINGLE FAM. \_\_\_\_\_

MULTI-FAM. \_\_\_\_\_

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: NC

NO. OF SQ. FT. (GROSS FLOOR AREA) 12,750

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.

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

SIGNATURE: \_\_\_\_\_

POSITION: \_\_\_\_\_

DATE: 08/07/07

☐ SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.

Please indicate why the service level is inadequate.

SIGNATURE: \_\_\_\_\_

POSITION: \_\_\_\_\_

DATE: \_\_\_\_\_

Service1 12/11/03

**WASHINGTON COUNTY**

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

**REQUEST FOR STATEMENT  
OF SERVICE AVAILABILITY**

- ☐ WATER DISTRICT: \_\_\_\_\_  
☒ FIRE DISTRICT: TVFR  
☐ TRI-MET  
☐ TUALATIN HILLS PARK & REC. DISTRICT  
☐ CITY OF \_\_\_\_\_  
☐ CLEAN WATER SERVICES

PRE-APPLICATION DATE: 7/26/07

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT: % GOODE REALTYCOMPANY: HOWARD PARKCONTACT: WILLIAM A. GOODEADDRESS: 2870 SE 75TH AVE, #104HILLSBORO, OR 97125PHONE: 503-848-2244

OWNER(S):

NAME: IMMANUEL COMMUNITY CHURCHADDRESS: 20815 SW FARMINGTON ROADALOHA, OR 97007PHONE: 503-649-1060

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

13223 DA 02900Site Size: 2.98 ACSite Address: 20815 SW FARMINGTON ROAD

Nearest cross street (or directions to site):

SW FARMINGTON ROAD / SW 209TH AVE.

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTEREXISTING USE: INS (CHURCH)PROPOSED USE: NC

IF RESIDENTIAL:

NO. OF DWELLING UNITS: \_\_\_\_\_

SINGLE FAM. \_\_\_\_\_ MULTI-FAM. \_\_\_\_\_

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: NCNO. OF SQ. FT. (GROSS FLOOR AREA) 12,750

IF INSTITUTIONAL:

NO. SQ. FT. \_\_\_\_\_

NO. STUDENTS/EMPLOYEES/MEMBERS: \_\_\_\_\_

THIS IS NOT AN APPROVAL.

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

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

See approved (stamped) plan for additional information.

Date

12-21-07

Jerry Renfro  
Deputy Fire Marshal II  
Tualatin Valley Fire & Rescue



Dec 27 07 01:08p

Goode Realty Group

503 848 2245

Dec 19 07 03:15p

Goode Realty Group

503 848 2245

Case File 06-174-PA

Exhibit C

July 16, 2008

Page 34 of 112

p. 4



## WASHINGTON COUNTY OREGON

Date: 12/28/07

### Washington County Fire District Service Analysis

RE: Plan Amendment, changing from INS to NC 15223 Tax Lot 02900  
(land use district) (map location)

Fire District: TVFR

Dear Washington County Fire District,

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

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

1. What is the location (in miles from the parcel(s) referenced above) of the fire station?  
1 mile North
2. What will be the average emergency response time to the parcel(s) referenced above?  
4-6 min 94/7
3. What is the total number of personnel and equipment available for an initial attack on fire spread at the parcel(s) referenced above?  
2 pump & engine  
1 truck 1 chief officer 10 personnel total
4. Will the addition of N/A single family dwellings cause any serious impact on the current services provided?  
No Impact

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

SIGNATURE: Tracy Lamb

DATE: 12.28.07

POSITION: Deputy Fire Marshal II

\\LUT\DATA\SHARE\DPing\WPGI\AREV\Plan Amendment\Master\Misc forms\fire questions.doc

Department of Land Use & Transportation • Planning Division  
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072  
phone: (503) 846-3519 • fax: (503) 846-4412

**WASHINGTON COUNTY**

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

**REQUEST FOR STATEMENT  
OF SERVICE AVAILABILITY**

- ☐ WATER DISTRICT: \_\_\_\_\_  
☐ FIRE DISTRICT: \_\_\_\_\_  
☒ TRI-MET  
☐ TUALATIN HILLS PARK & REC. DISTRICT  
☐ CITY OF \_\_\_\_\_  
☐ CLEAN WATER SERVICES

PRE-APPLICATION DATE: 7/26/07

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT: HOWARD PARKCOMPANY: C/O GOODE REALTYCONTACT: WILLIAM A. GOODEADDRESS: 2870 SE 75TH AVE #104  
HILLSBORO, OR 97123PHONE: 503-848-2244

## OWNER(S):

NAME: IMMANUEL COMMUNITY CHURCHADDRESS: 20815 SW FARMINGTON ROAD  
ALOHA, OR 97007PHONE: 503-649-1060Property Desc.: Tax Map(s): 15223DA Lot Number(s): 02900Site Size: 2.98 ACSite Address: 20815 SW FARMINGTON RD.Nearest cross street (or directions to site):  
SW FARMINGTON RD & SW 209TH AVE

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTEREXISTING USE: INSTPROPOSED USE: NC

## IF RESIDENTIAL:

NO. OF DWELLING UNITS: \_\_\_\_\_

SINGLE FAM. \_\_\_\_\_ MULTI-FAM. \_\_\_\_\_

## IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: NCNO. OF SQ. FT. (GROSS FLOOR AREA) 12,750

## 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.

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

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

SIGNATURE: \_\_\_\_\_ POSITION: \_\_\_\_\_ DATE: \_\_\_\_\_

- ☒
- SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.

Please indicate why the service level is inadequate.

SIGNATURE: [Signature] POSITION: TRANSIT DIVISION DATE: 8/9/07



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

## REQUEST FOR STATEMENT OF SERVICE AVAILABILITY

- ☐ WATER DISTRICT: \_\_\_\_\_  
☐ FIRE DISTRICT: \_\_\_\_\_  
☐ TRI-MET  
☒ TUALATIN HILLS PARK & REC. DISTRICT  
☐ CITY OF \_\_\_\_\_  
☐ CLEAN WATER SERVICES

PRE-APPLICATION DATE: 7/26/07

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT: C/O GOODE REALTY

COMPANY: HOWARD PARK

\* CONTACT: WILLIAM A GOODE

ADDRESS: 2870 SE 75TH AVE., #104  
HILLSBORO, OR 97123

PHONE: 503-848-2244

OWNER(S):

NAME: IMMANUEL COMMUNITY CHURCH

ADDRESS: 20815 SW FARMINGTON ROAD  
ALOHA, OR 97007

PHONE: 503-649-1060

Property Desc.: Tax Map(s): 1S223DA Lot Number(s): 02900

Site Size: 2.98 AC

Site Address: 20815 SW FARMINGTON ROAD

Nearest cross street (or directions to site):  
SW FARMINGTON ROAD & SW 209TH AVE

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTER

EXISTING USE: INST

PROPOSED USE: NC

IF RESIDENTIAL:

NO. OF DWELLING UNITS: \_\_\_\_\_

SINGLE FAM. \_\_\_\_\_

MULTI-FAM. \_\_\_\_\_

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: NC

NO. OF SQ. FT. (GROSS FLOOR AREA) 12,750

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).

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

☒ SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.

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

SUBJECT PROPERTY IS SERVED BY THE PARK DISTRICT &  
IS WITHIN 1/2 MILE OF JENKINS ESTATE.

SIGNATURE: Burl Marshall

POSITION: PARK PLANNER

DATE: 8.8.07

☐ SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.

Please indicate why the service level is inadequate.

SIGNATURE: \_\_\_\_\_

POSITION: \_\_\_\_\_

DATE: \_\_\_\_\_



Feb. 6. 2008 3:05PM

Goode Realty Group

503 848 22 No. 4588 1

Case-File 08-174-PA  
Exhibit C  
July 16, 2008  
Page 37 of 112

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

**REQUEST FOR STATEMENT  
OF SERVICE AVAILABILITY**

- ☐ WATER DISTRICT: \_\_\_\_\_  
☐ FIRE DISTRICT: \_\_\_\_\_  
☐ TRI-MET  
☐ TUALATIN HILLS PARK & REC. DISTRICT  
☐ CITY OF \_\_\_\_\_  
☒ CLEAN WATER SERVICES

**PRE-APPLICATION DATE:**

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT: Howard Park c/o Goode Realty

COMPANY: GOODE REALTY GROUP

CONTACT: WILLIAM GOODE

ADDRESS: 2870 SE 75th Ave, #104

Hillsboro, OR 97123

PHONE: 503-848-2244

**OWNER(S):**

NAME: IMMANUEL COMMUNITY Church

ADDRESS: 20815 SW Farmington Rd

Aloha, OR 97007

PHONE: 503-649-1060

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

1S223 DA 02900

Site Size: 2.98 AC

Site Address: 20815 SW Farmington Rd.

Nearest cross street (or directions to site):

SW Farmington Rd & SW 209th Ave

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTER

EXISTING USE: INST

PROPOSED USE: NC

IF RESIDENTIAL:

NO. OF DWELLING UNITS: \_\_\_\_\_

SINGLE FAM \_\_\_\_\_ MULTIFAM \_\_\_\_\_

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: NC

NO. OF SQ. FT. (GROSS FLOOR AREA) 12,750

SF

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.

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

SIGNATURE: \_\_\_\_\_

POSITION: ETR

DATE: 2/6/08

☐ SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.

Please indicate why the service level is inadequate.

SIGNATURE: \_\_\_\_\_

POSITION: \_\_\_\_\_

DATE: \_\_\_\_\_

Feb. 6. 2008 3:05PM

No. 4588 P.

Case-File 08-174-PA  
Exhibit C  
July 16, 2008  
Page 38 of 112



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

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

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

☐ OTHER \_\_\_\_\_

PRE-APPLICATION DATE: 7/26/07

Service Provider: PLEASE RETURN THIS FORM TO:  
APPLICANT: GO GOODE REALTY  
COMPANY: HOWARD PARK  
CONTACT: WILLIAM A. GOODE  
ADDRESS: 2870 SE 75TH AVE., #104  
HILLSBORO, OR 97123  
PHONE: 503-848-2244

OWNER(S):  
NAME: IMMANUEL COMMUNITY CHURCH  
ADDRESS: 20815 SW FARMINGTON RD  
ALOHA, OR 97007  
PHONE: 503-649-1060  
Property Desc. Tax Map(s): Lot Number(s):  
1S223 DA 02900

Site Size: 2.98 AC  
Site Address: 20815 SW FARMINGTON RD  
Nearest cross street (or directions to site):  
SW FARMINGTON RD. & SW 209TH AVE.

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTER

EXISTING USE: INST PROPOSED USE: NC

|                                    |                                                 |                                       |
|------------------------------------|-------------------------------------------------|---------------------------------------|
| IF RESIDENTIAL:                    | IF INDUSTRIAL/COMMERCIAL:                       | IF INSTITUTIONAL:                     |
| NO. OF DWELLING UNITS: _____       | TYPE OF USE: <u>NC</u>                          | NO. SQ. FT. _____                     |
| SINGLE FAM. _____ MULTI-FAM. _____ | NO. OF SQ. FT. (GROSS FLOOR AREA) <u>12,750</u> | NO. STUDENTS/EMPLOYEES/MEMBERS: _____ |

**ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:**

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

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

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

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

|                                              |                                                                  |                                                             |                                                                  |
|----------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------|
| Water Quality Facility required              | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N | Water Quantity Facility required <i>depends on analysis</i> | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N |
| Hydraulic and hydrological analysis required | <input checked="" type="checkbox"/> Y <input type="checkbox"/> N | Vegetated corridor required                                 | <input type="checkbox"/> Y <input checked="" type="checkbox"/> N |

COMMENTS/EXPLANATION: \_\_\_\_\_

SIGNATURE: Chris [Signature] POSITION: BT2 DATE: 7/26/07

Service Pro CWS 2/18/04

2/6/08 [Signature]

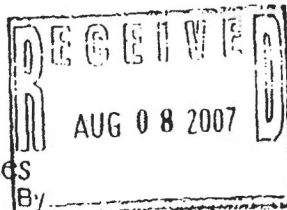


Feb. 6. 2008 3:04PM

No. 4588

Case-File 08-174-PA

Exhibit C  
July 16, 2008  
Page 39 of 112



**Sensitive Area Pre-Screening  
Site Assessment**

CWS File Number

07-003408

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jurisdiction: <u>WASHINGTON COUNTY</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                       |
| Property Information: (example 1S234AB01400)<br>Taxlot ID(s): <u>1S223DA 02900</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Owner Information:<br>Name: <u>Glen Donaldson</u><br>Company: <u>Immanuel Community Church</u><br>Address: <u>20815 SW FARMINGTON RD</u><br>City State Zip: <u>ALOHA, OR 97007</u><br>Phone/Fax: <u>503-649-1060</u><br>E-mail: _____ |
| Site Address: <u>20815 SW FARMINGTON RD</u><br>City State Zip: <u>ALOHA, OR 97007</u><br>Nearest Cross Street: <u>FARMINGTON &amp; 209TH</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                       |
| Development Activity: Check all that apply<br>Addition to Single Family Residence (rooms, deck, garage) <input type="checkbox"/><br>Lot-Line Adjustment <input type="checkbox"/> Minor Land Partition <input type="checkbox"/><br>Residential Condominium <input type="checkbox"/> Commercial Condominium <input type="checkbox"/><br>Residential Subdivision <input type="checkbox"/> Commercial Subdivision <input type="checkbox"/><br>Single Lot Commercial <input checked="" type="checkbox"/> Multi Lot Commercial <input type="checkbox"/><br>Other <u>ZONING CHANGE FROM INST</u><br><u>TO NC</u> | Applicant Information:<br>Name: <u>Howard Park</u><br>Company: _____<br>Address: <u>55442 Southern Hills</u><br>City State Zip: <u>LA Quinta, CA 92253</u><br>Phone/Fax: <u>760-409-3131</u> / <u>760-564-0736</u><br>E-mail: _____   |
| Will the project involve any off-site work: YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Location and description of off-site work: _____                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                       |
| Additional comments or information that may be needed to understand your project: <u>a portion of lot 2900 is being sold to buyer. conditional to rezone from INST to NC is required.</u>                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                       |

This application does NOT replace the need for Grading and Erosion Control Permits, Connection Permits, Building Permits, Site Development Permits, DEQ 1200-C Permit or other permits as issued by the Department of Environmental Quality, Department of State Lands and/or Department of the Army COE. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.

By signing this form, the Owner or Owner's authorized agent or representative, acknowledges and agrees that employees of Clean Water Services have authority to enter the project site at all reasonable times for the purpose of inspecting project site conditions and gathering information related to the project site. I certify that I am familiar with the information contained in this document, and to the best of my knowledge and belief, this information is true, complete, and accurate.

Print/Type Name: William A Goode

Print/Type Title: representative of applicant for zoning change

Signature: William A Goode

Date: 8-8-08

**FOR DISTRICT USE ONLY**

- ☐ Sensitive areas potentially exist on site or within 200' of the site. **THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER.** If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.
- ☒ Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, State, and federal law.
- ☐ Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, state, and federal law.
- ☐ This Service Provider Letter is not valid unless \_\_\_\_\_ CWS approved site plan(s) are attached.
- ☐ The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed By: Chris [Signature]

Date: 8/14/07

2550 SW Hillsboro Highway • Hillsboro, Oregon 97123  
Phone: (503) 681-5100 • Fax: (503) 681-4438 • [www.cleanwaterservices.org](http://www.cleanwaterservices.org)

Revised: May 8, 2007

Page 2 page

38(b)





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

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

☒ WASHINGTON COUNTY SHERIFF

PRE-APPLICATION DATE: 7/26/07

Service Provider: PLEASE RETURN THIS FORM TO:

APPLICANT: HOWARD PARK

COMPANY: C/O GOODE REALTY GRP.

CONTACT: WILLIAM A. GOODE

ADDRESS: 2870 SE 75TH AVE., #104  
HILLSBORO, OR 97123

PHONE: 503-848-2244

OWNER(S):

NAME: IMMANUEL COMMUNITY CHURCH

ADDRESS: 20815 SW FARMINGTON RD.  
ALOHA, OR 97007

PHONE: 503-649-1060

Property Desc.: Tax Map(s): 1S223 DA Lot Number(s): 02900

Site Size: 2.98 AC

Site Address: 20815 SW FARMINGTON RD

Nearest cross street (or directions to site):

SW FARMINGTON RD / SW 209TH AVE

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD

COMMERCIAL

RETAIL CENTER

EXISTING USE: INST

PROPOSED USE: NC

IF RESIDENTIAL:

IF INDUSTRIAL/COMMERCIAL:

IF INSTITUTIONAL:

NO. OF DWELLING UNITS: \_\_\_\_\_

TYPE OF USE: NC

NO. SQ. FT. \_\_\_\_\_

SINGLE FAM. \_\_\_\_\_

MULTI-FAM. \_\_\_\_\_

NO. OF SQ. FT. (GROSS FLOOR AREA) 12,750

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. Service level is adequate for emergency calls only. Currently, the base level of police services in Washington County is .50 officer per 1,000 population. The Enhanced Sheriff's Patrol District (ESPD) has increased the level to 1.0 officer per 1,000 population in specified areas.

SIGNATURE: [Signature]

POSITION: [Signature]

DATE: 8-8-07

☐ 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: \_\_\_\_\_

Service Pro Sheriff 12/11/03

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

**REQUEST FOR STATEMENT  
OF SERVICE AVAILABILITY**

PRE-APPLICATION DATE: \_\_\_\_\_

Service Provider: PLEASE RETURN THIS FORM TO:  
APPLICANT: HOWARD PARK  
COMPANY: C/O GOODE REALTY GROUP  
CONTACT: WILLIAM A. GOODE  
ADDRESS: 2870 SE 75TH AVE., #104  
HILLSBORO, OR 97123  
PHONE: 503-848-2244  
OWNER(S):  
NAME: IMMANUEL COMMUNITY CHURCH  
ADDRESS: 20815 SW FARMINGTON ROAD  
ALOHA, OR 97007  
PHONE: 503-649-1060  
Property Desc.: Tax Map(s): Lot Number(s):  
15223 DA 02900

☒ ODOT - REGION 1

Site Size: 2.98 AC

Site Address: 20815 SW FARMINGTON RD.

Nearest cross street (or directions to site):  
SW FARMINGTON RD & SW 209TH AVE.

PROPOSED PROJECT NAME: \_\_\_\_\_

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

NEIGHBORHOOD COMMERCIAL RETAIL CENTER

|                        |                           |                                          |                                       |
|------------------------|---------------------------|------------------------------------------|---------------------------------------|
| EXISTING USE: INST     | PROPOSED USE: NC          |                                          |                                       |
| IF RESIDENTIAL:        | IF INDUSTRIAL/COMMERCIAL: | IF INSTITUTIONAL:                        |                                       |
| NO. OF DWELLING UNITS: | TYPE OF USE: NC           | NO. SQ. FT.:                             |                                       |
| SINGLE FAM. _____      | MULTI-FAM. _____          | NO. OF SQ. FT. (GROSS FLOOR AREA) 12,750 | 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: Lita Brumley POSITION: Associate Planner ODOT DATE: 1/8/08

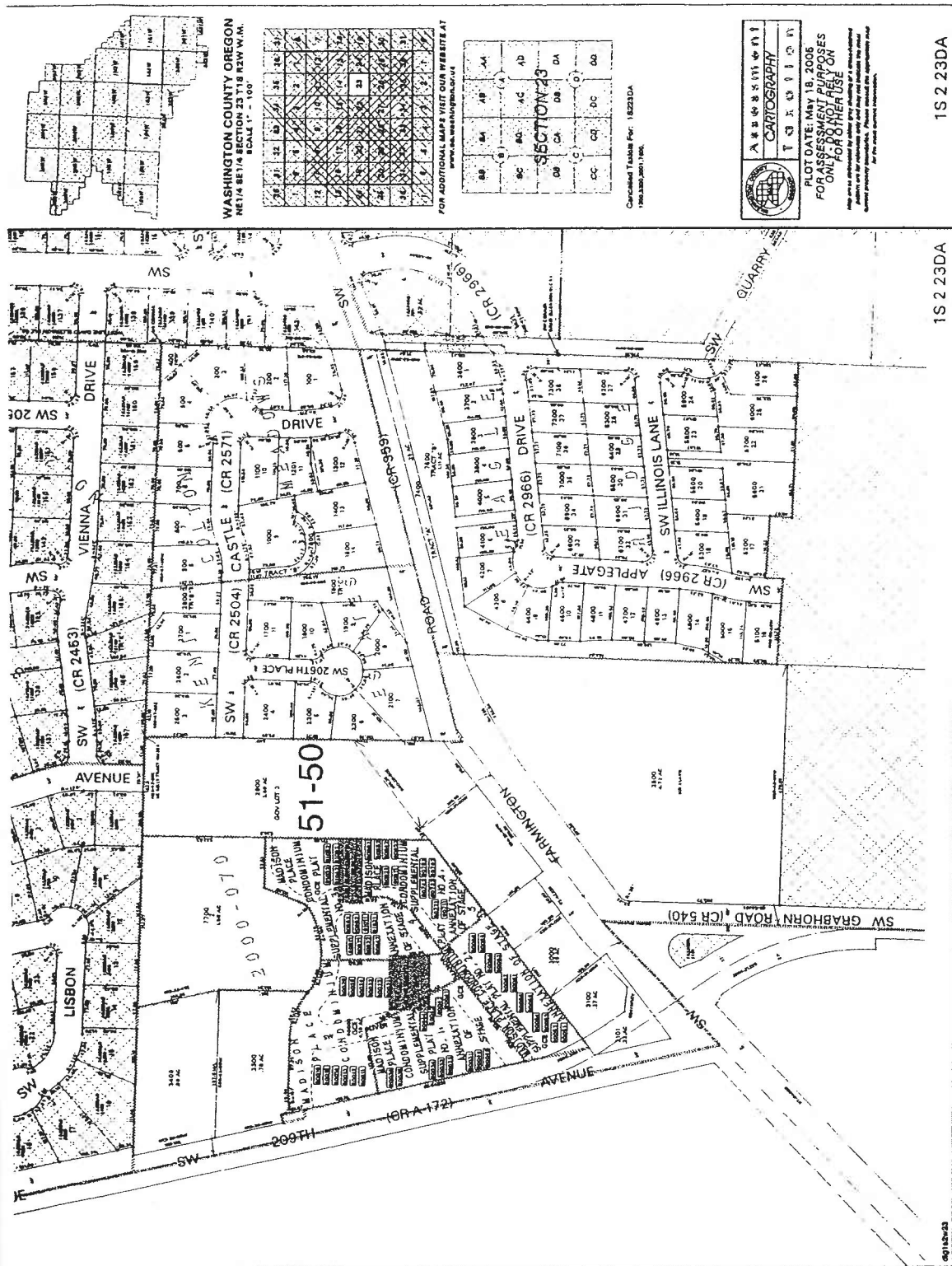
☐ SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.

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: \_\_\_\_\_

Service Pro Sheriff 12/11/03



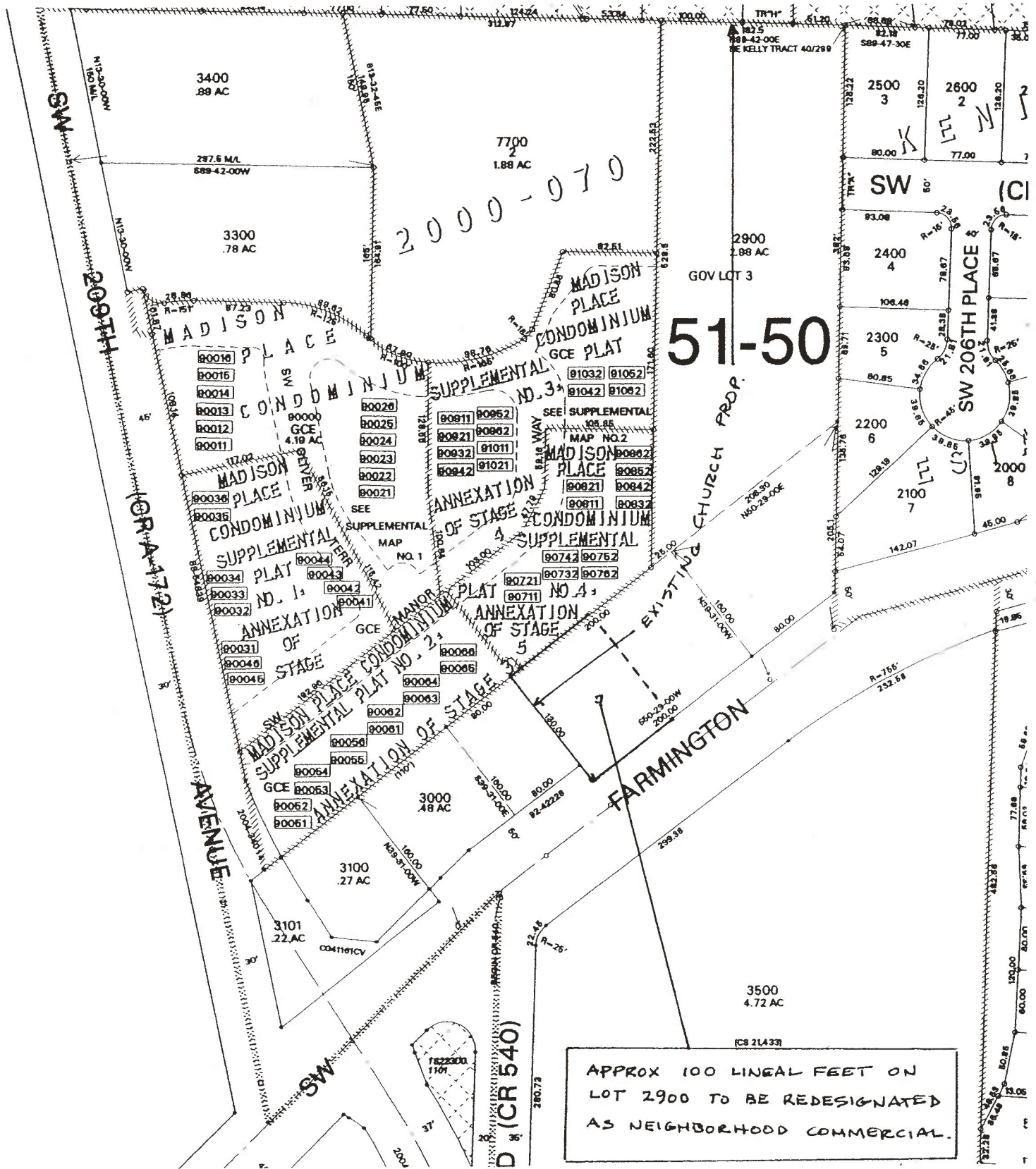


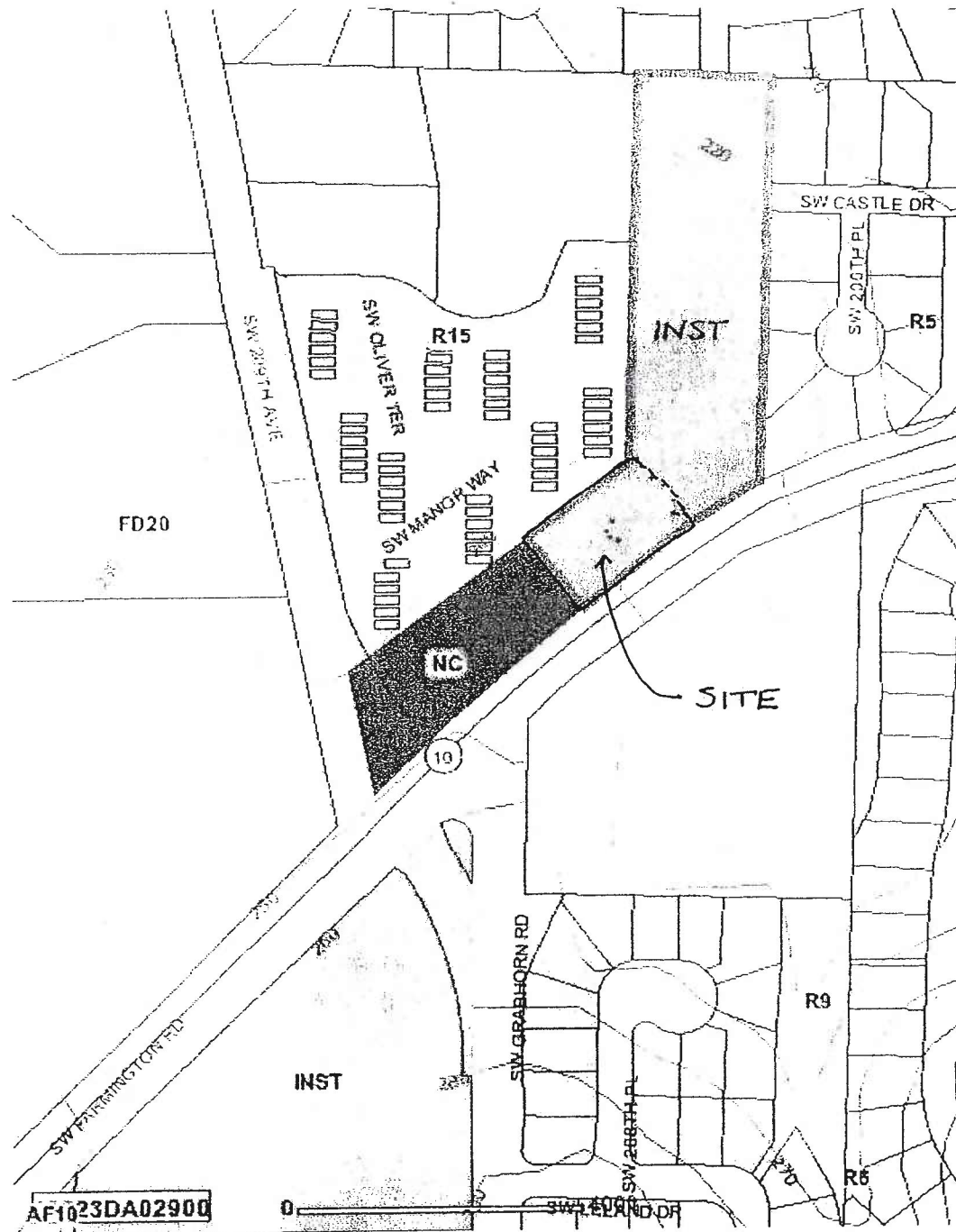
WASHINGTON COUNTY  
DEPARTMENT OF  
ASSESSMENT & TAXATION

JUL 26 2007

FOR ASSESSMENT PURPOSES  
ONLY - DO NOT RELY ON  
FOR OTHER USE

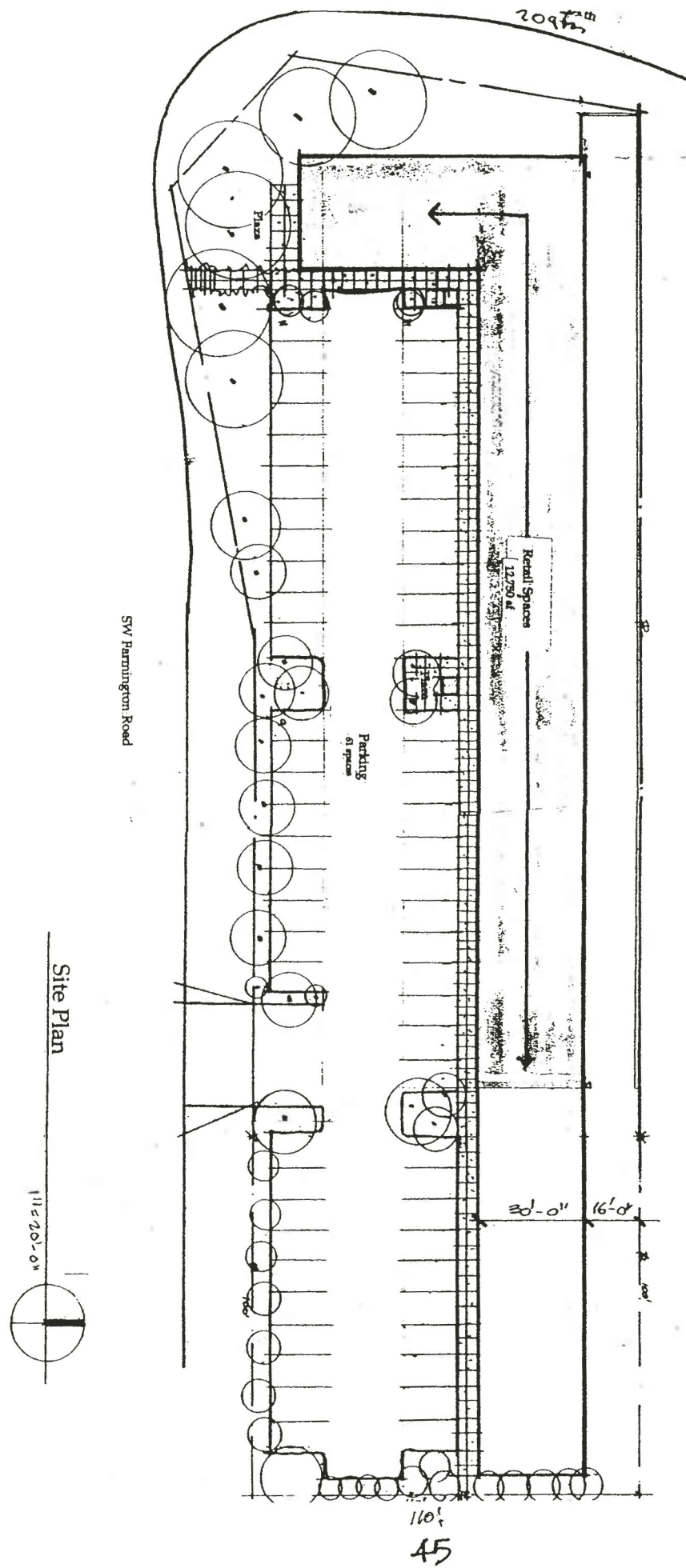














**WASHINGTON COUNTY**  
Dept. of Land Use & Transportation  
Land Development Services Division  
155 N. 1<sup>st</sup> Avenue, #350-13,  
Hillsboro, OR 97124  
Ph. (503) 846-8761 Fax (503) 846-2908  
<http://www.co.washington.or.us>

## **TRAFFIC IMPACT STATEMENT**

THE FOLLOWING ARE DEVELOPMENT CONDITIONS THAT MAY BE REQUIRED BY THE DEPARTMENT OF LAND USE AND TRANSPORTATION. THESE REQUIREMENTS, SUPPORTED BY FINDINGS OF FACT, WILL BE THE BASIS FOR RECOMMENDATIONS TO THE REVIEW AUTHORITY OR HEARINGS OFFICER REGARDING YOUR LAND USE APPLICATION.

1. These findings are for a proposed 10,000 square foot retail development, with frontage on SW Farmington Road, affecting parcel(s) 1S223DA03000 & 03100. These lots are designated Neighborhood Commercial.
2. Dedicate additional right-of-way to provide a total of 50 feet from the recently re-aligned centerline of SW Farmington Road adjacent to the site, including adequate corner radius. SW Farmington Road is designated as a 3 lane Arterial with bike lanes.
3. Dedicate additional right-of-way to provide a total of 45 feet from centerline of SW 209th Avenue adjacent to the site, including adequate corner radius. SW 209th Avenue is designated as a 3 lane Arterial with bike lanes.
4. Establish a non-access restriction along the site's frontage of SW Farmington Road and SW 209th Avenue, except at any access approved through the development review process.
5. Access to the site from SW Farmington Road was measured at the site's west property line. SW Farmington Road, an Arterial, has a minimum access spacing standard of 600 feet, measured from shared accesses or public roads both adjacent and across the street. An Access Management Plan must be requested and granted for permanent access to the site. Traffic Analyst, Jinde Zhu (503-846-7957), must accept the Access Management Plan before submittal of a Development Application (allow at least 10 working days for acceptance review of the Access Management Plan). Interim access may be requested, and if granted, will allow access until permanent access can be provided upon development of an adjacent parcel. If interim access is proposed, show how permanent access, meeting the spacing standards, can be provided.
6. Provide a connection with the existing pedestrian path in the Madison Place Condominiums to the north of the site.
7. No access to SW 209<sup>th</sup> Avenue is proposed.
8. Sight distance (400 feet required in both directions) at the proposed access of SW Farmington Road is adequate in both directions.
9. A half-street improvement exists along the frontage of SW Farmington Road.
10. A half-street improvement exists along the frontage of SW 209th Avenue.

11. Tax map/lot # 1S223DA03101 land locks parcel 3100. Parcel 1S223DA03101 needs to be dedicated as public right-of-way.
12. Obtain an Access Permit from the Department of Land Use and Transportation for construction of the new commercial driveway.
13. This development generates approximately 443 average daily vehicle trips based on ITE Code 814.
14. Additional requirements such as off-site improvements pursuant to R & O 86-95 may apply to specific development at the Development Review stage (and/or upon the review of an Access Report).
15. A Traffic Staff Report may be done and this site may be reviewed for required traffic safety improvements, which may result in on- or off-site road improvements being required of this development.

02022171.DOC/tlh

12/6/06





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

## PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: 6

COMMUNITY PLAN: ALOHA-REEDVILLE-COOPER MT

EXISTING LAND USE DISTRICT(S): INSTITUTIONAL

### PROPERTY DESCRIPTION

ASSESSOR MAP NO(S): 152 23 DA  
TAX LOT NO(S): 2900 (PORTION)  
SITE SIZE: 2.98 ACRES  
ADDRESS: 20815 SW FARMINGTON RD.  
LOCATION: NORTH SIDE OF FARMINGTON ROAD, EAST OF ITS INTERSECTION WITH 209TH AVENUE.

PROPOSED PLAN AMENDMENT: REMOVE A PORTION OF THE "INS" DESIGNATION AND DESIGNATE THAT PORTION TO BE NEIGHBORHOOD COMMERCIAL (NC)

DATE OF PRE-APPLICATION CONFERENCE:

(Attach copy of summary) 7/26/07

STAFF MEMBER: AISHA WILLITS

EXISTING USE OF THE SITE: INSTITUTIONAL (CHURCH)

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

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

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

☒ OWNER ☐ CONTRACT PURCHASER DATE 8/9/07

☐ OWNER ☒ CONTRACT PURCHASER DATE 8/9/07

☐ OWNER ☐ CONTRACT PURCHASER DATE

☐ OWNER ☐ CONTRACT PURCHASER DATE

### NOTES:

✦ THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 106-149.

✦ IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.

✦ THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.

✦ NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.

✦ AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.

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

Case-File 08-174-PA  
Exhibit C  
July 16, 2008  
Page 49 of 112

CASEFILE NO. \_\_\_\_\_

APPLICANT NAME AND ADDRESS:

HOWARD PARK  
55442 SOUTHERN HILLS  
LA QUINTA, CA 92253

APPLICANT'S REPRESENTATIVE AND ADDRESS:

WILLIAM GOODE  
2870 SE 75TH AVENUE, #104  
HILLSBORO, OR 97123

OWNER'S NAME AND ADDRESS:

EMMANUEL COMMUNITY CHURCH  
20815 SW FARMINGTON ROAD  
ALOHA, OR 97007

APPLICANT PHONE: 503-848-2244

OWNER PHONE: 503-649-1060 / 503-649-4354

ALSO NOTIFY: GLEN DONALDSON



## WASHINGTON COUNTY OREGON

### Agreement for the Payment of Fees Quasi-Judicial Plan Amendment Application

The parties to this Agreement are HOWARD PARK (Applicant), who hereby certifies that said party is the owner of record, contract purchaser or duly authorized representative of the owner of the property listed below, and Washington County Department of Land Use and Transportation, Planning Division (County).

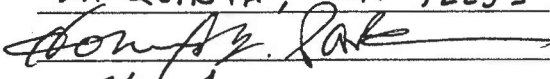
In 1987, the Board of County Commissioners adopted Resolution and Order No. 87-145, incorporated herein by reference, which established fees for all quasi-judicial plan amendment applications and mandated that the applicant pay the true cost of processing such an application. The Board subsequently revised the original resolution several times since 1987, most recently in 2004 by Resolution and Order No. 04-60, incorporated herein by reference.

Since the Applicant desires to submit an application for a quasi-judicial plan amendment and is required by Resolution and Order No. 87-145 to pay the true cost of processing such an application, this Agreement is needed to ensure that the Applicant makes full payment.

Now, therefore, the Parties agree as follows:

1. This agreement governs the proposed plan amendment for the property described as Assessor Map and Tax Lot Number(s) 15223 DA 2900 (Property) to change the Property's Comprehensive Plan designation from INS to NC.
2. The Applicant certifies that if the Applicant is a corporation, the corporation is duly authorized to do business in Oregon and the Applicant's representative is duly authorized by the corporation to sign this Agreement.
3. The Applicant has or has not met with county staff for a pre-application conference.
4. The Applicant hereby deposits \$2,100 with the County as an initial deposit towards the payment of the true cost of processing the plan amendment application.
5. If the true cost of processing the application is more than the initial deposit, the Applicant shall pay the remaining cost within thirty (30) days of receipt of a statement from the County. If an application is withdrawn, the Applicant remains liable for all costs incurred and shall pay within thirty (30) days of receipt of a statement from the County.
6. If the true cost of processing the application is less than the initial deposit, the County hereby agrees to promptly refund without interest any remaining funds that may be due.
7. It is agreed that the County retains the following means to assure payment of any balance due to the County:
  - A. If the application is approved or conditionally approved by the review authority, a condition of approval may be imposed requiring payment in full of such balance before the approval becomes effective.

- B. If the application is conditionally approved or denied by the review authority, and the Applicant appeals the decision, the County shall require that the balance due for processing the application be paid in full before the appeal is processed.
- C. If the application is denied by the review authority and the Applicant does not appeal the decision, the County shall require that the balance due for processing the application be paid in full within thirty (30) days of receipt of the statement.
- D. If payment is not received, the County may file a legal action to collect amounts due and be entitled to attorney fees.
8. The parties further agree that true costs to be charged to the Applicant shall be determined as set forth in Resolution and Order No. 87-145 and any subsequent Resolution and Orders adopted by the Board. Any dispute concerning the amounts due shall be resolved as follows:
- A. The Applicant agrees to first contact the Planning Division's designated staff member in charge of processing the application should a dispute arise.
- B. If the staff member is unable to resolve the dispute, the Applicant may request a review of the matter by the Planning Division Manager, and the Manager shall notify the Applicant in writing of any determination.
- C. The Applicant may request a determination by the Department of Land Use and Transportation Director only after making initial contact with the designated staff member and Planning Division Manager. Requests to the Director shall be made in writing and shall set forth the specific basis of objection. The decision of the Director concerning the amount due shall be final and shall not be appealable.
9. The parties agree that adjustments to the amount of refund or payment due may be made only on the basis of a clerical error in recording or computing actual time, material or service costs. The Applicant agrees that the selection of staff members to process an application, the activities of those staff members, and the time and materials necessary to process such application shall be within the sole discretion of the County, in accordance with the direction given in Resolution and Order No. 87-145.
10. In the event legal action is instituted by either party for enforcement of any provision herein or for collection of any amounts owing under this agreement, the prevailing party shall recover, in addition to costs and disbursements, such attorney fees as the court may judge reasonable to be allowed.

|                 |                                                                                             |                 |       |
|-----------------|---------------------------------------------------------------------------------------------|-----------------|-------|
| Applicant Name: | <u>HOWARD PARK</u>                                                                          | Applicant Name: | _____ |
| Title:          | _____                                                                                       | Title:          | _____ |
| Company:        | _____                                                                                       | Company:        | _____ |
| Address:        | <u>55442 SOUTHERN HILLS</u>                                                                 | Address:        | _____ |
|                 | <u>LA QUINTA, CA 92253</u>                                                                  |                 | _____ |
| Signature:      | <u></u> | Signature:      | _____ |
| Date:           | <u>8/9/07</u>                                                                               | Date:           | _____ |

F:/Shared/Plng/WPShare/Plan Amendments/Master/Payment Agreement.doc  
Revised July 21, 2004

Department of Land Use & Transportation • Planning Division  
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072  
phone: (503) 846-3519 • fax: (503) 846-4412



HOWARD Y. PARK  
HANNAH PARK  
55412 SOUTHERN HILLS 760-564-0670  
LA QUINTA, CA 92253

Date 7-26-07

Pay to the Order of WASHINGTON COUNTY DEPT LUT \$ 2,100.00  
Two thousand one hundred & no/100 Dollars

Bank of America

ACH R/T 323070380

For Fee zoning change Howard Y. Park

⑆323070380⑆ 002676915190⑈ 5452

Receipt Howard Y. Park No. 431799  
Date 7/26/07 19\_\_

FROM Howard Park \$ 2100.00

\_\_\_\_\_ DOLLARS

☐ FOR RENT  
☐ FOR plan amendment

FROM INS TO NC

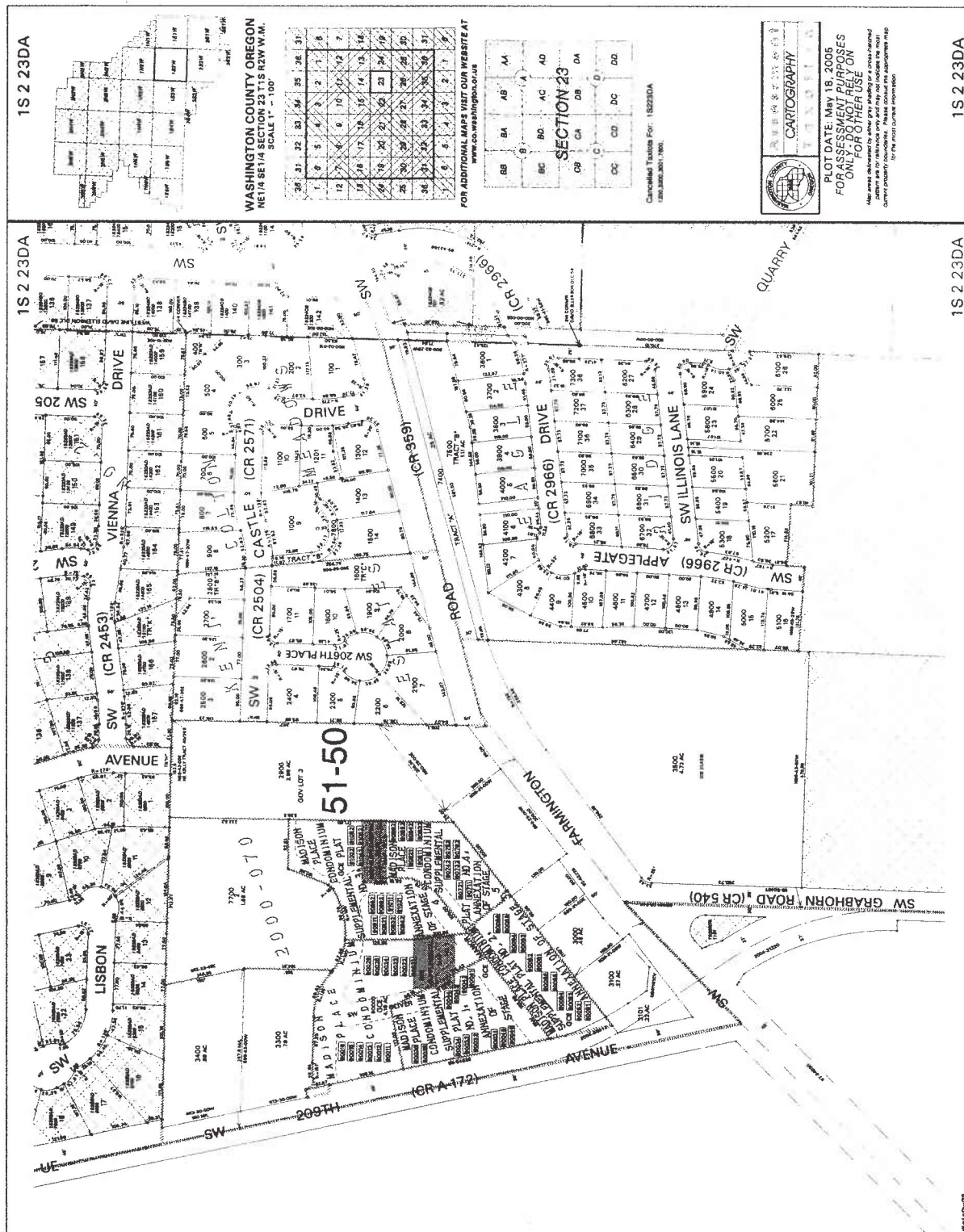
|       |                |
|-------|----------------|
| ACCT. |                |
| PAID  | <u>2100.00</u> |
| DUE   |                |

☐ cash  
☒ check #5452  
☐ money order

BY Quilista

DC-1152

FOR ASSESSMENT PURPOSES  
ONLY - DO NOT RELY ON  
FOR OTHER USE







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

## PLAN AMENDMENT PRE-APPLICATION CONFERENCE SUMMARY

### PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha-Redville-Cooper Mt.

EXISTING LAND USE DISTRICT(S): Institutional

### PROPOSED PLAN AMENDMENT:

Remove a portion of the IWS designation & designate that portion NC

DATE OF PRE-APPLICATION CONFERENCE: 7/26/07

PRE-APPLICANT PHONE: 503-848-2244

STAFF MEMBER: Aisha Willis, 503-846-3961

### APPLICATION SUBMITTAL DEADLINE AND OTHER APPLICABLE REQUIREMENTS:

FEBRUARY 15(generally) for SPRING/SUMMER HEARINGS

AUGUST 15(generally) for FALL/WINTER HEARINGS

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

### APPLICABLE POLICIES AND REGULATIONS

#### URBAN COMPREHENSIVE FRAMEWORK PLAN OR NATURAL RESOURCE PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES

UNDER THESE POLICIES: 1.f.2, 2, 7, 13.a, 14, 18, 31, 32, 33, 36, 40 (neighborhood criteria) and 1.f.6.

#### TRANSPORTATION PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES

UNDER THESE POLICIES: 1, 2, 4, 5, 6, 10, 12, 14, 15, 19

#### COMMUNITY PLAN CONSIDERATIONS (URBAN AREA ONLY):

DEMONSTRATE CONFORMANCE WITH THE COMMUNITY PLAN OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S)

5, 7, 8, 9, 10, 11, 12, 13, 15, 17, 21 THE DESCRIPTION OF THE Farmington Rd. Corridor SUBAREA.

SUBAREA DESIGN ELEMENT NUMBER(S) \_\_\_\_\_, PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN \_\_\_\_\_, AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF \_\_\_\_\_ ON THE PROPERTY.

#### COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:

APPLICABLE LAND USE DISTRICT SECTIONS (PURPOSE AND PERMITTED USES): 311, 330 (Intent & Purpose)

PHYSICAL LIMITATIONS OF SITE (SECTIONS 421, 422):

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

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### PRE-APPLICANT:

Bill Goode, 503-848-2244

Howard Park, 760-409-3131

### PROPERTY OWNER:

Immanuel Comm. Church

20005 SW Farmington Road

Aloha OR 97007

### PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 152 23DA

TAX LOT NO(S): 2900 (portion)

SITE SIZE: 2.98 acres

ADDRESS: 20815 SW Farmington Road

LOCATION: North side of Farmington Road, east of its intersection w/ 209th Avenue



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

Case File 00-117-11  
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July 16, 2008  
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REVIEW AUTHORITY:

☒ Planning Commission

☐ Board of County Commissioners

GENERAL INFORMATION

PREVIOUS CASE FILES:

OUTSTANDING CONDITIONS AND VIOLATIONS:

OTHER INTERESTED AGENCIES AND ORGANIZATIONS:

HANDOUTS DISTRIBUTED

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

DOCUMENTS TO BE SUBMITTED WITH APPLICATION

NUMBER  
OF COPIES

☐ 18

PRE-APPLICATION SUMMARY

☐ 18

PLAN AMENDMENT APPLICATION FORM

☐ 18

WRITTEN EXPLANATION, JUSTIFICATION

☐ 1

FEE CONTRACT (SIGNED)

☐ 1

WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) 152 23DA

☒ 1

WELL REPORTS(LOGS) FOR SECTIONS

SERVICE PROVIDER LETTERS

☐ 18

PUBLIC WATER

☒ 1

SCHOOL

☐ 18

FIRE

☐ 18

SEWER

☒ 1

SEPTIC SYSTEM

☐ 18

SURFACE WATER

☐ 18

PARK

☐ 18

TRANSPORTATION: Traffic Impact Statement and /or Traffic Analysis

☐ 18

SHERIFF

☐ 18

TRI-MET

☐ 18

ODOT - CONTACT

☐ 1

CITY OF

☐ 1

OTHER

☐ 1

FEE DEPOSIT OF \$1000, EXCEPT FOR APPLICATIONS FOR PLAN AMENDMENTS FROM AF-10 AND AF-5, WHICH REQUIRE A DEPOSIT \$1000. (THE FINAL COST OF PROCESSING THIS APPLICATION IS ESTIMATED TO BE 2500.00. THIS ESTIMATE IS NOT BINDING ON THE COUNTY, AND MAY NOT REFLECT THE FINAL COST OF PROCESSING THE APPLICATION.)

☐ 1

MAILING LIST AND MAP FOR PROPERTIES IN AN ADJACENT COUNTY

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



## FINAL AGENCY ACKNOWLEDG

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1289482

Both Buyer and Seller acknowledge having received the Oregon Real Estate Agency Disclosure Pamphlet, and hereby acknowledge and consent to the following agency relationships in this transaction:

1) William A. Goode (Name of Selling Licensee) of Goode Realty Group (Name of Real Estate Firm)

the agent of (check one): ☒ The Buyer exclusively. ☐ The Seller exclusively ("Seller Agency"). ☐ Both the Buyer and the Seller ("Disclosed Limited Agency").

2) \_\_\_\_\_ (Name of Listing Licensee) of \_\_\_\_\_ (Name of Real Estate Firm)

the agent of (check one): ☐ The Seller exclusively. ☐ Both the Buyer and the Seller ("Disclosed Limited Agency").

3) If both parties are each represented by one or more licensees in the same Real Estate Firm, and the licensees are supervised by the same principal broker that Real Estate Firm, Buyer and Seller acknowledge that said principal broker shall become the disclosed limited agent for both Buyer and Seller as more fully explained in the Disclosed Limited Agency Agreements that have been reviewed and signed by Buyer, Seller and Licensee(s).

Buyer shall sign this acknowledgment at the time of signing this Agreement before submission to Seller. Seller shall sign this acknowledgment at the time this Agreement is first submitted to Seller, even if this Agreement will be rejected or a counter offer will be made. Seller's signature to this Final Agency Acknowledgment shall not constitute acceptance of the Agreement or any terms therein.

Buyer Howard Y. Park Print Howard Y Park Date 3/27/07

Seller Glen W Donaldson Print Glen W Donaldson Date 5/1/07

Seller Glen W Donaldson Print Glen W Donaldson Date 5/1/07

## REAL ESTATE SALE AGREEMENT

This Agreement is intended to be a legal and binding contract.

If it is not understood, seek competent legal advice before signing.

**DEFINITIONS:** All references in this Agreement to "licensee" and "firm" shall refer to Seller's and Buyer's real estate agents licensed in the State of Oregon and the respective real estate companies with which they are affiliated.

**PRICE/PROPERTY DESCRIPTION:** Buyer (print name(s)) Howard Y. Park and or assigns  
wishes to purchase from Seller (print name(s)) Immanuel COMMUNITY CHURCH

the following described real property (hereinafter "the Property") situated in the State of Oregon, County of WASHINGTON, and commonly known or identified as (insert street address, city, zip code, tax identification number, and/or lot-block description, etc.) ± 12,000 SF LOT

CATED AT 20815 SW FARMINGTON RD., BEAVERTON, OR 97007 (#152230A-2900)

Seller and Buyer agree that if it is not provided herein, a complete legal description as provided by the title insurance company in accordance with Section 4, below, shall, where necessary, be used for purposes of legal identification and conveyance of title)

The purchase price (in U.S. currency) of ONE HUNDRED SIXTY THOUSAND & 00/100 A \$ 160,000.00

The following terms: Earnest money herein receipted for 10,000.00 B \$ 10,000.00

5-16-07 as additional earnest money, the sum of 10,000.00 C \$ 10,000.00

before closing, the balance of down payment. 150,000.00 D \$ 150,000.00

At closing and upon delivery of ☒ DEED ☐ CONTRACT the sum of (Lines B, C, D and E must equal Line A) 150,000.00 E \$ 150,000.00

Payable as follows: CASH AT CLOSING

For additional details, see Addendum No. 1

**BUYER REPRESENTATION:** As of the date of signing this Agreement, Buyer has sufficient funds available to close this transaction in accordance with the terms proposed herein, and is not relying on any contingent source of funds (e.g. from loans, gifts, sale or closing of property, 401K disbursements, etc.), unless otherwise disclosed in this Agreement.

**NEW LOAN IS REQUIRED, THIS TRANSACTION IS SUBJECT TO BUYER AND PROPERTY QUALIFYING FOR THE LOAN.** Buyer agrees to make a loan application not later than \_\_\_\_\_ business days from date this Agreement is signed by Seller and Buyer, complete necessary papers, and exert best efforts, including payment of all application, appraisal and processing fees, in order to procure the loan. If Property is located in a designated flood zone, Buyer acknowledges that flood insurance may be required as a condition of the new loan. Buyer is encouraged to promptly verify the availability and cost of property/flood insurance that will be secured for the Property.

**TITLE INSURANCE:** Unless otherwise provided herein, this transaction is subject to Buyer's review and approval of a preliminary title report and the recorded instruments, conditions and restrictions ("the report and CC&Rs") showing the condition of title to the Property. (If not fully understood, Buyer should immediately seek competent legal or title advice. Neither the listing nor selling licensees are qualified to advise on specific legal or title issues). Upon execution of this Agreement by all parties, Seller will, at Seller's sole expense, promptly order the report and CC&Rs from an Oregon title insurance company and furnish them to Buyer. Upon receipt of the report and CC&Rs, Buyer shall have \_\_\_\_\_ business days (five (5) if not filled in) within which to notify Seller, in writing, of any matters disclosed in the report and CC&Rs which is/are unacceptable to Buyer ("the objections"). Buyer's failure to timely object, in writing, to any matters disclosed in the report and/or CC&Rs shall constitute acceptance of the report and/or CC&Rs. Provided, however, Buyer's failure to timely object shall not relieve Seller of the duty to convey clear title pursuant to Section 6 below. If, within \_\_\_\_\_ business days (five (5) if not filled in) following receipt of the objections, if any, Seller fails to remove or correct the matters identified in the objections, or does not give written assurances reasonably satisfactory to Buyer that they will be removed or corrected prior to the closing

on Real Estate Forms, LLC 01/04

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Buyer Initials H.P. Date 3/27/07



NOTE: Fill in preprinted number from Page 1 - Sale Agreement # 1287402

date, all earnest money shall be promptly refunded to Buyer and this transaction shall be terminated. This contingency is solely for Buyer's  
by Buyer in writing. Within thirty (30) days after closing, Seller shall furnish to Buyer an owner's standard form policy of title insurance insi  
Property to Buyer in the amount of the purchase price, free and clear of the objections and all other title exceptions agreed to be removed as per  
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Exhibit C  
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5. ADDITIONAL PROVISIONS: See Addendum No. 1 & counter offer dated 4/30/07

For additional provisions, see Addendum

6. DEED: Seller shall convey marketable title to the Property by statutory warranty deed (or good and sufficient personal representative or trustee's  
deed, where applicable) free and clear of all liens of record, except property taxes which are a lien but not yet payable, zoning ordinances, building and  
use restrictions, reservations in Federal patents, easements of record which affect the Property, covenants, conditions and restrictions of record and  
those matters accepted by Buyer pursuant to Section 4 above.

7. FIXTURES: All fixtures are to be left upon the Property. Fixtures shall include but not be limited to: Built-in appliances; attached floor coverings;  
drapery rods and curtain rods; window and door screens; storm doors and windows; system fixtures (irrigation, plumbing, ventilating, cooling and heating);  
water heaters; attached electric lights and bathroom fixtures; light bulbs; fluorescent lamps; installed garage door opener(s) with remote control(s); window  
blinds; awnings; fences; all planted shrubs, plants and trees; EXCEPT:

8. PERSONAL PROPERTY: The following personal property, in "AS-IS" condition and at no stated value is included:

9. ALARM SYSTEM: ☒ NONE ☐ OWNED ☐ LEASED. If leased, Buyer ☐ will ☐ will not assume the lease at closing. Approximate monthly lease  
payment is \$

10. SELLER REPRESENTATIONS:

1) The above dwelling is connected to (check all that apply): ☐ a public sewer system; ☐ an on-site sewage system; ☐ a public water system;  
or ☐ a private well. (2) At the earlier of possession or closing date, the dwelling will have one or more operating smoke alarms or smoke detectors as  
required by law. (See, <http://www.sfm.state.or.us>) (3) Seller has no knowledge of any hazardous substances on the Property other than substances  
if any) contained in appliances and equipment. (4) Seller knows of no material structural defects. (5) All electrical wiring, heating, cooling, plumbing  
and irrigation equipment and systems and the balance of the Property, including the yard, will be in substantially its present condition at the time  
Buyer is entitled to possession. (6) Except as disclosed in writing, Seller has no notice of any liens to be assessed against the Property. (7) Seller  
has no notice from any governmental agency of any violation of law relating to the Property. (8) If specially assessed, Seller represents that the  
Property is current as to income or other conditions required to preserve its deferred tax status. (9) Seller agrees to promptly notify Buyer if, prior  
to closing, Seller receives actual notice of any event or condition which could result in making any previously disclosed material information  
relating to the Property substantially misleading or incorrect. These representations are based upon Seller's actual knowledge. Seller has made no  
investigations. Exceptions to items (1) through (9) are: N/A

Buyer recognizes that asbestos commonly exists in insulation, ceilings, floor coverings and other areas in residential properties. Seller  
makes no representations regarding the presence or condition of asbestos.

11. "AS-IS": Except for Seller's express written agreements and written representations contained herein, and Seller's Property Disclosure, if  
any, Buyer is purchasing the Property "AS-IS," in its present condition and with all defects apparent or not apparent. This provision shall not be  
construed to limit Buyer's right to implied new home warranties, if any, that may otherwise exist under Oregon law.

12. PRIVATE WELL: Seller represents that the private water well located on or serving the Property has provided an adequate supply of water throughout the year  
for household use. To the best of Seller's knowledge, the water is fit for human consumption and the continued use of the well and water is authorized by and  
complies with the laws of the State of Oregon and appropriate governmental agencies. No other representation is made concerning the water supply and well  
except as expressly stated in this Agreement. If the well provides water for domestic purposes, upon Seller's acceptance of Buyer's offer, Seller, at Seller's expense,  
will have the well tested for nitrates and total coliform bacteria and for such other matters as are required by the Oregon Health Division. Upon receipt, Seller shall  
promptly submit the test results to the Oregon Health Division and Buyer. At Buyer's expense, Buyer may have the well water tested for quantity or quality by a  
qualified tester, and obtain a written report of such test(s), showing the deficiencies (if any) in the well and the standards required to correct the deficiencies, all  
within \_\_\_\_\_ business days (seven (7) if not filled in ) after the date Seller and Buyer have signed this Agreement. If the written report of any test made by Seller  
shows a substantial deficiency in quantity or quality of the water, Buyer may terminate this transaction by delivering written notice of termination, together  
with a copy of the test report, to Seller or the listing licensee within twenty-four (24) hours after the receipt by Buyer of the written test report unless, within twenty-  
four (24) hours after delivery of notice of termination, Seller agrees in writing to correct the deficiencies shown on the report. Any report obtained by Buyer will show  
what deficiencies, if any, are substantial. In the event any wells located upon the Property are not currently registered with the applicable governmental agency,  
Seller agrees to assist Buyer, at Buyer's sole expense, in registering them. The preceding sentence shall survive closing of this transaction.

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REF 001-2

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REAL ESTATE SALE AGREEMENT - Page 2 of 6

|                 |      |         |      |
|-----------------|------|---------|------|
| Buyer Initials  | H.P. | 3/27/07 | Date |
| Seller Initials | W.D. | 5/1/07  | Date |



NOTE: Fill in preprinted nur

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# 1289482

13. INSPECTIONS: Buyer understands that a complete professional inspection

(CHECK ONLY ONE)

☐ **PROFESSIONAL INSPECTIONS:** At Buyer's expense, Buyer may have the Property and all elements and systems thereof inspected by one or more professionals of Buyer's choice. Provided, however, Buyer must specifically identify in this Agreement any desired inspections which may include testing or removal of any portion of the Property. Buyer understands that Buyer is responsible for the restoration of the Property to its original condition for any inspection(s)/test(s) performed. Buyer shall have \_\_\_\_\_ business days (ten (10) if not filled in), after the date Seller and Buyer have signed this Agreement, (hereinafter "the Inspection Period") in which to negotiate with Seller regarding any matters disclosed in any inspection report. However, during the Inspection Period, Seller shall not be required to modify any terms of this Agreement already reached with Buyer. Unless a written and signed modification is reached, at any time during the Inspection Period, Buyer may notify Seller or Listing Licensee, in writing, of Buyer's unconditional disapproval of the Property based on any inspection report(s), in which case, all earnest money deposits shall be promptly refunded and this transaction shall be of no further binding effect. Buyer shall promptly provide a copy of all reports to Seller if requested by Seller. If Buyer fails to provide Seller or Listing Licensee with written unconditional disapproval of any inspection report(s) by Midnight of the final day of the Inspection Period, Buyer shall be deemed to have accepted the condition of the Property.

☐ **SEE ATTACHED ADDENDUM REGARDING ALTERNATIVE PROFESSIONAL INSPECTION PROCEDURES.**

☐ **BUYER'S INSPECTION:** Buyer, or Buyer's representative, will personally inspect the Property and all elements and systems thereof. Buyer is fully satisfied and has elected NOT to have any professional inspections performed. Neither the listing nor selling licensees shall be responsible for inspecting the Property. Buyer's failure to obtain one or more professional inspections is solely at Buyer's own risk.

**14. LEAD-BASED PAINT INSPECTION:** If the Property was constructed before 1978, a Lead-Based Paint Disclosure Addendum (hereinafter "the Disclosure Addendum") shall be signed by Seller, Buyer and Listing and Selling Licensees, and made a part of this Sale Agreement. After reading the section below, Buyer should check the accompanying box if Buyer intends to conduct a risk assessment or inspection.

☐ Buyer shall have \_\_\_\_\_ calendar days (ten (10) if not filled in), hereinafter referred to as "the Lead-Based Paint Inspection Period," within which to conduct said assessment or inspection. The Lead-Based Paint Inspection Period shall commence when Buyer signs the Disclosure Addendum. During the Lead-Based Paint Inspection Period, Buyer shall not become obligated under this Sale Agreement. Buyer may, in writing, unconditionally cancel this transaction during the Lead-Based Paint Inspection Period and receive a prompt return of all earnest money deposits. Buyer understands that the failure to give timely written notice of cancellation shall constitute acceptance of the condition of the Property as it relates to the presence of lead-based paint or lead-based paint hazards.

**15. ESCROW:** This transaction shall be closed at 1st American Title ("Escrow"), a neutral escrow located in the State of Oregon. Costs of Escrow shall be shared equally between Seller and Buyer, unless Buyer is financing through Federal VA, in which case Seller shall pay all Escrow costs.

**16. CLOSING: TIME IS OF THE ESSENCE.** Closing shall occur on a date mutually agreed upon by Seller and Buyer, but in no event later than See Addendum No. 1 ("closing deadline"). The terms "closed", "closing" or "closing date" shall mean when the deed or contract is recorded and funds are available to Seller. Seller and Buyer acknowledge that for closing to occur by the closing deadline, it may be necessary to execute documents and deposit funds in Escrow prior to that date.

**17. POSSESSION:** Seller shall remove all personal property (including trash and debris) that is not a part of this transaction and deliver possession of the Property to Buyer (check one): ☒ by 5:00 p.m. on the closing date; ☐ by \_\_\_\_\_ a.m./p.m. \_\_\_\_\_ days after the closing date; ☐ by \_\_\_\_\_ a.m./p.m. on the \_\_\_\_\_ day of \_\_\_\_\_. If a tenant is currently in possession of the Property (check one): ☐ Buyer will accept tenant at the time of closing; ☐ Seller shall have full responsibility for removal of tenant prior to closing date.

**18. PRORATIONS:** Prorates for rents, current year's taxes, interest on assumed obligations, and other prepaid expenses attributable to the Property shall be as of: (check one only) ☒ the closing date; ☐ date Buyer is entitled to possession; or ☐ \_\_\_\_\_.

**19. SELLER POSSESSION AFTER CLOSING:** In the event that Seller and Buyer have agreed that Seller will deliver possession after the closing date, Seller shall pay as consideration \$ \_\_\_\_\_ per day for each day after closing that Seller remains in possession of the Property. Such payment shall be made by Seller through Escrow at the time of closing and no landlord-tenant relationship shall be created thereby, so long as Seller's possession does not exceed 90 days after the date of closing. See attached Addendum \_\_\_\_\_, if applicable.

**20. UTILITIES:** Seller shall pay all utility bills accrued to date Buyer is entitled to possession. Buyer shall pay Seller for heating fuel then on premises, Seller's supplier's rate on the possession date. Payment shall be handled between Buyer and Seller outside of Escrow.

**21. INSURANCE:** Seller shall keep the Property fully insured until closing.

**22. ESCROW DEPOSIT:** Escrow is hereby instructed by Seller, Buyer, Selling Firm and the Listing Firm (if any) as follows: (1) Upon your receipt of a copy of this Agreement marked "rejected" by Seller or of Selling Firm's written advice that the offer is "rejected" by Seller, you are to refund all earnest money to Buyer. (2) Upon your receipt of a copy of this Agreement signed by Seller, Buyer, Selling Firm and the Listing Firm (if any), set up an escrow account and proceed with closing in accordance with the terms of this Agreement. If you determine that the transaction cannot be closed for any reason



NOTE: Fill in preprinted number from Page 1

Sale Agreement # 120710

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32. **MEDIATION:** If Seller or Buyer were represented in this transaction by a licensee whose principal broker is a member of the National Association of REALTORS®, all Claims shall be submitted to mediation in accordance with the procedures of the Home Seller/Home Buyer Dispute Resolution System of the National Association of REALTORS®, or other organization-adopted mediation program (collectively "The System"). Provided, however, if the licensee's principal broker is not a member of the National Association of REALTORS®, or the System is not available through the principal broker's Association of REALTORS®, then all Claims shall be submitted to mediation pursuant to: (1) the special mediation program administered by Arbitration Service of Portland for the mediation of Claims in those geographic areas where the System is not available through the principal broker's Association of REALTORS®, or (2) any other impartial private mediator(s) or program(s) providing such service in the county where the Property is located, as selected by the party first filing for mediation.

33. **ARBITRATION:** All Claims that have not been resolved by mediation, or otherwise, shall be submitted to final and binding private arbitration in accordance with Oregon Laws. Filing for arbitration shall be treated the same as filing in court for purposes of meeting any applicable statutes of limitation or for purposes of filing a lis pendens. Seller, Buyer and/or their licensees or the firms with which the licensees are associated, may file Claims with Arbitration Service of Portland ("ASP") or, alternatively, with any other professional arbitration service that has existing rules of arbitration, provided that ASP or the selected alternative service uses arbitrators who are in good standing with the Oregon State Bar, with expertise in real estate law and who can conduct the hearing in the county where the Property is located. The arbitration service in which the Claim is first filed shall handle the case to its conclusion. BY CONSENTING TO THIS PROVISION YOU ARE AGREEING THAT DISPUTES ARISING UNDER THIS AGREEMENT SHALL BE HEARD AND DECIDED BY ONE OR MORE NEUTRAL ARBITRATORS AND YOU ARE GIVING UP THE RIGHT TO HAVE THE MATTER TRIED BY A JUDGE OR JURY. THE RIGHT TO APPEAL AN ARBITRATION DECISION IS LIMITED UNDER OREGON LAW.

4. **ATTORNEY FEES:** The prevailing party in any suit, action or arbitration (excluding those Claims filed in Small Claims Court) shall be entitled to recovery of all reasonable attorney fees and costs (including all filing and mediator fees paid in mediation) pursuant to ORCP 68. Provided, however, if a mediation service was available to the parties when the Claim arose, the prevailing party shall not be entitled to any award of attorney fees unless it is established to the satisfaction of the arbitrator(s) or judge that the prevailing party offered or agreed in writing to participate in mediation prior to, or promptly upon, the filing in arbitration or court.

5. **RECEIPT FOR EARNEST MONEY:** The undersigned Selling Firm acknowledges receipt of earnest money (which Selling Firm agrees to handle as provided below) from Buyer in the sum of \$ 10,000 evidenced by (check one) ☒ CASH ☐ CHECK ☐ PROMISSORY NOTE payable on or before 5/16/07, ☐ Other \_\_\_\_\_.

6. **EARNEST MONEY INSTRUCTIONS:** Buyer instructs the undersigned Selling Firm to handle the earnest money as follows (check all that apply):  
☐ Hold any earnest money that is in the form of a check undeposited pending mutual acceptance of this Agreement and all agreed-upon counter offers, after which time deposit it as provided herein within three (3) banking days. ☐ Deposit it in the Selling Firm's client trust account, and hereafter/or ☒ Deposit with Escrow ☐ Deposit any earnest money funds redeemed under a promissory note with \_\_\_\_\_.

SELLING LICENSEE AND SELLING FIRM SHALL HAVE NO FURTHER LIABILITY WITH RESPECT TO EARNEST MONEY WHICH THE PARTIES HAVE AUTHORIZED TO BE TRANSFERRED TO A THIRD PARTY.

Selling Firm Goode Realty Group Selling Licensee Signature William A. Goode  
Main Office Address 2870 SE 75th Ave., #104, Hillsboro, OR 97123 Phone 503-848-2244 FAX 503-848-2245  
Branch Office Address \_\_\_\_\_ Phone \_\_\_\_\_ FAX \_\_\_\_\_

7. **PROPERTY DISCLOSURE LAW:** Buyer acknowledges that unless this transaction is otherwise exempted, Buyer has a right to revoke Buyer's offer approving the Seller's Property Disclosure Statement ("Statement") within five (5) business days after Seller's delivery of said Statement, or at any time before closing (as defined in the Oregon Administrative Rules) if Buyer does not receive said Statement from Seller. Buyer may waive the right of revocation if done so in writing.

Seller authorizes the Listing Firm to receive Buyer's notice of revocation, if any, on Seller's behalf.

8. **COUNTERPARTS/DELIVERY:** This Agreement may be signed in multiple counterparts with the same effect as if all parties signed the same document. Delivery of a photocopy, telefax, carbon or carbonless copy of a signed original of this Agreement shall be treated the same as delivery of the original.

9. **AGREEMENT TO PURCHASE:** Buyer acknowledges receipt of a completely filled in copy of this Agreement which Buyer has fully read and understands. Buyer acknowledges that Buyer has not received or relied upon any oral or written statements, made by Seller or any real estate licensee, which are not expressly contained in this Agreement. Neither Seller nor any licensees warrant the square footage of any structure or the size of any land being purchased. If square footage or land size is a material consideration, all structures and land should be measured by Buyer prior to signing, or should be made an express contingency in this Agreement.

This offer or contract shall be prepared in the name of Howard Y. Park and or assigns.  
This offer shall automatically expire on (insert date) 5/15/07 at 5 a.m. ☒ (p.m.) ("the deadline"), if not accepted within that time.

NOTE: Fill in preprinted number from Page 1

Sale Agreement # 1289482

Case-File 08-174-PA

Exhibit C

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whether or not there is then a dispute between Seller and Buyer), subject only to Section 37 below, you are to hold all earnest money received written instructions from Seller, Buyer, Selling Firm and the Listing Firm (if any) as to disposition of such deposits.

**3. EARNEST MONEY PAYMENT/REFUND:** If (1) Seller does not approve this Agreement; or (2) Seller approves this Agreement but fails to complete this transaction in accordance with this Agreement, or perform any other act as herein provided; or (4) any condition which Buyer has made an express contingency in this Agreement (and has not been otherwise waived) fails through no fault of Buyer, then all earnest money shall be promptly refunded to Buyer. However, acceptance by Buyer of the refund shall not constitute a waiver of other legal remedies available to Buyer. If Seller signs this Agreement and title is marketable; and (1) Buyer has misrepresented Buyer's financial status; or (2) Buyer's bank does not pay, when presented, any check given as earnest money; or (3) Buyer fails to redeem, when due, any note given as earnest money; or (4) Buyer fails to complete this transaction in accordance with this Agreement, or perform any other act as herein provided, then all earnest money paid or agreed to be paid shall be paid to Seller either as liquidated damages or as otherwise allowed under Oregon law, and this transaction shall be terminated. It is the intention of the parties that Seller's sole remedy against Buyer for Buyer's failure to close this transaction shall be limited to the amount of earnest money paid or agreed to be paid herein.

**4. BINDING EFFECT/CONSENT:** This Agreement is binding upon the heirs, personal representatives, successors and assigns of Buyer and Seller. However, Buyer's rights under this Agreement or in the Property are not assignable without prior written consent of Seller.

**5. FOREIGN INVESTMENT IN REAL PROPERTY TAX ACT:** The Foreign Investment in Real Property Tax Act ("FIRPTA") requires every person who purchases real property located within the United States from a "foreign person" to deduct and withhold from the Seller's proceeds ten percent (10%) of the gross sales price, with certain exceptions, and to pay the amount withheld to the Internal Revenue Service. A "foreign person" includes a non-resident alien individual, foreign corporation, foreign partnership, foreign trust and foreign estate. Seller and Buyer agree to execute and deliver, as appropriate, any instrument, affidavit or statement, and to perform any acts reasonable or necessary to carry out the provisions of FIRPTA.

**6. APPROVED USES:** THE PROPERTY DESCRIBED IN THIS INSTRUMENT MAY NOT BE WITHIN A FIRE PROTECTION DISTRICT PROTECTING STRUCTURES. THE PROPERTY IS SUBJECT TO LAND USE LAWS AND REGULATIONS, WHICH, IN FARM OR FOREST ZONES, MAY NOT AUTHORIZE CONSTRUCTION OR SITING OF A RESIDENCE AND WHICH LIMIT LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 930 IN ALL ZONES. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND EXISTENCE OF FIRE PROTECTION FOR STRUCTURES. IF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IS SUBJECT TO SPECIAL ASSESSMENT UNDER ORS 3.505, ORS 358.515 REQUIRES NOTIFICATION TO THE STATE HISTORIC PRESERVATION OFFICER OF SALE OR TRANSFER OF THIS PROPERTY.

**IRC 1031 EXCHANGE:** ☐ Buyer ☐ Seller hereby acknowledges that it is the intention of Buyer/Seller to complete an IRC 1031 exchange which will delay the close of escrow or cause additional expense to the other party. Buyer/Seller agrees to cooperate with the other party and the accommodator, if any, in a manner necessary to complete the exchange.

**LEVY OF ADDITIONAL PROPERTY TAXES:** The Property: (check one) ☐ is ☒ is not specially assessed for property taxes (e.g. farm, forest or other) in a way which may result in levy of additional taxes in the future. If, as a result of Buyer's actions or the closing of this transaction, the Property is disqualified from special use assessment or loses its deferred property tax status, unless otherwise specifically provided in this Agreement, Buyer shall be responsible for and shall pay when due, any deferred and/or additional taxes and interest which may be levied against the Property and shall hold Seller completely harmless therefrom. However, if as a result of the Seller's actions prior to closing, the Property either is disqualified from its assessment to special use assessment or loses its deferred property tax status, Seller shall be responsible for and shall pay at or before closing all deferred and/or additional taxes and interest which may be levied against the Property and shall hold Buyer completely harmless therefrom.

**ADDITIONAL LAND SALE CONTRACT/TRUST DEED/MORTGAGE PROVISIONS:** If this transaction is to include a land sale contract, trust deed or mortgage to be carried back by Seller, Buyer and Seller shall agree upon the terms and conditions of such document not later than \_\_\_\_\_ business days (ten (10) if not filled in) from the date this Agreement is signed by Seller and Buyer. Upon failure to reach such agreement, this transaction shall be terminated, and all earnest money shall be promptly refunded to Buyer.

**DISPUTE RESOLUTION:** Seller and Buyer, and listing and selling licensee and their firms, if any, agree that all claims, controversies and disputes, including those for rescission (hereinafter collectively referred to as "Claims"), relating directly or indirectly to this transaction, shall be resolved in accordance with the procedures set forth herein, which shall expressly survive closing or earlier termination of this Agreement. Provided, however, the following matters shall not constitute Claims: (1) any proceeding to collect, interpret or enforce any mortgage, trust deed, land sale contract or recorded construction lien; (2) a forcible entry and detainer action; or (3) any dispute between REALTORS® which is subject to the Professional Standards Arbitration provisions of the National Association of REALTORS®. The filing of a notice of pending action ("lis pendens") or the application to any court for the issuance of any provisional process or similar remedy described in the Oregon or Federal Rules of Civil Procedure shall not constitute a waiver of the right or duty to utilize the procedures specified herein.

**SMALL CLAIMS:** Notwithstanding the following Sections, Seller and Buyer, and listing and selling licensee and their firms, if any, mutually agree that all claims within the jurisdiction of the Small Claims Court shall be brought and decided there, in lieu of mediation, arbitration or litigation in any other court of law.



NOTE: Fill in preprinted number from Page 1

Sale Agreement # 1287464

Buyer may withdraw this offer any time prior to Seller's acceptance before the deadline. If Seller accepts this offer after the deadline, the offer shall be binding upon Buyer unless accepted by Buyer in writing within \_\_\_\_\_ business days (two (2) if not filled in) by so indicating at Section 10. This offer may be accepted by Seller only in writing.

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Exhibit C  
July 16, 2008  
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Buyer Howard M. Park Date March 27, 07 a.m. 5 p.m. ←  
Buyer \_\_\_\_\_ Date \_\_\_\_\_ a.m. \_\_\_\_\_ p.m. ←  
Address 55442 SOUTHERN HILLS, LA QUINTA, CA Zip 92253  
Phone Home 760-409-3131 Work \_\_\_\_\_ Work \_\_\_\_\_ Fax \_\_\_\_\_

ANY MODIFICATION BY SELLER OR SELLER'S AGENT ABOVE BUYER'S SIGNATURE SHOULD BE ON A SEPARATE DOCUMENT

This offer was submitted to Seller for signature on the 27 day of MARCH, 2007, at \_\_\_\_\_ a.m. \_\_\_\_\_ p.m.  
by William A. Goode (licensee presenting offer).

0. AGREEMENT TO SELL/PAY COMMISSION: Seller accepts this offer. At the time of closing, Seller agrees to pay in U.S. dollars to the Selling Firm or, if this is a co-op transaction, to the Listing Firm, the sum of \$ 0 for professional real estate services rendered in this transaction. Seller authorizes Listing Firm to order a preliminary title report and title insurance at Seller's expense and further authorizes Escrow to pay out of the cash proceeds of sale the expenses of furnishing title insurance, Seller's recording fees, Seller's closing costs and any encumbrances on the Property payable by Seller on or before closing. Seller is a U.S. citizen unless otherwise stated herein. Seller acknowledges receipt of a completely filled in copy of this Agreement, which Seller has fully read and understands. Seller acknowledges that Seller has not received or relied upon any oral or written statements of Buyer or any real estate licensee(s) which are not expressly contained in this Agreement. In the event Buyer fails to complete this transaction as provided herein, all earnest money shall be distributed as follows after deduction of any title insurance and escrow cancellation charges: (check one) ☐ First to the Listing Firm to the extent of the agreed commission just as if the transaction had been closed, with residue to Seller, or \_\_\_\_\_

Seller \_\_\_\_\_ Date \_\_\_\_\_ a.m. \_\_\_\_\_ p.m. ←  
Seller \_\_\_\_\_ Date \_\_\_\_\_ a.m. \_\_\_\_\_ p.m. ←  
Address \_\_\_\_\_ Zip \_\_\_\_\_  
Phone Home \_\_\_\_\_ Work \_\_\_\_\_ Work \_\_\_\_\_ Fax \_\_\_\_\_

1. REJECTION/COUNTER OFFER:

ELECT ONE: ☒ Seller does not accept the above offer, but makes the attached counter offer; ☐ Seller rejects Buyer's offer without a counter offer.

Seller Immanuel Comm. Church Date 5/1/07 a.m. 1:00 p.m. ←  
Seller Don W. Donaldson Date 5/1/07 a.m. 1:00 p.m. ←  
Address 24411 SW DAVIE RD Beaverton OR Zip 97007  
Phone Home 503-649-4354 Work \_\_\_\_\_ Work \_\_\_\_\_ Fax \_\_\_\_\_

2. BUYER'S ACKNOWLEDGMENT: Buyer acknowledges receipt of a copy of Seller's written response to this Agreement. If Seller's response is an acceptance of Buyer's offer that occurred after the deadline identified at Section 39 above, Buyer (select only one) ☐ agrees ☐ does not agree, to be bound thereby. The failure to check either box shall constitute rejection of Seller's acceptance after the deadline.)

Buyer Howard M. Park Date May 01, 07 a.m. 12:00 p.m. ←  
Buyer \_\_\_\_\_ Date \_\_\_\_\_ a.m. \_\_\_\_\_ p.m. ←

3. CO-OP TRANSACTION:

Selling Firm Goode Realty Group Selling Licensee William A. Goode  
Listing Firm \_\_\_\_\_ Listing Licensee \_\_\_\_\_  
Selling Firm to receive: (select one) 0 % of purchase price or \$ 0  
Selling Firm Main Office Address N/A Phone \_\_\_\_\_ Fax \_\_\_\_\_  
Selling Firm Branch Office Address N/A Phone \_\_\_\_\_ Fax \_\_\_\_\_  
Selling Firm Principal Broker Initials/Date N/A / \_\_\_\_\_ Selling Firm Principal Broker Initials/Date \_\_\_\_\_ / \_\_\_\_\_

SELLER'S SIGNATURE WITH THIS SYMBOL ← REQUIRE A SIGNATURE OF BUYER AND/OR SELLER AND DATE

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EF 001-6

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REAL ESTATE SALE AGREEMENT Page 6 of 6

ADDENDUM TO SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY

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Earnest Money Receipt No. 1289482 Dated 3-27-07 Addendum NO. 1

er: IMMANUEL COMMUNITY CHURCH

er: HOWARD Y. PARK AND/OR ASSIGNS

the real property described as: ± 12,000 SF PARCEL LOCATED AT 20815 SW FARMINGTON  
ROAD, BEAVERTON, OR 97007 (PARCEL # 1S223 DA - 02900)

SELLER AND BUYER HEREBY AGREE THE FOLLOWING SHALL BE A PART OF THE SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY REFERENCED ABOVE.

OFFER AND CLOSING OF TRANSACTION IS "CONTINGENT" ON BUYER  
RECEIVING FROM WASHINGTON COUNTY FINAL APPROVAL FOR  
CHANGE OF ZONING OF PROPERTY WHICH ALLOWS FOR  
"PERMITTED COMMERCIAL USE".

CLOSING IS TO OCCUR ON OR BEFORE OCT. 1, 2007, SUBJECT  
TO NO. 1 ABOVE.

BUYER AGREES TO:

- a. relocate playground equipment to a new location on  
adjacent church property
- b. relocate fence that borders property to the eastern  
boundary of parcel (see counter offer for details)
- c. such relocation of (a) & (b) above to occur once  
Buyer begins site work on parcel.
- d. Not lease new retail space to adult video or  
pornographic business.
- e. be responsible for and pay for all costs associated with  
lot partition.

Buyer Signature Howard Y. Park Date: 3/27/2007 AM 5 PM.

Buyer Signature \_\_\_\_\_ Date: \_\_\_\_\_ 19\_\_\_\_ AM \_\_\_\_ PM.

Seller Signature Wendy Donaldson Date: 5/1/07 AM 1 PM.

Seller Signature \_\_\_\_\_ Date: \_\_\_\_\_ 19\_\_\_\_ AM \_\_\_\_ PM.

Selling Agent N/A Selling Agent William A. Gault Addendum Page 1 of 1 Pages

Listing Broker Initials WAG Listing Broker Initials \_\_\_\_\_

57



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ADDENDUM TO SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY



## COUNTER OFFER

Dated:  
April 30, 2007  
Seller: Immanuel Community Church

Purchaser: Howard Y. Parks

Property Address and/or legal description: + or - 12,000 SF parcel located at 20815 S.W. Farmington Road, Beaverton, Oregon 97007

### Counter Offer

☐ (For Counter Offer by Seller) Purchaser has made Seller a written offer to purchase the property. Seller hereby makes Purchaser the following counter offer.

The other Party's last offer consisted of the following (Ref Offer No. 1289482)  
☐ Purchaser's Offer dated March 27, 2007.

All of the terms and conditions of the other parties' last offer are acceptable except as follows:

Buyer will put a restrictive covenant on the deed to the entire property to be developed adjacent to and including Sellers parcel, which covenant shall run with the land, and shall state in essence, that no adult business, or sexually orientated business, shall be allowed on the property. No business shall be allowed to sell any x-rated materials, or sexually explicit materials including magazines, Videos, CD's, DVD's or other prerecorded materials.

Buyer agrees to relocate existing Playground Equipment in a designated location chosen by the Seller at Buyers expense. Buyer agrees to install a fence approximately 100 feet east of existing fence at Buyers expense. Seller agrees to supply fencing material at Seller's expense. Buyer agrees to pay for all costs incurred in partitioning and rezoning the Sellers 12,000 SF parcel. Seller agrees to pay for Title Insurance. Buyer and Seller agree to split 50/50 closing costs to complete the sale of the property.

The Counter Offer will expire automatically at 5:00pm on May 15<sup>th</sup>, 2007 if not accepted in writing and delivered to the other party or their agent by that time. The party making this Counter Offer may withdraw prior to receiving the other Party's written acceptance. Withdrawal of Counter Offer shall be effective upon delivery of notice of withdrawal to the other Party or their Agent.

Signature of Party making this Counter Offer:

IMMANUEL COMMUNITY CHURCH

By: Glen W Donaldson  
Glen W Donaldson

Date 5/1/07

### Acceptance/Rejection:

☒ I/We accept the foregoing Counter Offer  
☐ I/We reject the foregoing Counter Offer and ☐ make a written Counter Offer.

Signature of Party (ies) to whom the Counter Offer is Made:

Howard Y. Parks

Date and time: May 01. 07 12:00 AM/PM



Sep 28 07 10:52a

Goode Realty Group

503 848 2245

p. 1

ADDENDUM TO SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY

Re: Earnest Money Receipt No. 1289482 Dated 9/24/07 Addendum NO. 2  
Seller: IMMANUEL COMMUNITY CHURCH  
Buyer: HOWARD Y. PARK AND /OR ASSIGNS  
For the real property described as: ± 12,000 SF PARCEL LOCATED AT 20815 SW FARMINGTON  
ROAD, BEAVERTON, OR 97007 (PARCEL # 15223DA-02900)

SELLER AND BUYER HEREBY AGREE THE FOLLOWING SHALL BE A PART OF THE SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY REFERENCED ABOVE.

BUYER AND SELLER HEREBY AGREE TO EXTEND  
CLOSING OF PROPERTY UNTIL MARCH 1, 2008  
ALL OTHER TERMS AND CONDITIONS APPLY.

Buyer Signature [Signature] Date 9/28/07 AM 1:30 PM

Buyer Signature \_\_\_\_\_ Date: \_\_\_\_\_ 19\_\_\_\_ AM\_\_\_\_ PM

Seller Signature [Signature] Date: 10/25 07 AM 10:25 PM

Seller Signature \_\_\_\_\_ Date: \_\_\_\_\_ 19\_\_\_\_ AM\_\_\_\_ PM

Listing Agent \_\_\_\_\_ Selling Agent William Goode Addendum Page 1 of 1 Pages

Selling Broker Initials \_\_\_\_\_ Listing Broker Initials \_\_\_\_\_



Portland Metropolitan Association of REALTORS® (REV 6/95)

ADDENDUM TO SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY

Mar 25 08 12:21p

Goode Realty Group

503 848 2245

p. 1

ADDENDUM TO SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY

Re: Earnest Money Receipt No. 1289482 Dated 3/25/08 Addendum NO. 3

Seller: IMMANUEL COMMUNITY CHURCH

Buyer: HOWARD Y. PARK AND/OR ASSIGNS

For the real property described as: ± 12,000 SF PARCEL LOCATED AT 20815 SW FARMINGTON ROAD, BEAVERTON, OR 97007 (PARCEL # 15223DA - 02900)

SELLER AND BUYER HEREBY AGREE THE FOLLOWING SHALL BE A PART OF THE SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY REFERENCED ABOVE.

BUYER AND SELLER HEREBY AGREE TO EXTEND ESCROW  
AND TO EXTEND CLOSING OF PROPERTY UNTIL JULY 1, 2008  
ALL OTHER TERMS & CONDITIONS APPLY.

Buyer Signature Howard Y. Park Date: 3/25/08 4:45 PM

Buyer Signature \_\_\_\_\_ Date: \_\_\_\_\_ 19\_\_\_\_ AM\_\_\_\_ PM.

Seller Signature Glen W. Donahoe Date: 4-1-08 AM PM.

Seller Signature \_\_\_\_\_ Date: \_\_\_\_\_ 19\_\_\_\_ AM\_\_\_\_ PM.

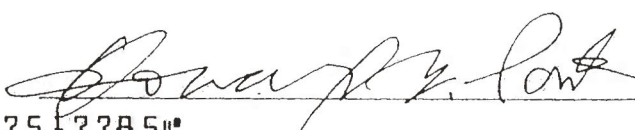
Listing Agent \_\_\_\_\_ Selling Agent William Goode Addendum Page 1 of 1 Pages

Selling Broker Initials WAG Listing Broker Initials \_\_\_\_\_



Portland Metropolitan Association of REALTORS® (REV 6/95)

ADDENDUM TO SALE AGREEMENT AND RECEIPT FOR EARNEST MONEY

|                                                                                                 |                                                                                       |                                                                                                                                  |
|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>HOLIDAY INN EXPRESS</b><br>84096 INDIO SPRINGS DR<br>INDIO, CA 92201<br>760-342-6344         |                                                                                       | <b>3169</b><br>90-3842/1222                                                                                                      |
| DATE <u>May. 08.07</u>                                                                          |                                                                                       |                                                                                                                                  |
| AY<br>O THE<br>RDER OF                                                                          | <u>1<sup>ST</sup> American Title Ins.</u>                                             | <u>\$10,000<sup>00</sup></u>                                                                                                     |
| <u>Ten thousand and no/100</u>                                                                  |                                                                                       | DOLLARS                                                                                                                          |
| <br>Rabobank | Rabobank, N.A.<br>(800) 942-6222                                                      |  Security<br>Features<br>Outline on<br>Back |
| IR                                                                                              |  |                                                                                                                                  |
| ⑈003169⑈ ⑆122238420⑆ 007517785⑈                                                                 |                                                                                       |                                                                                                                                  |



Farmington Retail Development  
September 26, 2007

September 26, 2007

**Project: OR07.029.T01 Farmington Retail**

Ms. Naomi Vogel-Beattie  
Washington County  
155 North First Ave., #350-13  
Hillsboro, OR 97124

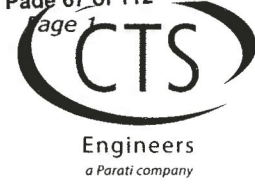
**SUBJECT: Traffic Analysis and Access Management Plan for the proposed Farmington Retail development on the north side of SW Farmington Road, east of SW 209<sup>th</sup> Avenue in Washington County, OR**

Dear Ms. Vogel-Beattie:

As you requested, a traffic impact analysis and Access Management Plan has been prepared for buildout of the proposed Farmington Retail development to be located on the northeast corner of the SW Farmington Road/SW 209<sup>th</sup> Avenue intersection in Washington County, OR. **Figure 1** contains a vicinity map of the proposed site and surrounding roadway system, plus an aerial photo showing the study area. The proposed site will include approximately 12,750 sq. ft. of retail development with frontage along SW Farmington Road. The proposed development is on approximately 1.07 acres, of which approximately 0.78 acres is zoned Neighborhood Commercial and the remaining 0.29 acres to the east is zoned Institutional. The applicant is proposing to rezone the existing Institutional site area to Neighborhood Commercial zoning, which would permit the proposed development. Prior to 2005, the existing Neighborhood Commercial site was used as a neighborhood retail store which was demolished as part of the improvement along SW Farmington Road and its intersection with SW 209<sup>th</sup> Avenue. The improvements included alignment of SW 209<sup>th</sup> Avenue, installation of a traffic signal, turn lanes, including an exclusive westbound right turn lane along the frontage of the proposed site, bike lanes and sidewalk. Currently, the site's frontage along SW Farmington Road is within the length of the westbound right turn lane. Providing an access to the site is imposing an unusual hardship on the applicant. Thus, the applicant is proposing to gain access by including a portion of Immanuel Community Church zoned Institutional. This is approximately 100 feet of frontage along SW Farmington Road. Access to the proposed development will be temporarily provided via a full access driveway along SW Farmington Road until permanent access can be provided upon redevelopment of an adjacent parcel. As shown in **Figure 1A**, this driveway is located about 360 feet east of SW 209<sup>th</sup> Avenue and 175 feet west of the existing Church driveway.

This traffic analysis includes a detailed assessment of the traffic impacts of the proposed Farmington Retail development and growth in background traffic due to other sources. This report will also address Washington County's access spacing requirements (Washington County classifies SW Farmington Road as an Arterial, which requires an access spacing of 600 feet). Thus, traffic operations and safety will be examined within 600 feet of both the east and west property line. **Figure 1A** also shows a detailed map of the driveways and streets within the area of influence. The proposed site access is discussed in detail at the end of this report, focusing on why it is believed to be in the optimal access location, and why SW Farmington Road is the only feasible access street. Based on field reconnaissance and review of aerial photographs, the applicant's property is the only parcel north of SW Farmington Road between SW 209<sup>th</sup> Avenue and the existing church to the east that is undeveloped, making it unlikely there will be additional requests for access onto this segment of SW Farmington Road. However, as mentioned earlier, this access will be temporary until a permanent access can be provided upon redevelopment of an adjacent parcel.

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E hillsboro@ctsengineers.com  
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Hillsboro, OR  
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Farmington Retail Development  
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September 26, 2007

**Project: OR07.029.T01 Farmington Retail**

Ms. Naomi Vogel-Beattie  
Washington County  
155 North First Ave., #350-13  
Hillsboro, OR 97124

**SUBJECT: Traffic Analysis and Access Management Plan for the proposed Farmington Retail development on the north side of SW Farmington Road, east of SW 209<sup>th</sup> Avenue in Washington County, OR**

Dear Ms. Vogel-Beattie:

As you requested, a traffic impact analysis and Access Management Plan has been prepared for buildout of the proposed Farmington Retail development to be located on the northeast corner of the SW Farmington Road/SW 209<sup>th</sup> Avenue intersection in Washington County, OR. **Figure 1** contains a vicinity map of the proposed site and surrounding roadway system, plus an aerial photo showing the study area. The proposed site will include approximately 12,750 sq. ft. of retail development with frontage along SW Farmington Road. The proposed development is on approximately 1.07 acres, of which approximately 0.78 acres is zoned Neighborhood Commercial and the remaining 0.29 acres to the east is zoned Institutional. The applicant is proposing to rezone the existing Institutional site area to Neighborhood Commercial zoning, which would permit the proposed development. Prior to 2005, the existing Neighborhood Commercial site was used as a neighborhood retail store which was demolished as part of the improvement along SW Farmington Road and its intersection with SW 209<sup>th</sup> Avenue. The improvements included alignment of SW 209<sup>th</sup> Avenue, installation of a traffic signal, turn lanes, including an exclusive westbound right turn lane along the frontage of the proposed site, bike lanes and sidewalk. Currently, the site's frontage along SW Farmington Road is within the length of the westbound right turn lane. Providing an access to the site is imposing an unusual hardship on the applicant. Thus, the applicant is proposing to gain access by including a portion of Immanuel Community Church zoned Institutional. This is approximately 100 feet of frontage along SW Farmington Road. Access to the proposed development will be temporarily provided via a full access driveway along SW Farmington Road until permanent access can be provided upon redevelopment of an adjacent parcel. As shown in **Figure 1A**, this driveway is located about 360 feet east of SW 209<sup>th</sup> Avenue and 175 feet west of the existing Church driveway.

This traffic analysis includes a detailed assessment of the traffic impacts of the proposed Farmington Retail development and growth in background traffic due to other sources. This report will also address Washington County's access spacing requirements (Washington County classifies SW Farmington Road as an Arterial, which requires an access spacing of 600 feet). Thus, traffic operations and safety will be examined within 600 feet of both the east and west property line. **Figure 1A** also shows a detailed map of the driveways and streets within the area of influence. The proposed site access is discussed in detail at the end of this report, focusing on why it is believed to be in the optimal access location, and why SW Farmington Road is the only feasible access street. Based on field reconnaissance and review of aerial photographs, the applicant's property is the only parcel north of SW Farmington Road between SW 209<sup>th</sup> Avenue and the existing church to the east that is undeveloped, making it unlikely there will be additional requests for access onto this segment of SW Farmington Road. However, as mentioned earlier, this access will be temporary until a permanent access can be provided upon redevelopment of an adjacent parcel.

Based on the results of this analysis, it is concluded that the proposed development access can be constructed without adversely affecting traffic operational or safety characteristics of the adjacent roadway system. Specific findings of this study are as follows:

- When the entire site is developed, it is estimated the Farmington Retail development will generate approximately **254 new** vehicle trips during a typical weekday, including 8 vehicle trips during the AM peak hour and 16 vehicle trips during the PM peak hour.
- The design and layout of the proposed access scheme for this development will meet the County's design and safety criteria, except for the access spacing criteria (600 feet) along SW Farmington Road. Currently, there are no driveways on the south side along SW Farmington road within 600 feet on either side of the proposed site's access. To the west approximately 360 feet is the intersection of SW 209<sup>th</sup> Avenue. To the east on the north side along SW Farmington Road there is a church access approximately 175 feet from the proposed access location. Although the separation between the proposed interim driveway and the existing church driveways/streets along SW Farmington Road is not ideal, the proposed Farmington Retail development has no other options for access onto this roadway. With future development of the adjacent parcel to the east, this proposed interim access will be closed. Furthermore, based on the existing 2007 traffic counts, the church driveway has minimal (less than 5) peak hour trips and appears to operate with few, if any, traffic safety problems.
- A 2009 horizon year was selected as a conservative target for project buildout. Analysis of future 2009 background traffic volumes that will exist regardless of buildout of the proposed Farmington Retail development found that study area intersections will operate at a level of service (LOS) C or better during both AM and PM peak hour periods, with volume-to-capacity (V/C) ratios of 0.67 or better.
- Analysis of total future 2009 traffic conditions with buildout of the proposed Farmington Retail development found that traffic generated by this development would not impact future Levels of Service or V/C ratios. The study area intersections will continue to operate similar to future background LOS C or better with V/C ratios of 0.68 or better.
- As required by Washington County, we have prepared an Access Management Plan, which also requires evaluating future 2030 traffic volumes in the study area in conjunction with the Washington County Comprehensive Plan with buildout of the site. Study area intersections will continue to operate at the same LOS and V/C ratios as with future background (2030) traffic conditions. The proposed site access driveway along SW Farmington Road will operate at LOS C for the year 2009 and LOS E for the year 2030 during both AM and PM peak hours. Again, the proposed access location at the site's east corner is the optimal access location because the site's frontage along SW Farmington Road is within the length of the westbound right turn lane and eliminates the potential for a mid-parcel access.

The following report documents the details of the analysis, study results, and major findings.

## EXISTING CONDITIONS

### Area of Influence

**Figure 1A** is a dimensioned figure showing the "area of influence" of the development along SW Farmington Road. Washington County requires at a minimum, that all road segments, access points, and intersections within the influence area to be documented. SW Farmington Road is classified as an Arterial Street. The influence area along an arterial is defined as the site's frontage plus a distance of 600 feet in each direction from the site's property line. Within the influence area of the Farmington Retail development is a driveway to the east, on the north side along SW Farmington Road, serving the church, approximately 165 feet east from the east property line. To the west is the intersection of SW 209<sup>th</sup> Avenue/SW Farmington Road, approximately 360 feet. Further to the west on the north side along SW Farmington Road there is a driveway serving a single family home, approximately 330 feet from the west property line. There are no driveways on the south side along SW Farmington Road within the influence area.



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### Study Area Land Uses

Land uses in the immediate vicinity of the site consist of single-family homes to the north. To the south is a Lutheran church and to the east is Immanuel Community Church. Land to the west across SW 209<sup>th</sup> Avenue is currently vacant.

### Site Accessibility

#### Area Roadway System

**Figure 2** shows the approximate location of the Farmington Retail development and the surrounding roadway network, including lane configuration. **Table 1** presents the roadway characteristics. Both existing and future traffic analyses in this study were conducted assuming existing roadway conditions.

**Table 1: Summary of Study Area Roadway Characteristics**

| Street Name                 | Road Classification | Width (Feet) | Speed Limit | Sidewalks             | Bike Lane | On-Street Parking |
|-----------------------------|---------------------|--------------|-------------|-----------------------|-----------|-------------------|
| SW Farmington Road          | Arterial            | 60-32        | 35          | Yes                   | Yes       | No                |
| SW 209 <sup>th</sup> Avenue | Local Street        | 48-32        | 35          | East -Yes<br>West -No | Yes       | No                |

### Pedestrian and Bicycling Considerations

Sidewalks and bike lanes exist in the immediate vicinity of the proposed site on both sides along SW Farmington Road and on the east side of SW 209<sup>th</sup> Avenue.

### Transit Considerations

Tri-Met does not operate bus service in the immediate vicinity of the site. However, there is a bus route along SW 198<sup>th</sup> Avenue which is approximately 0.6 miles from the proposed development.

### Existing Traffic Volumes

A reconnaissance of the site and its vicinity was conducted. Traffic volumes within the study area were obtained from actual weekday peak hour traffic counts conducted during August 2007. **Figure 3** shows these recent AM and PM peak hour volumes obtained at key intersections. Traffic volumes greater than 25 were rounded upward to the nearest five vehicles. These data revealed that the morning peak hour typically occurs between 7:15-8:15 AM, and the afternoon peak hour occurs between 5:00-6:00 PM. This study considered traffic conditions during weekday AM/PM peak hours, which represent reasonable "worst case" traffic conditions within the study area. This also corresponds with the time periods that the proposed development would generate most of its traffic. A range of 0-10 percent heavy vehicles is common on the arterial roads in Washington County.

#### Peak Hour Traffic Operations

Traffic conditions at key intersections in the study area were analyzed during both AM and PM peak hours. Intersection operational analyses were conducted using the procedures in the **Highway Capacity Manual (2000)** for evaluating signalized and unsignalized intersections, which describe the traffic operations of an intersection in terms of its Level of Service (LOS). For unsignalized intersections, the intersection's LOS is stated relative to the most critical intersection maneuver, typically left turns from the minor street approach. For signalized intersections, the LOS is a function of the average vehicle delays that drivers experience on all approaches. The LOS worksheets for the results presented in this study are attached as an **Appendix** to this report. Washington County standards require that all intersections operate at LOS E or better for the first highest hour, and LOS D or better for the second hour. LOS E/F can be acceptable at unsignalized intersections if traffic volumes do not meet traffic signal warrants set forth by the **Manual of Uniform Traffic Control Devices (MUTCD)**. Washington County also requests that the V/C ratio (*volume to capacity ratio*) be measured during the two peak hour periods. The acceptable V/C ratio is 0.99 for the first hour and 0.90 for the second hour for *Other Urban Areas*. The second hour traffic volume is the traffic observed during the hour immediately following the first hour. Typically, these volumes are about 90% of the first hour traffic volumes, which is why the second hour has a higher standard of performance than the first hour. As shown in **Table 2**, the study area intersection analyzed will operate at acceptable LOS C with V/C ratio of 0.65 or better. Finally, during our traffic counts, vehicle queues westbound

along SW Farmington Road were observed. These queues extend 150 feet from the intersection.

**Table 2: 2007 Current Levels of Service**

| Intersection                                    | AM Peak Hour                |           |     | PM Peak Hour                |           |     |
|-------------------------------------------------|-----------------------------|-----------|-----|-----------------------------|-----------|-----|
|                                                 | Traffic Signal Control      |           |     |                             |           |     |
|                                                 | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS |
| SW Farmington Road /SW 209 <sup>th</sup> Avenue | 21.8                        | 0.55      | C   | 22.4                        | 0.65      | C   |

#### Traffic Safety

Study area intersections and roadways were examined for existing and past traffic safety problems. Crash records were obtained from ODOT for the most recent three years of available data (Jan 2004 to Dec 2006). **Figure 4** summarizes these data by crash type, severity, and location, and shows that five crashes were reported at the study area intersection of SW Farmington Road/SW 209<sup>th</sup> Avenue, which equates to an average annual crash rate of about 0.29 crashes per million entering vehicles. No crashes were reported during 2005 and 2006. Further research indicated that these crashes occurred prior to the installation of a traffic signal. The number and rate of crashes at these intersections are consistent with other similar roadways throughout the County.

#### Intersection Sight Distance

A preliminary assessment of driver sight distance was measured at the site's proposed site access location along SW Farmington Road, which is straight and generally level through the study area. Photos in the *Appendix* illustrate available sight distance for the intersections mentioned above, showing adequate sight distance at each. The measurements were taken 15 feet from pavement edge at the proposed access location with an eye height of 3.5 feet and an object height of 4.25 feet above the road. This preliminary assessment of driver sight distance conforms to the requirements set forth in the Washington County Community Development Code. The proposed driveway for the Farmington Retail development will be located approximately 360 feet east of SW 209<sup>th</sup> Avenue. The posted speed limit along SW Farmington Road is 35 mph, which requires 350 feet of sight distance in both directions. Sight distance from this proposed driveway along SW Farmington Road was measured to be over 500 feet in either direction, which meets Washington County's sight distance criteria.

Based on past crash experience at the study area intersection, as well as field observations in this area, there do not appear to be any traffic safety problems in the immediate vicinity of the site that the applicant needs to address.

#### TRAFFIC IMPACT ANALYSIS

The traffic impact of buildout of the Farmington Retail development on the surrounding street system during the critical weekday peak hours was analyzed as follows:

- Using 2009 as the anticipated year of completion for the Farmington Retail development, existing traffic volumes were adjusted to estimate background future traffic volumes that would occur regardless of the proposed development. Similarly, background 2030 traffic volumes were also estimated based on long term growth trends. (For Access Management Plans, Washington County requires a 2030 planning horizon be evaluated).
- Total daily and peak hour vehicle trips generated by the proposed development were estimated using standard ITE trip rates for Specialty Retail (**ITE code 814**).
- Considering the site's proximity to major roadways, traffic volumes from Washington County's EMME-2 regional traffic model in the study area were evaluated to estimate trip distribution patterns for vehicle trips generated by the Farmington Retail development. Based on this distribution, site generated traffic was assigned to the roadway system.



- Future 2009 and 2030 Levels of Service (LOS) at key intersections in the study area were calculated for both future background and buildout traffic volumes.

#### Future 2009 Background Traffic Volumes

Full buildout of the proposed Farmington Retail development is expected to occur by the end of 2009. To assess likely future traffic conditions regardless of the proposed development, increases in traffic due to general growth and other proposed developments near the site were estimated. In discussions with Washington County planning staff, no other significant approved/proposed developments were identified that should be considered individually. To determine an appropriate background growth factor for the development buildout year (2009) and horizon year (2030), we reviewed traffic volumes from the Washington County EMME-2 regional travel demand model. The EMME-2 model results in **Figure 5** show an annual increase of 2.0% from 2005 to 2030 for the screenline that includes SW Farmington Road and SW 209<sup>th</sup> Avenue. This average annual growth rate was applied to the existing 2007 counts to estimate future 2009 background volumes.

Consequently, existing volumes in **Figure 3** were increased by 4 percent (2 years x 2.0 % per year = 4.0%) to account for other increases in traffic for sources outside the study area during the next three years to 2009, which is the short-term horizon year. **Figure 6a** shows the resulting weekday future background peak hour traffic volumes, with analysis results shown in **Table 3**. Compared to existing traffic operations, vehicle delays will increase slightly but intersection LOS will remain the same with V/C ratios of 0.67 or better.

**Table 3: Future 2009 Background Weekday Peak Hour Intersection Performance**

| Intersection                                    | AM Peak Hour                |           |     | PM Peak Hour                |           |     |
|-------------------------------------------------|-----------------------------|-----------|-----|-----------------------------|-----------|-----|
|                                                 | Traffic Signal Control      |           |     |                             |           |     |
|                                                 | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS |
| SW Farmington Road /SW 209 <sup>th</sup> Avenue | 22.4                        | 0.58      | C   | 23.0                        | 0.67      | C   |

#### Future 2030 Background Traffic Volumes

To address Washington County's requirements for Access Management Plans, an evaluation was conducted for projected 2030 traffic conditions to correspond with the County's Comprehensive Plan horizon year. To account for the potential increase in traffic along SW Farmington Road, the same rate of 2.0 percent per year was used to estimate 2030 background volumes that was used for the 2009 analysis, based on a comparison of PM peak period volumes projected by the EMME-2 travel demand model operated by Washington County for major roadways in the immediate vicinity of the site. The existing volumes shown in **Figure 3** were increased by 46% percent (23 years x 2.0 % per year = 46%). This growth accounts for other future development within the study area and throughout the region that would travel on study area roadways. The resulting weekday future 2030 background peak hour traffic volumes are shown in **Figure 6b**. As shown in **Table 4**, the analyzed study area intersection will operate at acceptable LOS D with a V/C ratio of 0.95 or better. Compared to future 2009 background traffic operations, vehicle delays are projected to increase and the LOS at the study area intersection is projected to decrease by one grade.

**Table 4: Future 2030 Background Weekday Peak Hour Intersection Performance**

| Intersection                                    | AM Peak Hour                |           |     | PM Peak Hour                |           |     |
|-------------------------------------------------|-----------------------------|-----------|-----|-----------------------------|-----------|-----|
|                                                 | Traffic Signal Control      |           |     |                             |           |     |
|                                                 | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS |
| SW Farmington Road /SW 209 <sup>th</sup> Avenue | 33.3                        | 0.81      | C   | 40.9                        | 0.95      | D   |



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#### Site-Generated Traffic Volumes

**Figures 1** and **1A** show the vicinity and tax lot for the proposed Farmington Retail development site. The applicant is proposing to construct an approximately 12,750 sq. ft. retail development with frontage along SW Farmington Road. The proposed development is on approximately 1.07 acres, of which approximately 0.78 acres is zoned Neighborhood Commercial and the remaining 0.29 acres to the east is zoned Institutional. The applicant is proposing to rezone the existing Institutional site area to Neighborhood Commercial zoning, which would permit the proposed development. Prior to 2005, the existing Neighborhood Commercial site was used as a neighborhood retail store which was demolished as part of the improvement along SW Farmington Road and its intersection with SW 209<sup>th</sup> Avenue. Currently, the site's frontage along SW Farmington Road is within the length of the westbound right turn lane, and providing access to the site is imposing an unusual hardship on the applicant. Thus, the applicant is proposing to rezone 0.29 acres (approximately 100 feet of frontage along SW Farmington Road) to the east from Institutional to Neighborhood Commercial zoning. Access to the proposed development will be temporarily provided via a full access driveway along SW Farmington Road until permanent access can be provided upon redevelopment of an adjacent parcel. As shown in **Figure 1A**, this driveway is located about 360 feet east of SW 209<sup>th</sup> Avenue and 175 feet west of the existing church driveway.

Due to the nature of retail land uses and the location of the site, a full understanding of the trip types that will be traveling to/from the site is necessary. In evaluating the traffic impact of retail uses, it is important to realize that the majority of vehicle trips to/from a retail use, such as the proposed Farmington Retail development, result from vehicles already on the road making trips for other purposes, such as getting to/from work. This is particularly true for retail uses along major commuter routes. The first trip type, *pass-by trips*, comes from drivers who are already traveling along an adjacent street. As they pass by the site as part of their regular travel route, they turn into the site to make a purchase and then continue on their original route. The second trip type is *diverted trips* from other drivers already on the road, but who divert their route a few streets to enter the site. After they make their purchase they then return to their original route. The third trip type is totally new trips on the roadway system. These include nearby residents who leave their home or office and drive to make a purchase and then return home without making any other stops. For the purpose of this traffic study, diverted trips will be considered as new trips.

Vehicle trips that would be generated by the proposed development (shown in **Figure 7**) were estimated using standard trip generation rates **ITE Code 814** for Specialty Retail from the **ITE Trip Generation Report (7th Edition)**. As shown in **Table 5**, based on these rates, it is estimated that this development will generate approximately 565 vehicle trips on the adjacent roadway system during a typical weekday, including 8 net new vehicle trips during the AM peak hour and 16 trips during the PM peak hour.

**Table 5: Trip Generation for Buildout of Farmington Retail Development**

| Land Use                          | Daily Trips | AM Peak Hour |          |          | PM Peak Hour |          |          |
|-----------------------------------|-------------|--------------|----------|----------|--------------|----------|----------|
|                                   |             | Total        | In       | Out      | Total        | In       | Out      |
| <b>Proposed Farmington Retail</b> |             |              |          |          |              |          |          |
| Specialty Retail (12,750 GSF)     |             |              |          |          |              |          |          |
| (ITE Code 814)                    | 565         | 17           | 10       | 7        | 35           | 15       | 20       |
| Pass-By Trips (55%)               |             | 9            | 5        | 4        | 19           | 8        | 11       |
| <b>New/Diverted Trips (45%)</b>   |             | <b>8</b>     | <b>5</b> | <b>3</b> | <b>16</b>    | <b>7</b> | <b>9</b> |

#### Directional Distribution and Assignment of Site-generated Trips

Traffic generated by the proposed Farmington Retail development was assigned to the roadway network by considering information from the Regional Transportation Council (RTC) EMME/2 travel demand model. CTS obtained EMME/2 trip assignment data to estimate the trip distribution for new trips that will be generated by this development. **Figure 7** displays the trip distribution and assignment based on EMME/2 output. EMME/2 plots for the select zone assignment showing volumes and distributions during the PM peak hour are attached as an *Appendix* to this report. This analysis found that approximately 60 percent of the traffic travels to the east and 40 percent to the west along SW Farmington Road. Furthermore, the westbound 40 percent splits into 25 percent to the north and 10 percent to the south along SW 209<sup>th</sup> Avenue, and the remaining 5 percent to the west along SW

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Farmington Road. Based on the above assignment, these trips accounted for less than half percent (0.5%) of the PM peak hour traffic through the critical intersection of SW Farmington Road/SW 209<sup>th</sup> Avenue.

#### Total Future 2009 and 2030 Volumes and Traffic Operations

Total future 2009 and 2030 peak hour traffic volumes were estimated by adding the future background traffic volumes displayed in **Figures 6a** and **6b** to the peak hour volumes that would be generated by buildout of the Farmington Retail development shown in **Figure 7**. The total future 2009 and 2030 peak hour traffic volumes with buildout of the Farmington Retail development are shown in **Figures 8a** and **8b**. **Tables 6** and **7** summarize the results of the intersection LOS analyses for the total future 2009 and 2030 conditions with buildout of the Farmington Retail development.

**Table 6: Total Future 2009 Levels of Service with Buildout of Farmington Retail**

| Intersection                                                          | AM Peak Hour                |           |     | PM Peak Hour                |           |     |
|-----------------------------------------------------------------------|-----------------------------|-----------|-----|-----------------------------|-----------|-----|
|                                                                       | Traffic Signal Control      |           |     |                             |           |     |
|                                                                       | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS |
| SW Farmington Road /SW 209 <sup>th</sup> Avenue                       | 22.4                        | 0.58      | C   | 23.1                        | 0.68      | C   |
|                                                                       | Minor Street Stop Control   |           |     |                             |           |     |
|                                                                       | Avg Vehicle Delay (Sec/Veh) | LOS       |     | Avg Vehicle Delay (Sec/Veh) | LOS       |     |
| SW 114 <sup>th</sup> Ave. /SW Center St.<br>Critical Leg: SB Approach | 14.1                        | B         |     | 20.2                        | C         |     |

**Table 7: Total Future 2030 Levels of Service with Buildout of Farmington Retail**

| Intersection                                                          | AM Peak Hour                |           |     | PM Peak Hour                |           |     |
|-----------------------------------------------------------------------|-----------------------------|-----------|-----|-----------------------------|-----------|-----|
|                                                                       | Traffic Signal Control      |           |     |                             |           |     |
|                                                                       | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS | Avg Vehicle Delay (Sec/Veh) | V/C Ratio | LOS |
| SW Farmington Road /SW 209 <sup>th</sup> Avenue                       | 33.5                        | 0.81      | C   | 41.2                        | 0.95      | D   |
|                                                                       | Minor Street Stop Control   |           |     |                             |           |     |
|                                                                       | Avg Vehicle Delay (Sec/Veh) | LOS       |     | Avg Vehicle Delay (Sec/Veh) | LOS       |     |
| SW 114 <sup>th</sup> Ave. /SW Center St.<br>Critical Leg: SB Approach | 18.9                        | C         |     | 36.3                        | E         |     |

These results indicate that the LOS and V/C ratios at the critical intersection of SW Farmington Road/SW 209<sup>th</sup> Avenue will remain the same as background conditions without the development for both 2009 and 2030 analysis years, for both peak hours with a V/C ratio of 0.95 or better during both peak hours. The proposed access driveway/SW Farmington Road is estimated to operate at LOS C during the year 2009 with a V/C ratio of 0.03, and LOS E for the year 2030 with a V/C ratio of 0.17 or better. As mentioned earlier, LOS E/F can be acceptable at unsignalized intersections if traffic volumes do not meet traffic signal warrants set forth by the **Manual of Uniform Traffic Control Devices (MUTCD)**. Based on past experience, traffic volumes less than 75 vehicles on the minor street approach during the eight highest hour does not meet traffic signal warrants. Furthermore, due to the very low traffic volumes from side streets in the study area (less than 10 peak hour trips), conducting right-turn and left-turn lane warrants analyses is not necessary for intersections with a site access driveway. From our experience, turning volumes of less than 25 vehicles during a peak hour on a Collector or Arterial Street would not meet right-turn or left-turn lane warrants.



#### Access Management Plan

As detailed in **Figure 1B**, the proposed site access does not meet the 600 feet access spacing requirement for an arterial roadway. Two private driveways (one serving the church and one serving the single family home) are currently located within the vicinity of the proposed site. There is no location along the Farmington Road site's frontage where the applicant can place its site access and meet the County's spacing criteria. Under the circumstances, the site's proposed access location, which is approximately 175 feet west of the existing church access, is optimum. The existing patterns of streets and driveways along SW Farmington Road do not meet the 600 foot spacing criteria. The adjacent areas are mostly built out and are not expected to contribute much increase in traffic. However, with future development/rezone of the adjacent parcel to the east, this proposed interim access will be closed. Furthermore, based on the existing 2007 traffic counts, the church driveway has minimal (less than 5) peak hour trips and appears to operate with few, if any, traffic safety problems. As discussed earlier in the study, there are no driveways along the south side of SW Farmington Road, as this frontage abuts the existing Lutheran Church, which accesses via SW 209<sup>th</sup> Avenue south of SW Farmington Road. Homes to the north access via SW Manor Way along SW 209<sup>th</sup> Avenue, north of SW Farmington Road. Crash rates at the critical intersection of SW Farmington Road/SW 209<sup>th</sup> Avenue are very low (i.e. no reported crash in the past two years since a signal was installed). In summary, the proposed access provides the best location for development of the site, with minimal potential for creating or worsening traffic operations or safety concerns.

#### CONCLUSIONS

Based on the results of the analysis described in this report, the Farmington Retail development should have very little impact on future peak hour traffic conditions in the vicinity of the site. No specific off-site roadway improvements are recommended to accommodate this development or mitigate its impact. The spacing of the private street proposed to provide site access onto SW Farmington Road, while not meeting the County's access spacing criteria, should be permitted and granted relief due to the evidence presented here, which supports that levels of service and traffic operations will remain acceptable with the additional traffic generated by the development.

If you have any questions related to the information or analyses discussed in this report, please contact Arshad Syed or myself at 503.690.8080.

Sincerely,



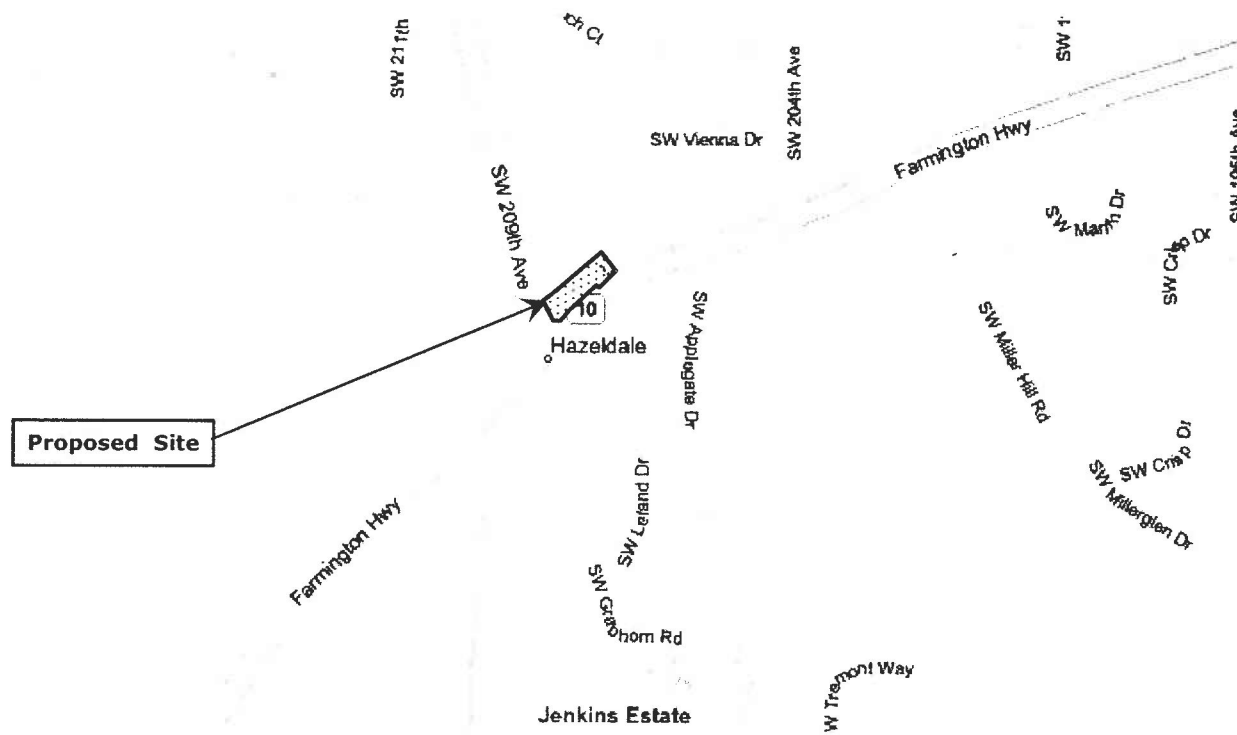
John I. Irwin, PE  
Senior Transportation Engineer

Attachments





Figure 1: Site Area And Vicinity Map



Proposed Access



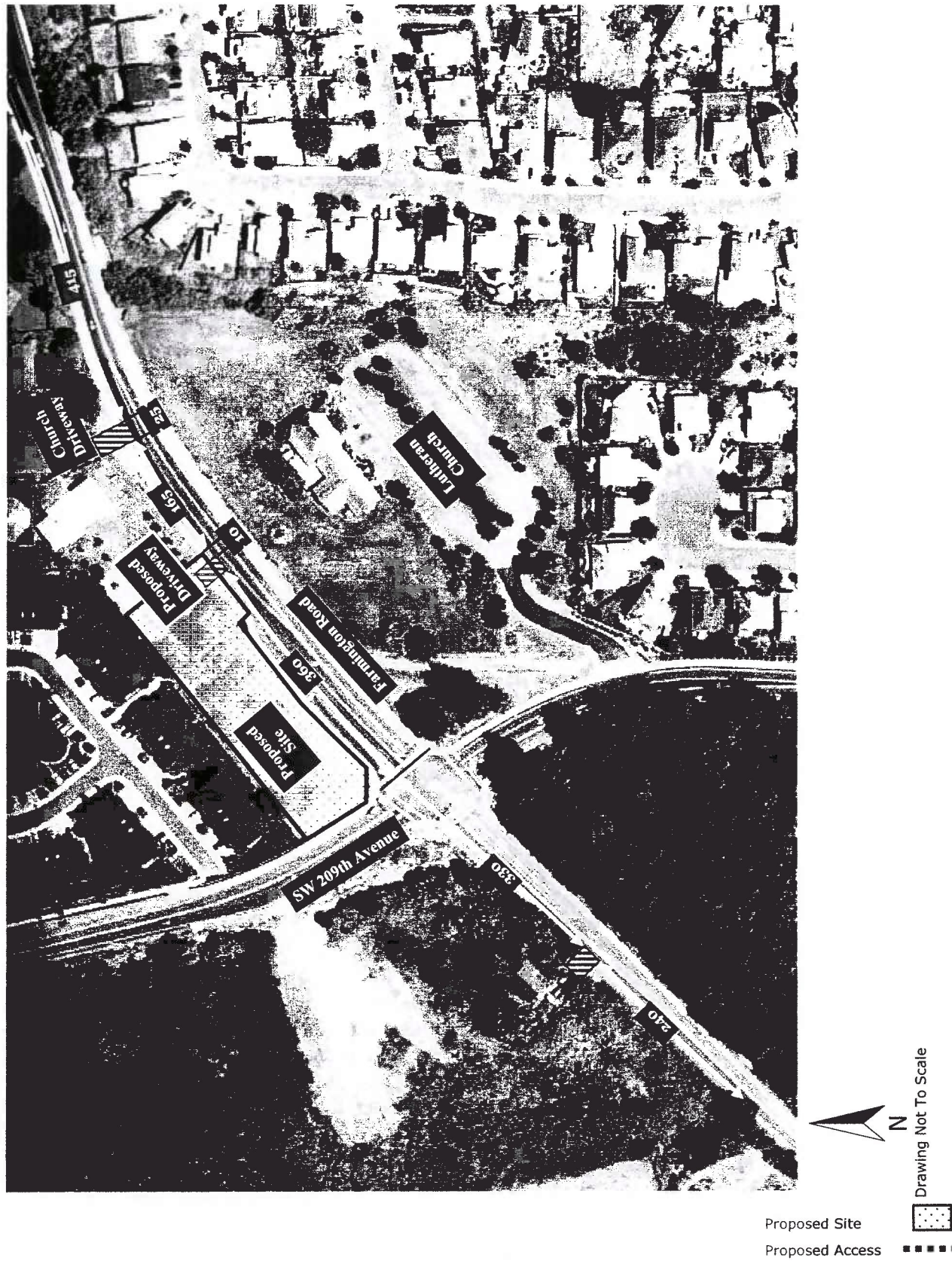
Drawing Not To Scale

Proposed Site   
 Proposed Access 



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Figure 1A: Area of Influence For Farmington Retail





  
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Figure 3: Existing 2007 Weekday Peak Hour Traffic Volume  
The Vicinity Of Study Area Intersections

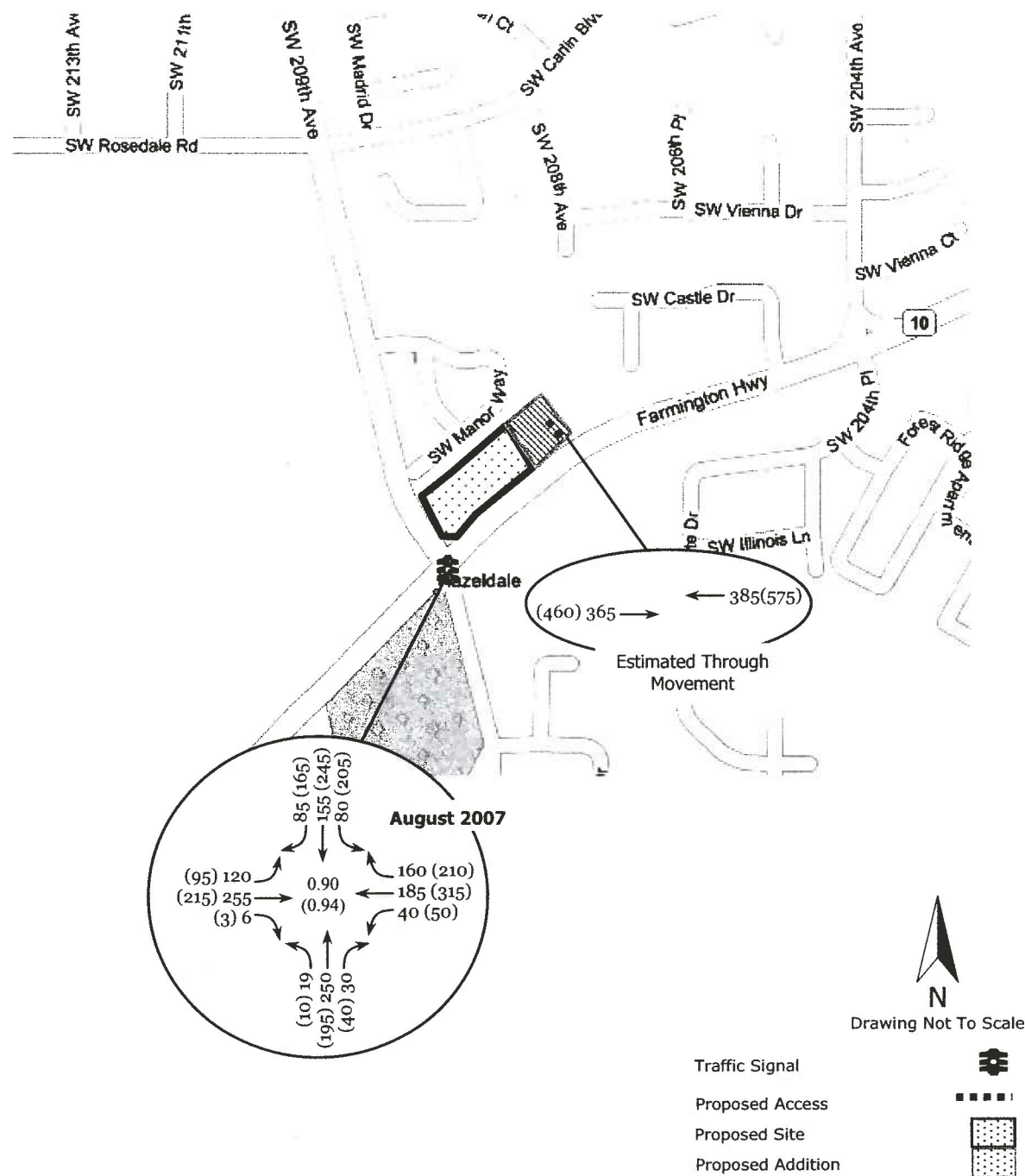


Figure 4: Traffic Crash Patterns Throughout The Study  
(Jan. 2004 to Dec. 2006)

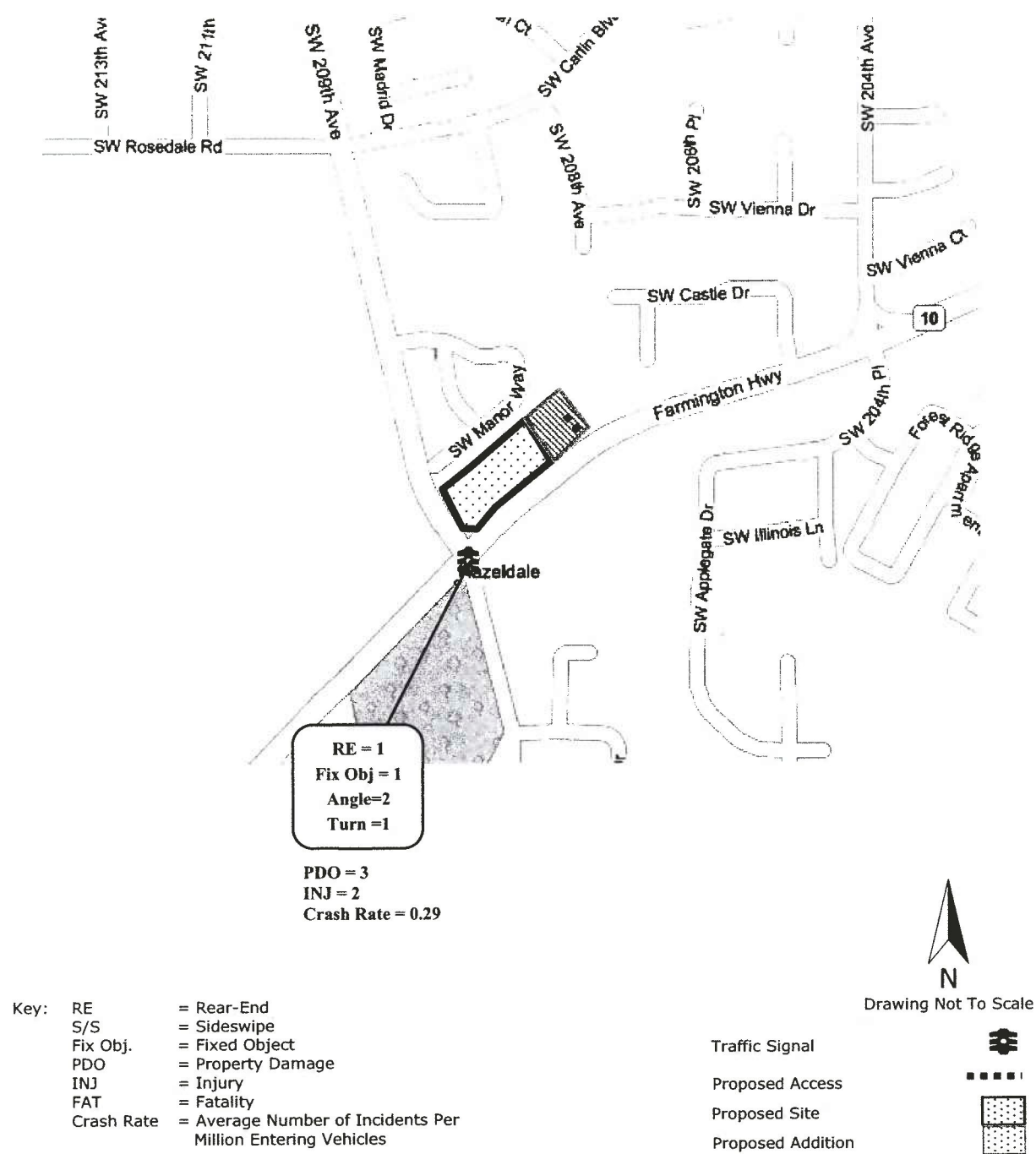


Figure 5: Comparisons of Baseline 2005 and Estimated Traffic Volumes From Washington County EMME/2 Model

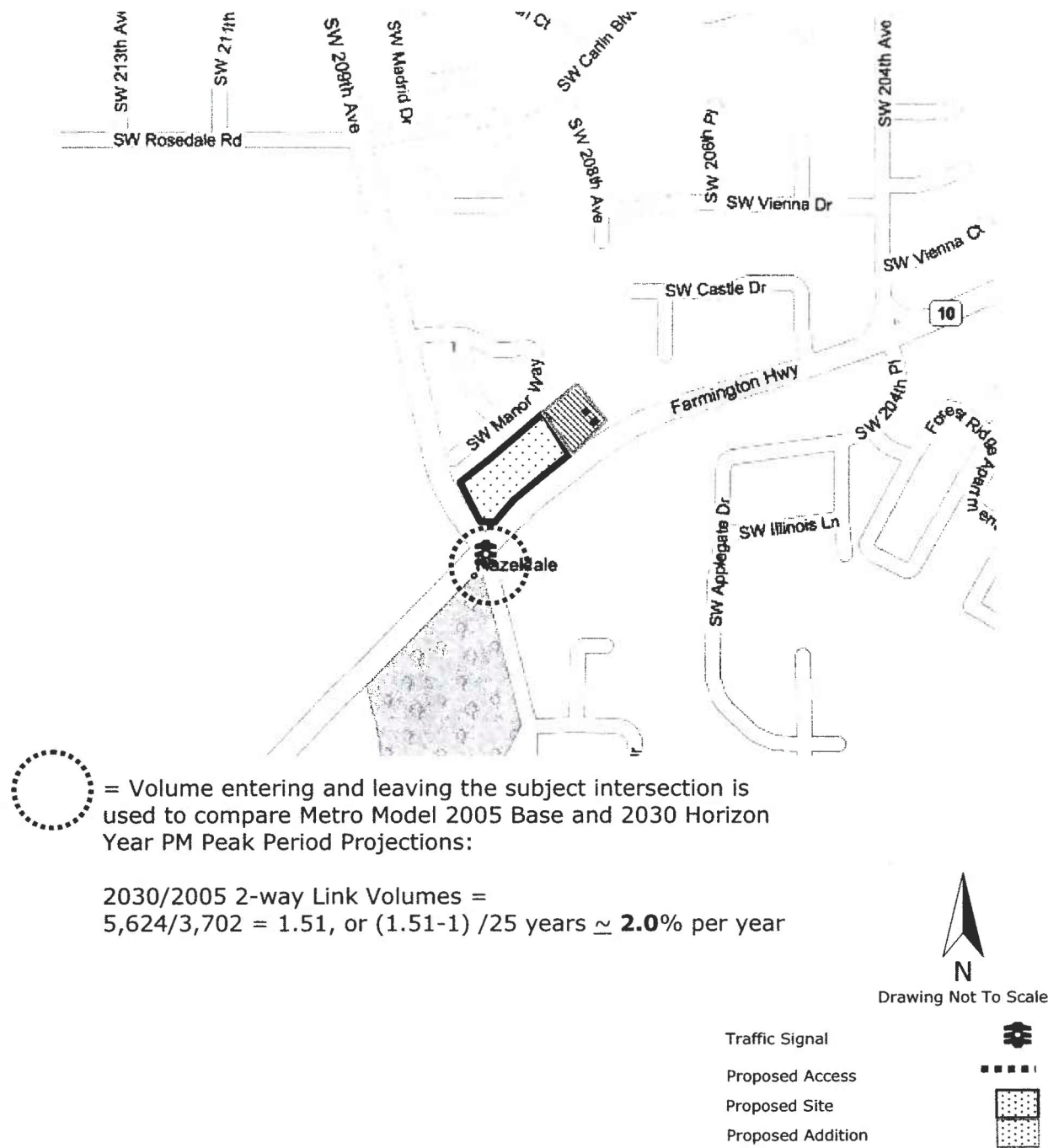
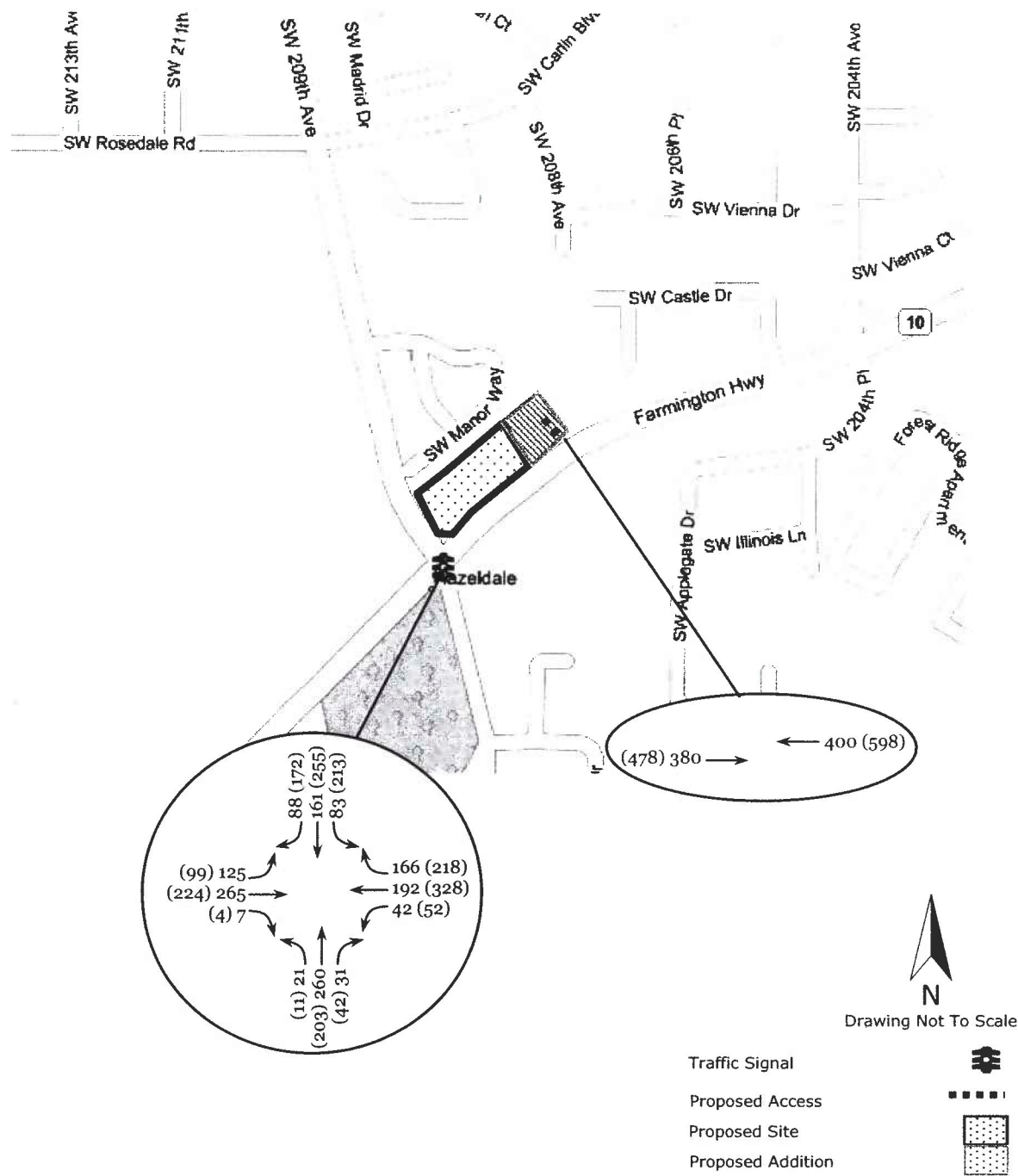




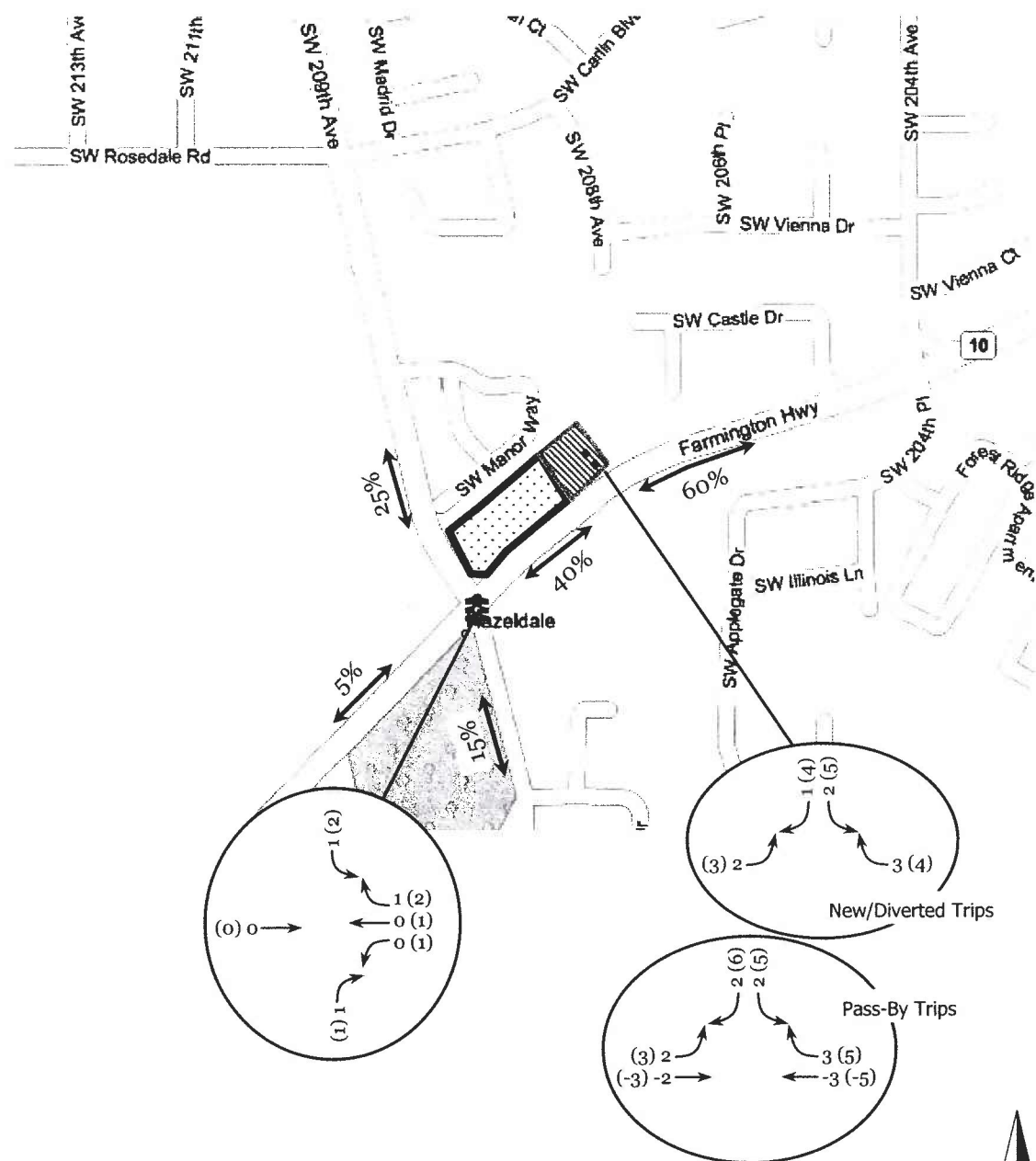
Figure 6a: Future 2009 Background Weekday Peak Traffic Volumes In The Vicinity Of Study Area Intersection





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Figure 7: Weekday Peak Hour Traffic Volumes Generated  
 Proposed Farmington Retail



| New/Diverted Site Generated Traffic |    |     | Pass-By Site Generated Traffic |    |     |
|-------------------------------------|----|-----|--------------------------------|----|-----|
|                                     | In | Out |                                | In | Out |
| AM Peak                             | 5  | 3   | AM Peak                        | 5  | 4   |
| PM Peak                             | 7  | 9   | PM Peak                        | 8  | 11  |

Traffic Signal  
 Proposed Access  
 Proposed Site  
 Proposed Addition

N  
 Drawing Not To Scale



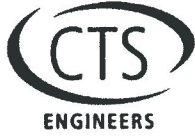
OR07.029.T01 Farmington Retail





OR07.029.T01 Farmington Retail





## TECHNICAL APPENDIX

Attached is the Technical Appendix for CTS Engineers traffic impact study for Project OR07.029.T01, Farmington Retail Development. It includes the following information:

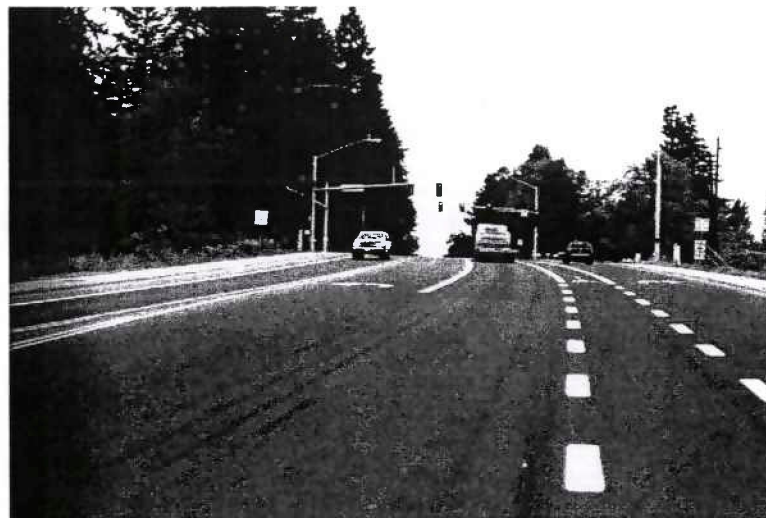
- 1) Photos from Study Area Transportation Network
- 2) Trip Generation Worksheet
- 3) Collision History Analysis Worksheet
- 4) Manual Turn Movement Count Data
- 5) Metro's EMME/2 Regional Traffic Model
- 6) Capacity Worksheets for Existing 2007 Traffic Volumes
- 7) Capacity Worksheets for Future 2009 Background Traffic Volumes
- 8) Capacity Worksheets for Future 2030 Background Traffic Volumes
- 9) Capacity Worksheets for Total Future 2009 Traffic Volumes with Buildout of Proposed Farmington Retail Development
- 10) Capacity Worksheets for Total Future 2030 Traffic Volumes with Buildout of Proposed Farmington Retail Development



STUDY AREA TYPICAL VIEWS  
Farmington Retail Development  
Washington County, OR



Looking Northwest at the Proposed Site Across SW Farmington Road



Looking West Along SW Farmington Road at SW 209<sup>th</sup> Avenue (Right Turn Lane Begins)



Looking East Along SW Farmington Road At Church Driveway

*Photos Taken by CTS Engineers*

## TRIP GENERATION WORKSHEET RATES

Development: Farmington Retail  
Size: 12,750 GSF  
ITE Land Use Code: 814 Specialty Retail (7th Generation)  
Variable: Per 1,000 GSF (G)

Total Weekday Trips  
 $T = 44.32 \times (G) / 1,000$

|                    | Enter | Exit | Total |
|--------------------|-------|------|-------|
| Vehicle Trips      | 282   | 283  | 565   |
| Site Distribution  | 50%   | 50%  | 100%  |
| 55% Pass-by Trips  | 155   | 156  | 311   |
| 17% Diverted Trips | 48    | 48   | 96    |
| 28% New Trips      | 79    | 79   | 158   |
|                    |       |      | 565   |

Weekday AM Peak Hour Trips (6th Generation Only)  
 $T = 3\%$  of ADT

|                    | Enter | Exit | Total |
|--------------------|-------|------|-------|
| Vehicle Trips      | 10    | 7    | 17    |
| Site Distribution  | 61%   | 39%  | 100%  |
| 55% Pass-by Trips  | 5     | 4    | 9     |
| 17% Diverted Trips | 2     | 1    | 3     |
| 28% New Trips      | 3     | 2    | 5     |
|                    |       |      | 17    |

*\*Based on ratio from Code 820 =*  
*AM Rate/ADT Rate = 1.03/42.92 = 2.4% Rounded up to 3%*

Weekday PM Peak Hour Trips  
 $R = 2.71 \times (G)$

|                    | Enter | Exit | Total |
|--------------------|-------|------|-------|
| Vehicle Trips      | 15    | 20   | 35    |
| Site Distribution  | 44%   | 56%  | 100%  |
| 55% Pass-by Trips  | 8     | 11   | 19    |
| 17% Diverted Trips | 3     | 3    | 6     |
| 28% New Trips      | 4     | 6    | 10    |
|                    |       |      | 35    |

**Project:** OR07.029.T01 - Farmington Retail

**Crash Analysis Worksheet**      *January, 2004 - Dec, 2006*

**Intersection:** SW Farmington Road @ SW 209th Avenue

|             | Percent |     |          | Percent |     |
|-------------|---------|-----|----------|---------|-----|
| Property    |         |     | Rear End | 1       | 20% |
| Damage Only | 3       | 60% | FixObj   | 1       | 20% |
| Injury      | 2       | 40% | Ang      | 2       | 40% |
| Total       | 5       |     | Turn     | 1       | 20% |
|             |         |     | Total    | 5       |     |

PM Peak Hour **11/49**  
ADT **15,891**      Assumed to be PM Peak Hour/11 percent

**Crash Rate =** (Number of Crashes / 3) / (ADT x 365) \* 1,000,000 Vehicles  
**Crash Rate =** 0.29 Average number of accidents per million entering vehicles

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## Intersection Turning Movement Summary Report

Location SW FARMINGTON ROAD AT SW 209TH AVENUE  
Date 8/21/2007  
Day of Week Tuesday  
Time Begin 7:00  
Reviewed By: DG

| Time Period     | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      | Totals |
|-----------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|--------|
|                 | Right     | Thru | Left | Right     | Thru | Left | Right      | Thru | Left | Right      | Thru | Left |        |
| 7:00 - 7:15     | 1         | 48   | 23   | 29        | 42   | 15   | 5          | 52   | 0    | 16         | 42   | 17   | 290    |
| 7:15 - 7:30     | 1         | 49   | 38   | 35        | 37   | 8    | 8          | 54   | 3    | 22         | 43   | 25   | 323    |
| 7:30 - 7:45     | 3         | 65   | 22   | 56        | 64   | 10   | 8          | 62   | 7    | 19         | 44   | 18   | 378    |
| 7:45 - 8:00     | 1         | 65   | 30   | 36        | 45   | 11   | 7          | 75   | 8    | 21         | 36   | 21   | 356    |
| 8:00 - 8:15     | 1         | 74   | 28   | 33        | 38   | 9    | 7          | 56   | 1    | 20         | 29   | 16   | 310    |
| 8:15 - 8:30     | 1         | 39   | 24   | 30        | 37   | 8    | 13         | 44   | 2    | 13         | 33   | 12   | 266    |
| 8:30 - 8:45     | 1         | 54   | 50   | 18        | 36   | 12   | 10         | 35   | 1    | 12         | 24   | 12   | 265    |
| 8:45 - 9:00     | 1         | 50   | 10   | 38        | 31   | 11   | 7          | 45   | 2    | 18         | 23   | 20   | 258    |
| Movement Totals | 10        | 444  | 223  | 275       | 330  | 84   | 65         | 423  | 24   | 141        | 274  | 141  | 2434   |
| Enter Totals    | 677       |      |      | 689       |      |      | 512        |      |      | 556        |      |      |        |
| Exit Totals     | 650       |      |      | 495       |      |      | 921        |      |      | 368        |      |      |        |

|                        |       |       |       |      |       |       |      |      |       |       |      |      |       |
|------------------------|-------|-------|-------|------|-------|-------|------|------|-------|-------|------|------|-------|
| <b>Two-Hour Totals</b> |       |       |       |      |       |       |      |      |       |       |      |      |       |
| Light Trucks           | 0     | 20    | 7     | 10   | 12    | 7     | 0    | 6    | 2     | 9     | 16   | 4    | 93    |
| Medium Trucks          | 1     | 28    | 20    | 1    | 24    | 2     | 1    | 0    | 2     | 22    | 3    | 0    | 104   |
| Heavy Trucks           | 0     | 11    | 13    | 1    | 12    | 1     | 0    | 0    | 0     | 9     | 0    | 1    | 48    |
| % Trucks               | 10.0% | 13.3% | 17.9% | 4.4% | 14.5% | 11.9% | 1.5% | 1.4% | 16.7% | 28.4% | 6.9% | 3.5% | 10.1% |
| Stopped Buses          | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0    | 0     | 0     | 0    | 0    | 0     |
| Bicycles               | 0     | 2     | 0     | 0    | 1     | 1     | 0    | 0    | 0     | 0     | 1    | 0    | 5     |

|             |       |      |      |       |   |
|-------------|-------|------|------|-------|---|
|             | South | West | East | North |   |
| Pedestrians | 1     | 0    | 0    | 0     | 1 |

### Peak Hour Information

Peak Hour 7:15 8:15

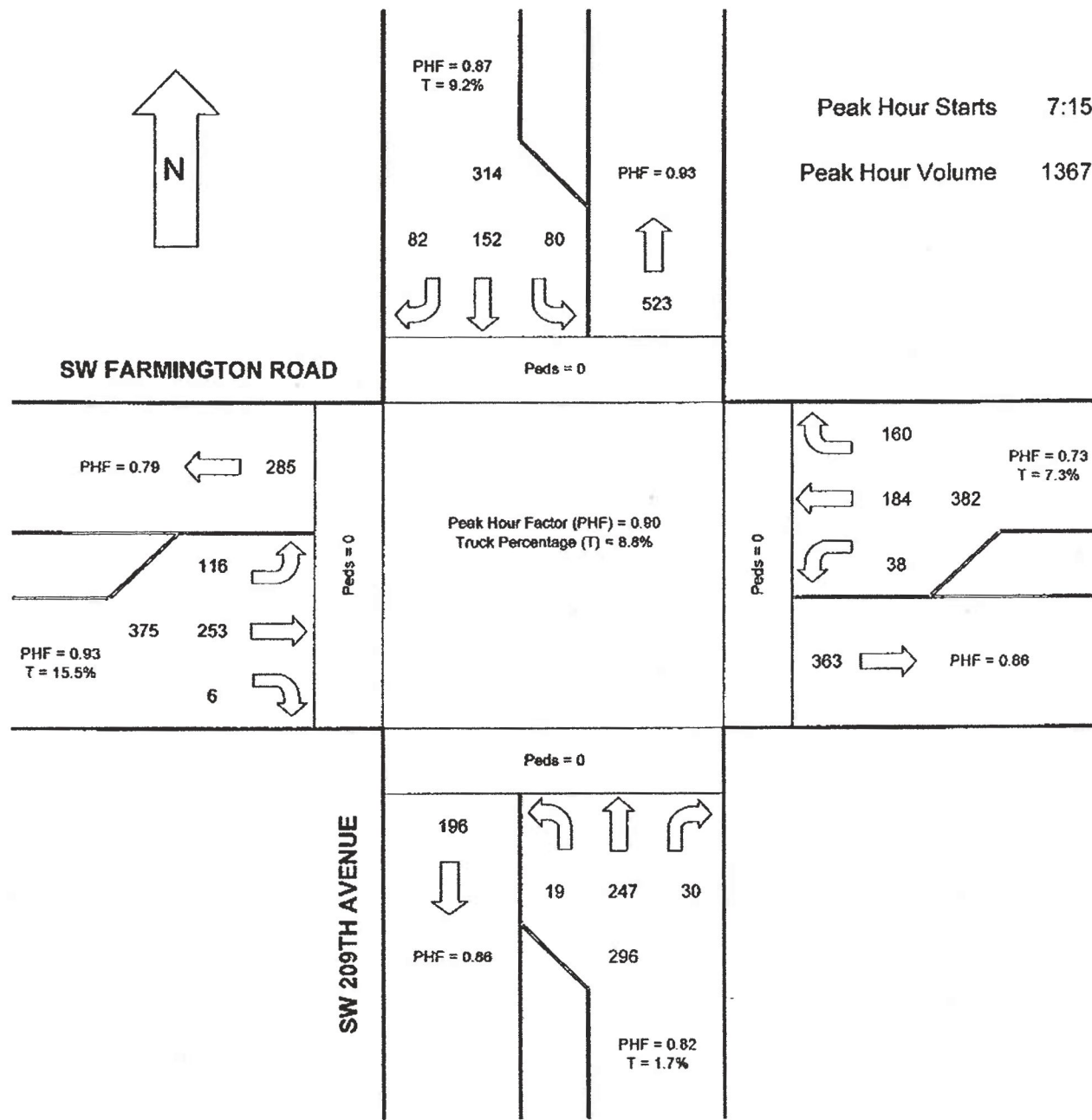
|                  | Eastbound |       |       | Westbound |      |      | Northbound |      |       | Southbound |      |      | Totals |
|------------------|-----------|-------|-------|-----------|------|------|------------|------|-------|------------|------|------|--------|
|                  | Right     | Thru  | Left  | Right     | Thru | Left | Right      | Thru | Left  | Right      | Thru | Left |        |
| Movement Total   | 6         | 253   | 116   | 160       | 184  | 38   | 30         | 247  | 19    | 82         | 152  | 80   | 1367   |
| Peak Hour Factor | 0.50      | 0.85  | 0.76  | 0.71      | 0.72 | 0.86 | 0.94       | 0.82 | 0.59  | 0.93       | 0.86 | 0.80 | 0.90   |
| Enter Totals     | 375       |       |       | 382       |      |      | 296        |      |       | 314        |      |      |        |
| Peak Hour Factor | 0.93      |       |       | 0.73      |      |      | 0.82       |      |       | 0.87       |      |      |        |
| Exit Totals      | 363       |       |       | 285       |      |      | 523        |      |       | 196        |      |      |        |
| Peak Hour Factor | 0.94      |       |       | 0.79      |      |      | 0.93       |      |       | 0.86       |      |      |        |
| Light Trucks     | 0         | 12    | 7     | 7         | 4    | 1    | 0          | 2    | 2     | 4          | 6    | 2    | 47     |
| Medium Trucks    | 0         | 13    | 13    | 0         | 9    | 2    | 0          | 0    | 1     | 10         | 1    | 0    | 49     |
| Heavy Trucks     | 0         | 5     | 8     | 1         | 4    | 0    | 0          | 0    | 0     | 6          | 0    | 0    | 24     |
| % Trucks         | 0.0%      | 11.9% | 24.1% | 5.0%      | 9.2% | 7.9% | 0.0%       | 0.8% | 15.8% | 24.4%      | 4.6% | 2.5% | 8.8%   |
| Stopped Buses    | 0         | 0     | 0     | 0         | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    | 0      |
| Bicycles         | 0         | 2     | 0     | 0         | 1    | 1    | 0          | 0    | 0     | 0          | 1    | 0    | 5      |

|             |       |      |      |       |   |
|-------------|-------|------|------|-------|---|
|             | South | West | East | North |   |
| Pedestrians | 0     | 0    | 0    | 0     | 0 |



### Intersection Turning Movement Peak Hour Diagram

Location SW FARMINGTON ROAD AT SW 209TH AVENUE  
 Date 8/21/2007  
 Day of Week Tuesday  
 Time Begin 7:00  
 Reviewed By: DG





## Intersection Turning Movement Summary Report

Location SW FARMINGTON ROAD AT SW 209TH AVENUE  
Date 8/21/2007  
Day of Week Tuesday  
Time Begin 16:00  
Reviewed By: DG

| Time Period     | Eastbound |      |      | Westbound |      |      | Northbound |      |      | Southbound |      |      | Totals |
|-----------------|-----------|------|------|-----------|------|------|------------|------|------|------------|------|------|--------|
|                 | Right     | Thru | Left | Right     | Thru | Left | Right      | Thru | Left | Right      | Thru | Left |        |
| 16:00 - 16:15   | 4         | 52   | 19   | 46        | 58   | 10   | 9          | 39   | 4    | 35         | 47   | 41   | 364    |
| 16:15 - 16:30   | 4         | 48   | 14   | 51        | 58   | 13   | 17         | 31   | 6    | 31         | 47   | 41   | 361    |
| 16:30 - 16:45   | 2         | 40   | 33   | 51        | 53   | 15   | 9          | 40   | 1    | 31         | 42   | 42   | 359    |
| 16:45 - 17:00   | 3         | 41   | 21   | 43        | 69   | 7    | 8          | 38   | 5    | 51         | 63   | 41   | 390    |
| 17:00 - 17:15   | 1         | 45   | 21   | 37        | 76   | 10   | 11         | 56   | 2    | 47         | 56   | 40   | 402    |
| 17:15 - 17:30   | 1         | 48   | 23   | 42        | 89   | 10   | 7          | 48   | 4    | 36         | 59   | 60   | 427    |
| 17:30 - 17:45   | 0         | 69   | 25   | 56        | 74   | 11   | 11         | 42   | 0    | 44         | 72   | 56   | 460    |
| 17:45 - 18:00   | 1         | 51   | 23   | 73        | 73   | 18   | 11         | 48   | 4    | 37         | 56   | 45   | 440    |
| Movement Totals | 16        | 394  | 179  | 399       | 550  | 94   | 83         | 342  | 26   | 312        | 442  | 366  | 3203   |
| Enter Totals    | 589       |      |      | 1043      |      |      | 451        |      |      | 1120       |      |      |        |
| Exit Totals     | 843       |      |      | 888       |      |      | 920        |      |      | 552        |      |      |        |

|                        |       |      |       |      |      |      |      |      |       |      |      |      |      |
|------------------------|-------|------|-------|------|------|------|------|------|-------|------|------|------|------|
| <b>Two-Hour Totals</b> |       |      |       |      |      |      |      |      |       |      |      |      |      |
| Light Trucks           | 0     | 5    | 10    | 9    | 19   | 2    | 3    | 6    | 0     | 11   | 7    | 6    | 78   |
| Medium Trucks          | 4     | 7    | 6     | 0    | 3    | 0    | 0    | 1    | 4     | 3    | 0    | 1    | 29   |
| Heavy Trucks           | 0     | 0    | 8     | 1    | 1    | 0    | 0    | 1    | 0     | 4    | 0    | 1    | 16   |
| % Trucks               | 25.0% | 3.0% | 13.4% | 2.5% | 4.2% | 2.1% | 3.6% | 2.3% | 15.4% | 5.8% | 1.6% | 2.2% | 3.8% |
| Stopped Buses          | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    |
| Bicycles               | 1     | 2    | 0     | 0    | 3    | 1    | 0    | 0    | 0     | 3    | 0    | 0    | 10   |

|             |       |      |      |       |   |
|-------------|-------|------|------|-------|---|
|             | South | West | East | North |   |
| Pedestrians | 1     | 1    | 0    | 0     | 2 |

### Peak Hour Information

Peak Hour 17:00 18:00

|                  | Eastbound |      |      | Westbound |      |      | Northbound |      |       | Southbound |      |      | Totals |
|------------------|-----------|------|------|-----------|------|------|------------|------|-------|------------|------|------|--------|
|                  | Right     | Thru | Left | Right     | Thru | Left | Right      | Thru | Left  | Right      | Thru | Left |        |
| Movement Total   | 3         | 213  | 92   | 208       | 312  | 49   | 40         | 194  | 10    | 164        | 243  | 201  | 1729   |
| Peak Hour Factor | 0.75      | 0.77 | 0.92 | 0.71      | 0.88 | 0.68 | 0.91       | 0.87 | 0.63  | 0.87       | 0.84 | 0.84 | 0.94   |
| Enter Totals     | 308       |      |      | 569       |      |      | 244        |      |       | 608        |      |      |        |
| Peak Hour Factor | 0.82      |      |      | 0.87      |      |      | 0.88       |      |       | 0.88       |      |      |        |
| Exit Totals      | 454       |      |      | 486       |      |      | 494        |      |       | 295        |      |      |        |
| Peak Hour Factor | 0.83      |      |      | 0.94      |      |      | 0.86       |      |       | 0.89       |      |      |        |
| Light Trucks     | 0         | 1    | 3    | 5         | 10   | 1    | 2          | 2    | 0     | 4          | 2    | 4    | 34     |
| Medium Trucks    | 0         | 1    | 0    | 0         | 1    | 0    | 0          | 1    | 1     | 0          | 0    | 0    | 4      |
| Heavy Trucks     | 0         | 0    | 0    | 0         | 0    | 0    | 0          | 0    | 0     | 1          | 0    | 1    | 2      |
| % Trucks         | 0.0%      | 0.9% | 3.3% | 2.4%      | 3.5% | 2.0% | 5.0%       | 1.5% | 10.0% | 3.0%       | 0.8% | 2.5% | 2.3%   |
| Stopped Buses    | 0         | 0    | 0    | 0         | 0    | 0    | 0          | 0    | 0     | 0          | 0    | 0    | 0      |
| Bicycles         | 0         | 0    | 0    | 0         | 2    | 1    | 0          | 0    | 0     | 2          | 0    | 0    | 5      |

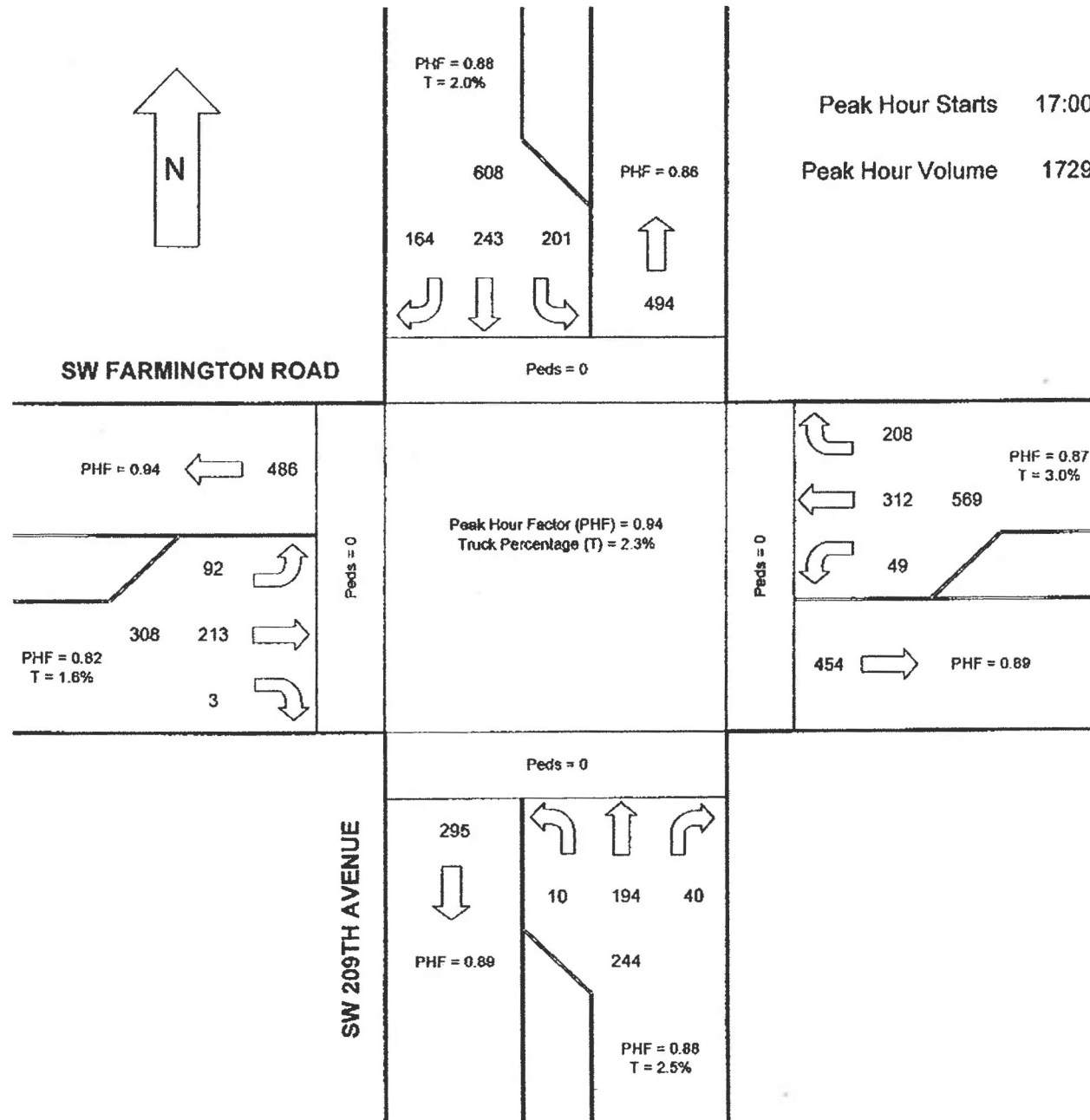
|             |       |      |      |       |   |
|-------------|-------|------|------|-------|---|
|             | South | West | East | North |   |
| Pedestrians | 0     | 0    | 0    | 0     | 0 |

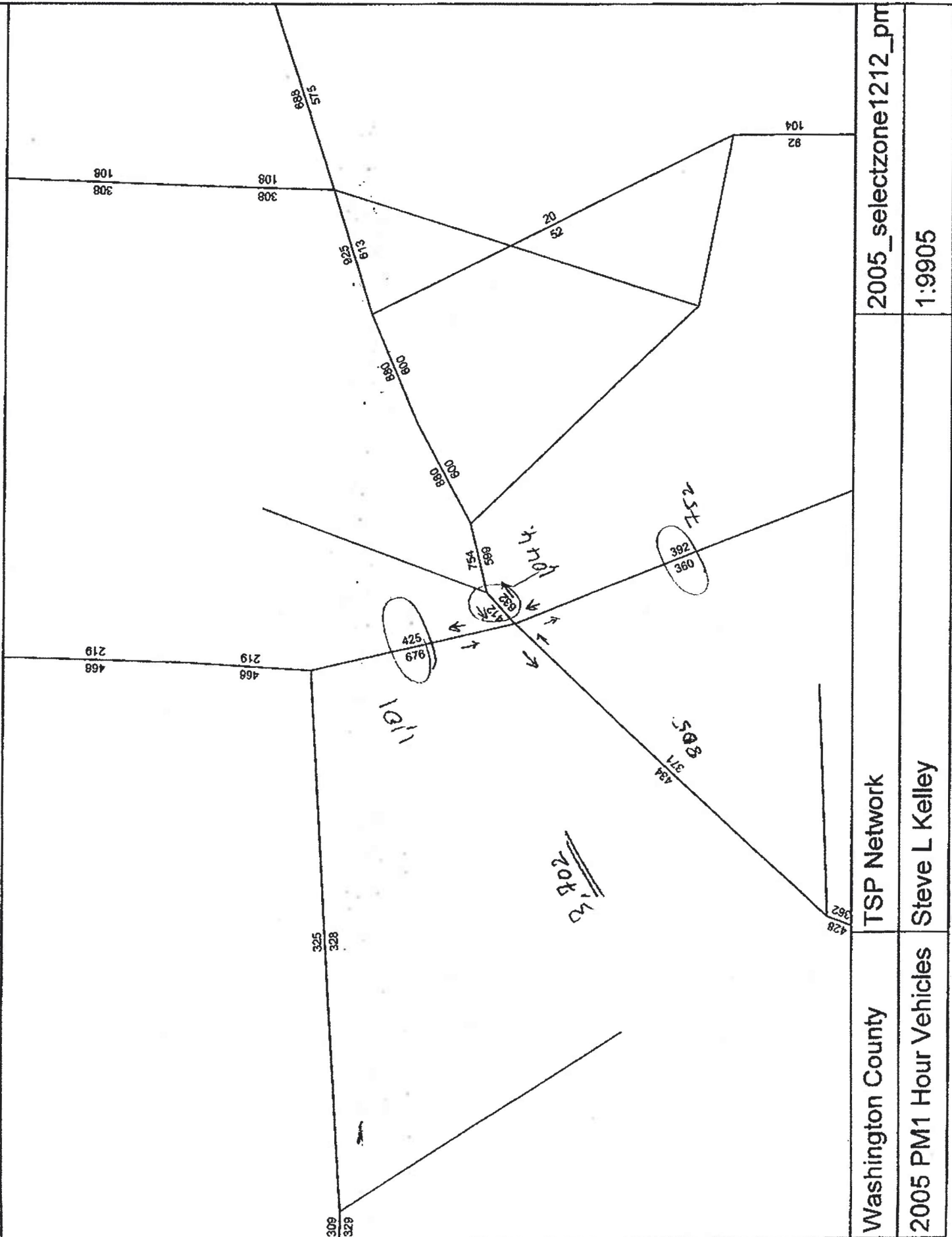


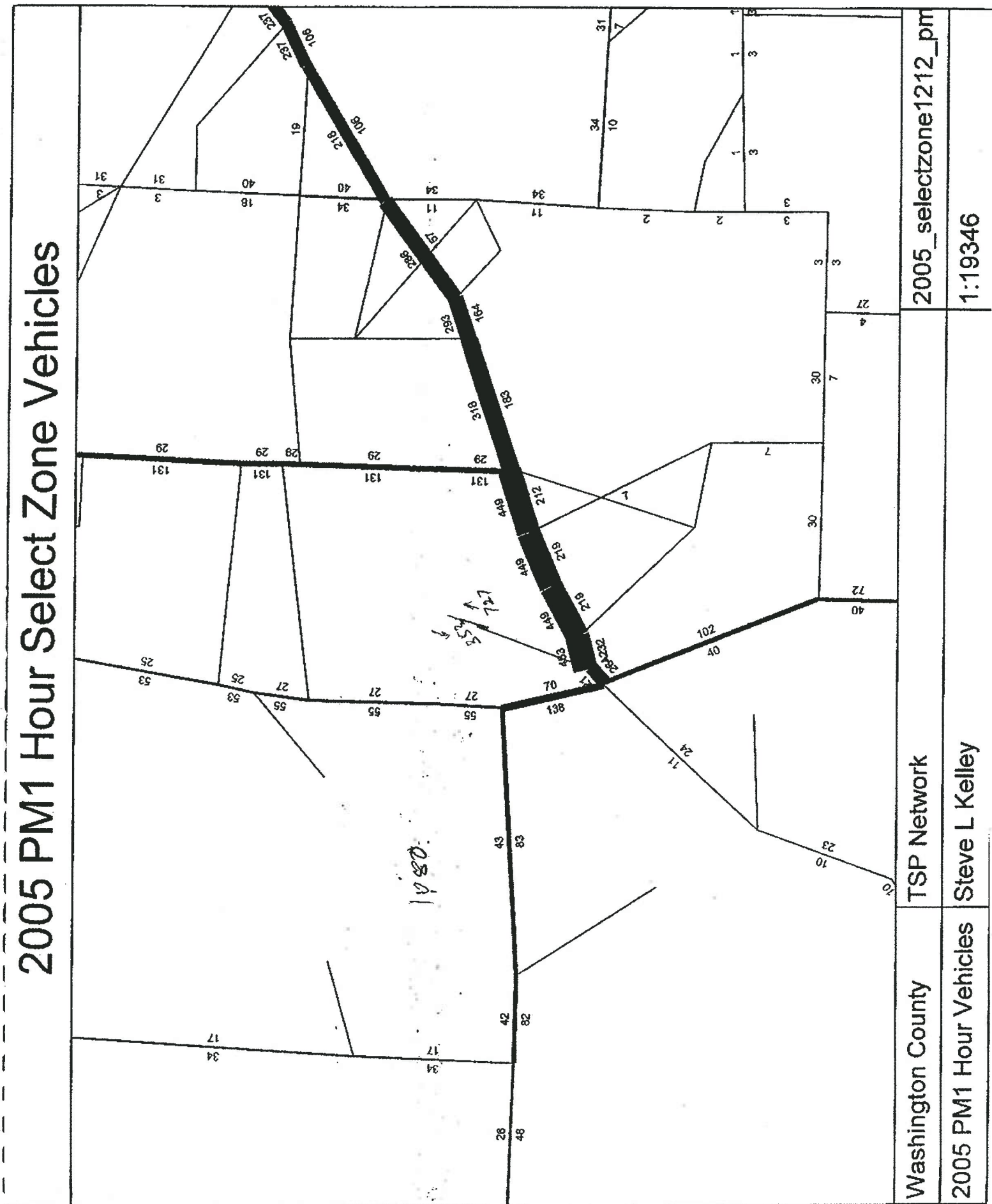


## Intersection Turning Movement Peak Hour Diagram

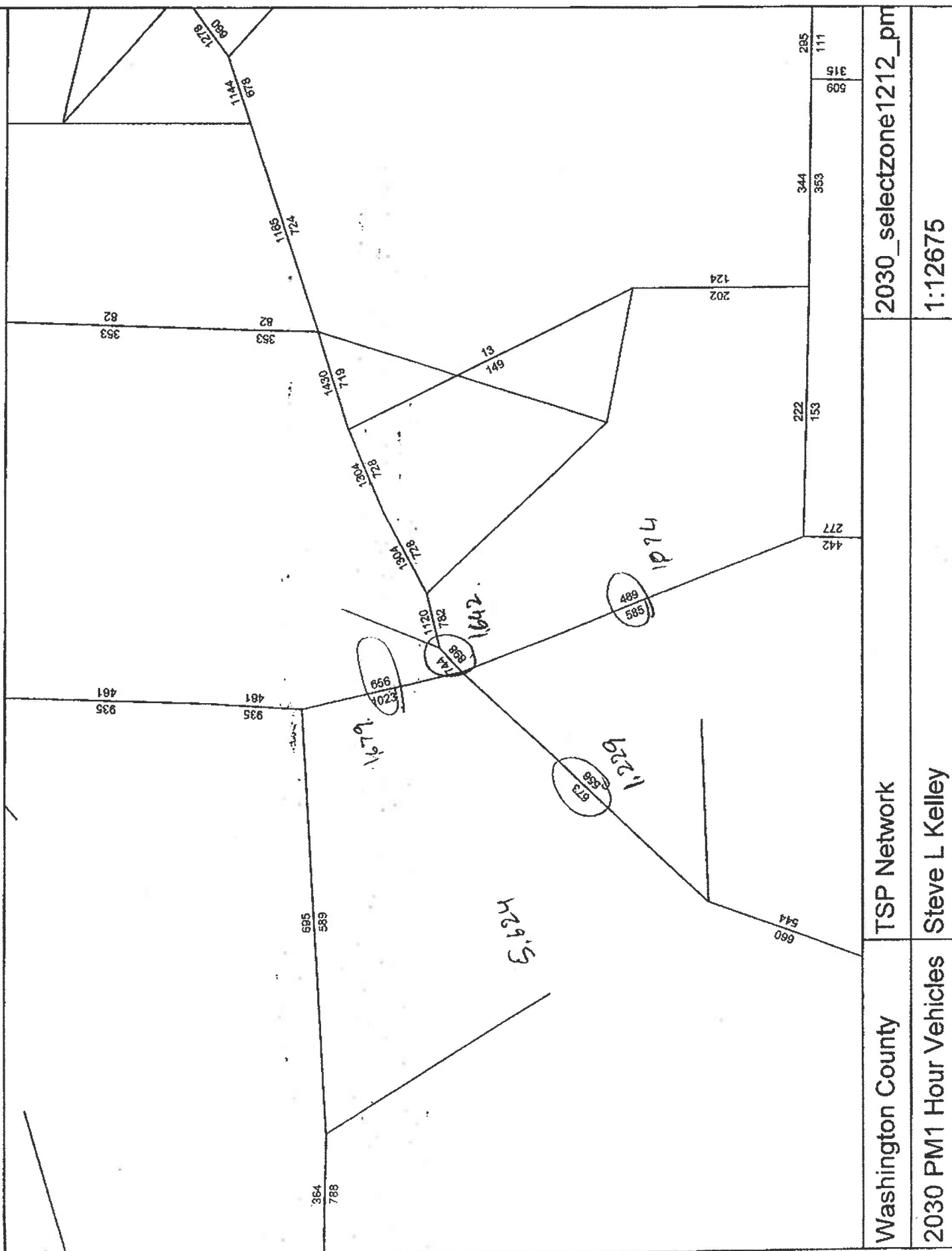
Location SW FARMINGTON ROAD AT SW 209TH AVENUE  
Date 8/21/2007  
Day of Week Tuesday  
Time Begin 16:00  
Reviewed By: DG



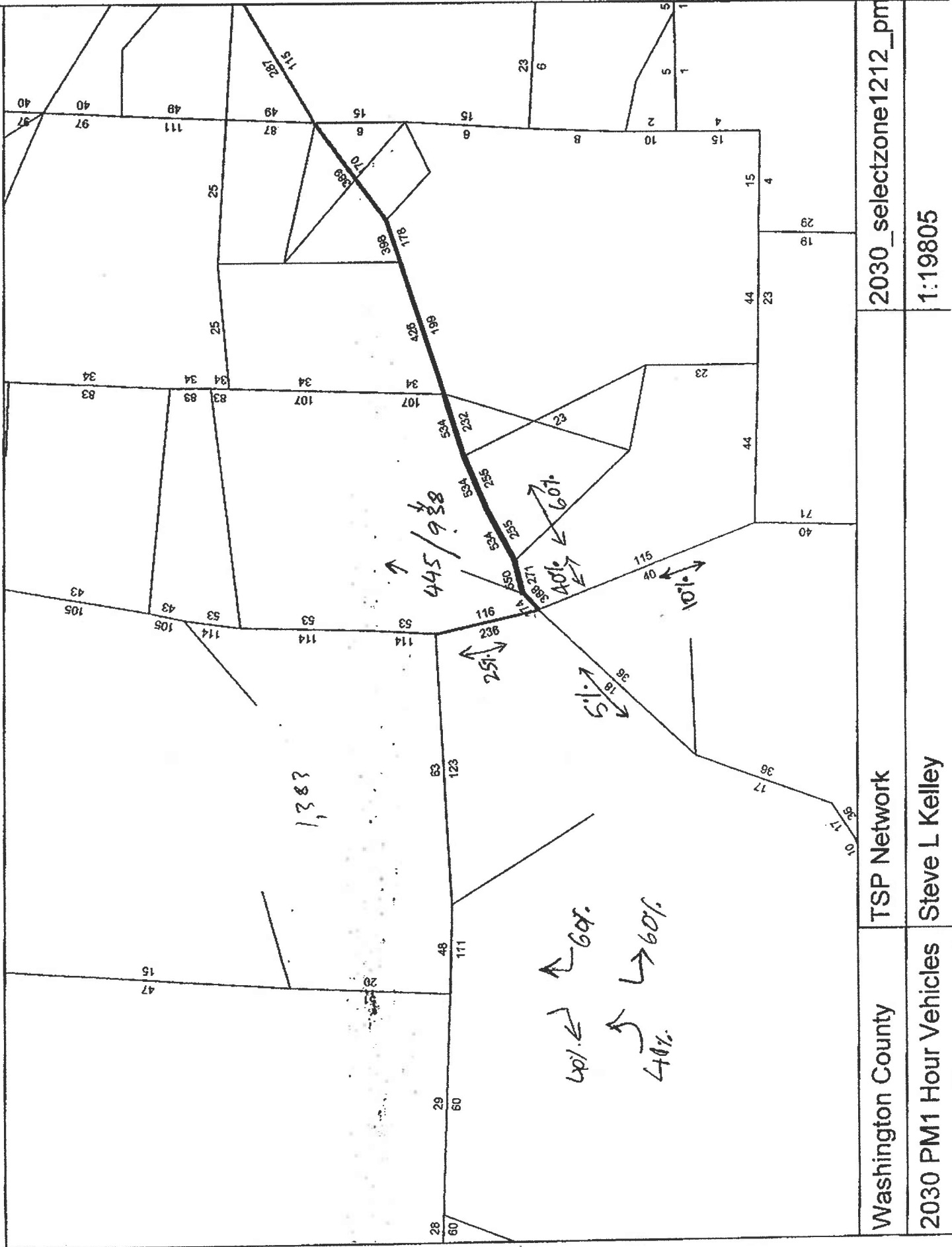








# 2030 TSP PM1 Hour Select Zone Vehicles



|                        |                |                        |
|------------------------|----------------|------------------------|
| Washington County      | TSP Network    | 2030_selectzone1212_pm |
| 2030 PM1 Hour Vehicles | Steve L Kelley | 1:19805                |

MITIG8 - AM Peak

Mon Sep 10, 2007 14:59:33

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Existing 2007 Weekday Peak Hour Traffic Volumes (AM)  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SW Farmington Road /SW 209th Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.553  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 21.8  
Optimal Cycle: 48 Level Of Service: C

| Street Name: | SW 209th Avenue |   |   | SW Farmington Road |   |   |
|--------------|-----------------|---|---|--------------------|---|---|
| Approach:    | North Bound     |   |   | South Bound        |   |   |
| Movement:    | L               | T | R | L                  | T | R |
| Control:     | Protected       |   |   | Protected          |   |   |
| Rights:      | Ignore          |   |   | Ignore             |   |   |
| Min. Green:  | 0               | 0 | 0 | 0                  | 0 | 0 |
| Lanes:       | 1               | 0 | 0 | 1                  | 0 | 0 |

| Volume Module: | >> Count Date: 21 Aug 2007 << AM Peak |      |      |      |      |      |      |      |      |      |      |      |
|----------------|---------------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:      | 20                                    | 250  | 30   | 80   | 155  | 85   | 120  | 255  | 6    | 40   | 185  | 160  |
| Growth Adj:    | 1.00                                  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse:   | 20                                    | 250  | 30   | 80   | 155  | 85   | 120  | 255  | 6    | 40   | 185  | 160  |
| User Adj:      | 1.00                                  | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:       | 0.90                                  | 0.90 | 0.00 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 |
| PHF Volume:    | 22                                    | 278  | 0    | 89   | 172  | 0    | 133  | 283  | 0    | 44   | 206  | 178  |
| Reduct Vol:    | 0                                     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:   | 22                                    | 278  | 0    | 89   | 172  | 0    | 133  | 283  | 0    | 44   | 206  | 178  |
| PCE Adj:       | 1.00                                  | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:       | 1.00                                  | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume:  | 22                                    | 278  | 0    | 89   | 172  | 0    | 133  | 283  | 0    | 44   | 206  | 178  |

| Saturation Flow Module: |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:               | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment:             | 0.93 | 0.98 | 1.00 | 0.86 | 0.91 | 1.00 | 0.82 | 0.86 | 1.00 | 0.88 | 0.93 | 0.79 |
| Lanes:                  | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Sat:              | 1769 | 1862 | 0    | 1641 | 1727 | 0    | 1556 | 1638 | 0    | 1671 | 1759 | 1495 |

| Capacity Analysis Module: |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:                  | 0.01 | 0.15 | 0.00 | 0.05 | 0.10 | 0.00 | 0.09 | 0.17 | 0.00 | 0.03 | 0.12 | 0.12 |
| Crit Moves:               | **** |      |      | **** |      |      | **** |      |      | **** |      |      |
| Green/Cycle:              | 0.04 | 0.27 | 0.00 | 0.10 | 0.33 | 0.00 | 0.15 | 0.32 | 0.00 | 0.05 | 0.21 | 0.21 |
| Volume/Cap:               | 0.31 | 0.55 | 0.00 | 0.55 | 0.31 | 0.00 | 0.55 | 0.55 | 0.00 | 0.55 | 0.55 | 0.56 |
| Delay/Veh:                | 30.3 | 20.2 | 0.0  | 30.0 | 15.4 | 0.0  | 26.2 | 18.1 | 0.0  | 35.4 | 23.0 | 23.5 |
| User DelAdj:              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh:               | 30.3 | 20.2 | 0.0  | 30.0 | 15.4 | 0.0  | 26.2 | 18.1 | 0.0  | 35.4 | 23.0 | 23.5 |
| LOS by Move:              | C    | C    | A    | C    | B    | A    | C    | B    | A    | D    | C    | C    |
| HCM2kAvgQ:                | 1    | 5    | 0    | 3    | 3    | 0    | 3    | 5    | 0    | 2    | 4    | 4    |

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



MITIG8 - PM Peak

Mon Sep 10, 2007 14:59:21

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Existing 2007 Weekday Peak Hour Traffic Volumes (PM)  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SW Farmington Road /SW 209th Avenue

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4  
Optimal Cycle: 54 Level Of Service: C

|              |                 |   |   |             |   |                    |            |   |   |            |   |   |   |   |   |
|--------------|-----------------|---|---|-------------|---|--------------------|------------|---|---|------------|---|---|---|---|---|
| Street Name: | SW 209th Avenue |   |   |             |   | SW Farmington Road |            |   |   |            |   |   |   |   |   |
| Approach:    | North Bound     |   |   | South Bound |   |                    | East Bound |   |   | West Bound |   |   |   |   |   |
| Movement:    | L               | - | T | -           | R | L                  | -          | T | - | R          | L | - | T | - | R |
| -----        | -----           |   |   | -----       |   |                    | -----      |   |   | -----      |   |   |   |   |   |
| Control:     | Protected       |   |   | Protected   |   |                    | Protected  |   |   | Protected  |   |   |   |   |   |
| Rights:      | Ignore          |   |   | Ignore      |   |                    | Ignore     |   |   | Include    |   |   |   |   |   |
| Min. Green:  | 0               | 0 | 0 | 0           | 0 | 0                  | 0          | 0 | 0 | 0          | 0 | 0 | 0 |   |   |
| Lanes:       | 1               | 0 | 0 | 1           | 0 | 0                  | 1          | 0 | 0 | 1          | 0 | 1 | 0 | 1 |   |

Volume Module: PM Peak

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 10   | 195  | 40   | 205  | 245  | 165  | 95   | 215  | 3    | 50   | 315  | 210  |
| Growth Adj:   | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse:  | 10   | 195  | 40   | 205  | 245  | 165  | 95   | 215  | 3    | 50   | 315  | 210  |
| User Adj:     | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume:   | 11   | 207  | 0    | 218  | 261  | 0    | 101  | 229  | 0    | 53   | 335  | 223  |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 11   | 207  | 0    | 218  | 261  | 0    | 101  | 229  | 0    | 53   | 335  | 223  |
| PCE Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 11   | 207  | 0    | 218  | 261  | 0    | 101  | 229  | 0    | 53   | 335  | 223  |

Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 1.00 | 0.93 | 0.98 | 1.00 | 0.93 | 0.98 | 1.00 | 0.92 | 0.97 | 0.83 |
| Lanes:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 1845 | 0    | 1769 | 1862 | 0    | 1769 | 1862 | 0    | 1753 | 1845 | 1568 |

Capacity Analysis Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:     | 0.01 | 0.11 | 0.00 | 0.12 | 0.14 | 0.00 | 0.06 | 0.12 | 0.00 | 0.03 | 0.18 | 0.14 |
| Crit Moves:  | **** |      | **** |      | **** |      | **** |      | **** |      | **** |      |
| Green/Cycle: | 0.02 | 0.17 | 0.00 | 0.19 | 0.35 | 0.00 | 0.09 | 0.30 | 0.00 | 0.07 | 0.28 | 0.28 |
| Volume/Cap:  | 0.40 | 0.65 | 0.00 | 0.65 | 0.40 | 0.00 | 0.65 | 0.42 | 0.00 | 0.42 | 0.65 | 0.51 |
| Delay/Veh:   | 38.9 | 27.6 | 0.0  | 26.8 | 15.2 | 0.0  | 35.5 | 17.5 | 0.0  | 28.8 | 21.8 | 19.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh:  | 38.9 | 27.6 | 0.0  | 26.8 | 15.2 | 0.0  | 35.5 | 17.5 | 0.0  | 28.8 | 21.8 | 19.1 |
| LOS by Move: | D    | C    | A    | C    | B    | A    | D    | B    | A    | C    | C    | B    |
| HCM2kAvgQ:   | 1    | 5    | 0    | 5    | 4    | 0    | 3    | 4    | 0    | 2    | 7    | 4    |

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

MITIG8 - AM Peak

Mon Sep 10, 2007 14:56:53

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Future Background 2009 Weekday Peak Hour Traffic Volumes (AM)  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #1 SW Farmington Road /SW 209th Avenue

\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.576  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4  
Optimal Cycle: 49 Level Of Service: C

\*\*\*\*\*

| Street Name: | SW 209th Avenue |   |             |   | SW Farmington Road |   |            |   |   |
|--------------|-----------------|---|-------------|---|--------------------|---|------------|---|---|
| Approach:    | North Bound     |   | South Bound |   | East Bound         |   | West Bound |   |   |
| Movement:    | L               | T | R           | L | T                  | R | L          | T | R |
| Control:     | Protected       |   | Protected   |   | Protected          |   | Protected  |   |   |
| Rights:      | Ignore          |   | Ignore      |   | Ignore             |   | Include    |   |   |
| Min. Green:  | 0               | 0 | 0           | 0 | 0                  | 0 | 0          | 0 | 0 |
| Lanes:       | 1               | 0 | 0           | 1 | 0                  | 0 | 1          | 0 | 1 |

| Volume Module: | >> Count       | Date:          | 21 Aug 2007    | << AM Peak     |
|----------------|----------------|----------------|----------------|----------------|
| Base Vol:      | 20 250 30      | 80 155 85      | 120 255 6      | 40 185 160     |
| Growth Adj:    | 1.04 1.04 1.04 | 1.04 1.04 1.04 | 1.04 1.04 1.04 | 1.04 1.04 1.04 |
| Initial Bse:   | 21 260 31      | 83 161 88      | 125 265 6      | 42 192 166     |
| Added Vol:     | 0 0 0          | 0 0 0          | 0 0 0          | 0 0 0          |
| PasserByVol:   | 0 0 0          | 0 0 0          | 0 0 0          | 0 0 0          |
| Initial Fut:   | 21 260 31      | 83 161 88      | 125 265 6      | 42 192 166     |
| User Adj:      | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 1.00 |
| PHF Adj:       | 0.90 0.90 0.00 | 0.90 0.90 0.00 | 0.90 0.90 0.00 | 0.90 0.90 0.90 |
| PHF Volume:    | 23 289 0       | 92 179 0       | 139 295 0      | 46 214 185     |
| Reduct Vol:    | 0 0 0          | 0 0 0          | 0 0 0          | 0 0 0          |
| Reduced Vol:   | 23 289 0       | 92 179 0       | 139 295 0      | 46 214 185     |
| PCE Adj:       | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 1.00 |
| MLF Adj:       | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 1.00 |
| Final Volume:  | 23 289 0       | 92 179 0       | 139 295 0      | 46 214 185     |

| Saturation Flow Module: | Sat/Lane:      | 1900 1900 1900 | 1900 1900 1900 | 1900 1900 1900 | 1900 1900 1900 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|
| Adjustment:             | 0.93 0.98 1.00 | 0.86 0.91 1.00 | 0.82 0.86 1.00 | 0.88 0.93 0.79 |                |
| Lanes:                  | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 0.00 | 1.00 1.00 1.00 |                |
| Final Sat.:             | 1769 1862 0    | 1641 1727 0    | 1556 1638 0    | 1671 1759 1495 |                |

| Capacity Analysis Module: | Vol/Sat:       | 0.01 0.16 0.00 | 0.06 0.10 0.00 | 0.09 0.18 0.00 | 0.03 0.12 0.12 |
|---------------------------|----------------|----------------|----------------|----------------|----------------|
| Crit Moves:               | ****           | ****           | ****           | ****           |                |
| Green/Cycle:              | 0.04 0.27 0.00 | 0.10 0.33 0.00 | 0.15 0.32 0.00 | 0.05 0.21 0.21 |                |
| Volume/Cap:               | 0.32 0.58 0.00 | 0.58 0.32 0.00 | 0.58 0.57 0.00 | 0.57 0.58 0.59 |                |
| Delay/Veh:                | 30.5 20.6 0.0  | 30.9 15.5 0.0  | 26.9 18.5 0.0  | 37.0 23.5 24.1 |                |
| User DelAdj:              | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 | 1.00 1.00 1.00 |                |
| AdjDel/Veh:               | 30.5 20.6 0.0  | 30.9 15.5 0.0  | 26.9 18.5 0.0  | 37.0 23.5 24.1 |                |
| LOS by Move:              | C C A          | C B A          | C B A          | D C C          |                |
| HCM2kAvgQ:                | 1 5 0          | 3 3 0          | 3 5 0          | 2 4 4          |                |

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

MITIG8 - PM Peak

Mon Sep 10, 2007 14:56:41

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Future Background 2009 Weekday Peak Hour Traffic Volumes (PM)  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SW Farmington Road /SW 209th Avenue  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.673  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0  
Optimal Cycle: 56 Level Of Service: C  
\*\*\*\*\*

Street Name: SW 209th Avenue SW Farmington Road  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ignore Ignore Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1

Volume Module:PM Peak  
Base Vol: 10 195 40 205 245 165 95 215 3 50 315 210  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 10 203 42 213 255 172 99 224 3 52 328 218  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 10 203 42 213 255 172 99 224 3 52 328 218  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.00 0.94 0.94 0.00 0.94 0.94 0.00 0.94 0.94 0.94  
PHF Volume: 11 216 0 227 271 0 105 238 0 55 349 232  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 11 216 0 227 271 0 105 238 0 55 349 232  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
FinalVolume: 11 216 0 227 271 0 105 238 0 55 349 232

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.97 1.00 0.93 0.98 1.00 0.93 0.98 1.00 0.92 0.97 0.83  
Lanes: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
Final Sat.: 1753 1845 0 1769 1862 0 1769 1862 0 1753 1845 1568

Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.00 0.13 0.15 0.00 0.06 0.13 0.00 0.03 0.19 0.15  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.02 0.17 0.00 0.19 0.35 0.00 0.09 0.30 0.00 0.07 0.28 0.28  
Volume/Cap: 0.42 0.67 0.00 0.67 0.42 0.00 0.67 0.43 0.00 0.43 0.67 0.53  
Delay/Veh: 39.6 28.7 0.0 27.8 15.3 0.0 37.5 17.6 0.0 28.9 22.6 19.4  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 39.6 28.7 0.0 27.8 15.3 0.0 37.5 17.6 0.0 28.9 22.6 19.4  
LOS by Move: D C A C B A D B A C C B  
HCM2kAvgQ: 1 5 0 5 4 0 3 4 0 2 7 4

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



MITIG8 - AM Peak Mon Sep 10, 2007 14:53:13 Page 1-1

Future Background 2030 Weekday Peak Hour Traffic Volumes (AM)  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SW Farmington Road /SW 209th Avenue  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.808  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.3  
Optimal Cycle: 70 Level Of Service: C  
\*\*\*\*\*

| Street Name: | SW 209th Avenue |   |             |   | SW Farmington Road |   |            |   |   |
|--------------|-----------------|---|-------------|---|--------------------|---|------------|---|---|
| Approach:    | North Bound     |   | South Bound |   | East Bound         |   | West Bound |   |   |
| Movement:    | L               | T | R           | L | T                  | R | L          | T | R |
| Control:     | Protected       |   | Protected   |   | Protected          |   | Protected  |   |   |
| Rights:      | Ignore          |   | Ignore      |   | Ignore             |   | Include    |   |   |
| Min. Green:  | 0               | 0 | 0           | 0 | 0                  | 0 | 0          | 0 | 0 |
| Lanes:       | 1               | 0 | 0           | 1 | 0                  | 0 | 1          | 0 | 1 |

Volume Module: >> Count Date: 21 Aug 2007 << AM Peak

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 20   | 250  | 30   | 80   | 155  | 85   | 120  | 255  | 6    | 40   | 185  | 160  |
| Growth Adj:   | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 |
| Initial Bse:  | 29   | 365  | 44   | 117  | 226  | 124  | 175  | 372  | 9    | 58   | 270  | 234  |
| Added Vol:    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| PasserByVol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:  | 29   | 365  | 44   | 117  | 226  | 124  | 175  | 372  | 9    | 58   | 270  | 234  |
| User Adj:     | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 |
| PHF Volume:   | 32   | 406  | 0    | 130  | 251  | 0    | 195  | 414  | 0    | 65   | 300  | 260  |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 32   | 406  | 0    | 130  | 251  | 0    | 195  | 414  | 0    | 65   | 300  | 260  |
| PCE Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 32   | 406  | 0    | 130  | 251  | 0    | 195  | 414  | 0    | 65   | 300  | 260  |

Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 1.00 | 0.86 | 0.91 | 1.00 | 0.82 | 0.86 | 1.00 | 0.88 | 0.93 | 0.79 |
| Lanes:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1769 | 1862 | 0    | 1641 | 1727 | 0    | 1556 | 1638 | 0    | 1671 | 1759 | 1495 |

Capacity Analysis Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:     | 0.02 | 0.22 | 0.00 | 0.08 | 0.15 | 0.00 | 0.13 | 0.25 | 0.00 | 0.04 | 0.17 | 0.17 |
| Crit Moves:  | **** |      |      | **** |      |      | **** |      |      | **** |      |      |
| Green/Cycle: | 0.04 | 0.27 | 0.00 | 0.10 | 0.33 | 0.00 | 0.15 | 0.32 | 0.00 | 0.05 | 0.21 | 0.21 |
| Volume/Cap:  | 0.45 | 0.81 | 0.00 | 0.81 | 0.45 | 0.00 | 0.81 | 0.80 | 0.00 | 0.80 | 0.81 | 0.82 |
| Delay/Veh:   | 32.4 | 29.9 | 0.0  | 51.8 | 16.5 | 0.0  | 42.5 | 27.1 | 0.0  | 68.7 | 34.9 | 38.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh:  | 32.4 | 29.9 | 0.0  | 51.8 | 16.5 | 0.0  | 42.5 | 27.1 | 0.0  | 68.7 | 34.9 | 38.4 |
| LOS by Move: | C    | C    | A    | D    | B    | A    | D    | C    | A    | E    | C    | D    |
| HCM2kAvgQ:   | 1    | 10   | 0    | 5    | 4    | 0    | 6    | 9    | 0    | 3    | 8    | 7    |

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

MITIG8 ~ PM Peak Mon Sep 10, 2007 14:54:15 Page 1-1

Future Background 2030 Weekday Peak Hour Traffic Volumes (PM)  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SW Farmington Road /SW 209th Avenue

Cycle (sec): 60 Critical Vol./Cap.(X): 0.945  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 40.9  
Optimal Cycle: 92 Level Of Service: D

| Street Name: | SW 209th Avenue |   |   |             |   |   | SW Farmington Road |   |   |            |   |   |
|--------------|-----------------|---|---|-------------|---|---|--------------------|---|---|------------|---|---|
| Approach:    | North Bound     |   |   | South Bound |   |   | East Bound         |   |   | West Bound |   |   |
| Movement:    | L               | T | R | L           | T | R | L                  | T | R | L          | T | R |
| Control:     | Protected       |   |   | Protected   |   |   | Protected          |   |   | Protected  |   |   |
| Rights:      | Ignore          |   |   | Ignore      |   |   | Ignore             |   |   | Include    |   |   |
| Min. Green:  | 0               | 0 | 0 | 0           | 0 | 0 | 0                  | 0 | 0 | 0          | 0 | 0 |
| Lanes:       | 1               | 0 | 0 | 1           | 0 | 0 | 1                  | 0 | 0 | 1          | 0 | 1 |

Volume Module: PM Peak

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 10   | 195  | 40   | 205  | 245  | 165  | 95   | 215  | 3    | 50   | 315  | 210  |
| Growth Adj:   | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 |
| Initial Bse:  | 15   | 285  | 58   | 299  | 358  | 241  | 139  | 314  | 4    | 73   | 460  | 307  |
| Added Vol:    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| PasserByVol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:  | 15   | 285  | 58   | 299  | 358  | 241  | 139  | 314  | 4    | 73   | 460  | 307  |
| User Adj:     | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume:   | 16   | 303  | 0    | 318  | 381  | 0    | 148  | 334  | 0    | 78   | 489  | 326  |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 16   | 303  | 0    | 318  | 381  | 0    | 148  | 334  | 0    | 78   | 489  | 326  |
| PCE Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 16   | 303  | 0    | 318  | 381  | 0    | 148  | 334  | 0    | 78   | 489  | 326  |

Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 1.00 | 0.93 | 0.98 | 1.00 | 0.93 | 0.98 | 1.00 | 0.92 | 0.97 | 0.83 |
| Lanes:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 1845 | 0    | 1769 | 1862 | 0    | 1769 | 1862 | 0    | 1753 | 1845 | 1568 |

Capacity Analysis Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:     | 0.01 | 0.16 | 0.00 | 0.18 | 0.20 | 0.00 | 0.08 | 0.18 | 0.00 | 0.04 | 0.27 | 0.21 |
| Crit Moves:  | **** |      |      | **** |      |      | **** |      |      | **** |      |      |
| Green/Cycle: | 0.02 | 0.17 | 0.00 | 0.19 | 0.35 | 0.00 | 0.09 | 0.30 | 0.00 | 0.07 | 0.28 | 0.28 |
| Volume/Cap:  | 0.59 | 0.94 | 0.00 | 0.94 | 0.59 | 0.00 | 0.94 | 0.61 | 0.00 | 0.61 | 0.94 | 0.74 |
| Delay/Veh:   | 58.8 | 60.3 | 0.0  | 58.7 | 17.4 | 0.0  | 82.7 | 20.1 | 0.0  | 35.0 | 47.4 | 26.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh:  | 58.8 | 60.3 | 0.0  | 58.7 | 17.4 | 0.0  | 82.7 | 20.1 | 0.0  | 35.0 | 47.4 | 26.2 |
| LOS by Move: | E    | E    | A    | E    | B    | A    | F    | C    | A    | D    | D    | C    |
| HCM2kAvgQ:   | 1    | 10   | 0    | 10   | 7    | 0    | 6    | 6    | 0    | 3    | 14   | 7    |

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

MITIG8 - AM Peak

Mon Sep 10, 2007 11:48:42

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Total Future 2009 Weekday Peak Hour Traffic Volumes (AM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Site Access /SW Farmington Road

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: B[ 14.1]

| Street Name: |  | Site Access |   |   |   | SW Farmington Road |   |   |   |              |   |   |   |
|--------------|--|-------------|---|---|---|--------------------|---|---|---|--------------|---|---|---|
| Approach:    |  | North Bound |   |   |   | South Bound        |   |   |   | East Bound   |   |   |   |
| Movement:    |  | L           | T | R |   | L                  | T | R |   | L            | T | R |   |
| Control:     |  | Stop Sign   |   |   |   | Stop Sign          |   |   |   | Uncontrolled |   |   |   |
| Rights:      |  | Include     |   |   |   | Include            |   |   |   | Include      |   |   |   |
| Lanes:       |  | 0           | 0 | 0 | 0 | 0                  | 0 | 1 | 0 | 0            | 0 | 0 | 0 |

|                                                      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: >> Count Date: 21 Aug 2007 << AM Peak |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Base Vol:                                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 365  | 0    | 0    | 385  | 0    |
| Growth Adj:                                          | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 |
| Initial Bse:                                         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 380  | 0    | 0    | 400  | 0    |
| Added Vol:                                           | 0    | 0    | 0    | 0    | 2    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 3    |
| In-Process:                                          | 0    | 0    | 0    | 0    | 2    | 0    | 2    | 2    | -2   | 0    | 0    | -3   | 3    |
| Initial Fut:                                         | 0    | 0    | 0    | 0    | 4    | 0    | 3    | 4    | 378  | 0    | 0    | 397  | 6    |
| User Adj:                                            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:                                             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume:                                          | 0    | 0    | 0    | 0    | 4    | 0    | 3    | 4    | 420  | 0    | 0    | 442  | 7    |
| Reduct Vol:                                          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Final Volume:                                        | 0    | 0    | 0    | 0    | 4    | 0    | 3    | 4    | 420  | 0    | 0    | 442  | 7    |

Critical Gap Module:

|                                |     |     |     |     |                                  |
|--------------------------------|-----|-----|-----|-----|----------------------------------|
| Critical Gp:xxxxx xxxxx xxxxxx | 6.4 | 6.5 | 6.2 | 4.1 | xxxxx xxxxxx xxxxxx xxxxx xxxxxx |
| FollowUpTim:xxxxx xxxxx xxxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxxx xxxxxx xxxxxx xxxxx xxxxxx |

Capacity Module:

|                                 |      |      |      |      |                                 |
|---------------------------------|------|------|------|------|---------------------------------|
| Cnflct Vol: xxxxx xxxxx xxxxxx  | 873  | 873  | 445  | 448  | xxxxx xxxxxx xxxxx xxxxx xxxxxx |
| Potent Cap.: xxxxx xxxxx xxxxxx | 323  | 291  | 617  | 1123 | xxxxx xxxxxx xxxxx xxxxx xxxxxx |
| Move Cap.: xxxxx xxxxx xxxxxx   | 322  | 289  | 617  | 1123 | xxxxx xxxxxx xxxxx xxxxx xxxxxx |
| Volume/Cap: xxxxx xxxxx xxxxx   | 0.01 | 0.00 | 0.01 | 0.00 | xxxxx xxxxx xxxxx xxxxx xxxxx   |

Level Of Service Module:

|                                 |                     |                    |                                 |
|---------------------------------|---------------------|--------------------|---------------------------------|
| 2Way95thQ: xxxxx xxxxx xxxxxx   | xxxxx xxxxx xxxxxx  | 0.0                | xxxxx xxxxxx xxxxx xxxxx xxxxxx |
| Control Del:xxxxx xxxxx xxxxxx  | xxxxxx xxxxx xxxxxx | 8.2                | xxxxx xxxxxx xxxxx xxxxx xxxxxx |
| LOS by Move: *                  | *                   | A                  | *                               |
| Movement: LT - LTR - RT         | LT - LTR - RT       | LT - LTR - RT      | LT - LTR - RT                   |
| Shared Cap.: xxxxx xxxxx xxxxxx | xxxxx 405 xxxxxx    | xxxxx xxxxx xxxxxx | xxxxx xxxxx xxxxxx              |
| SharedQueue:xxxxxx xxxxx xxxxxx | xxxxxx 0.1 xxxxxx   | 0.0 xxxxx xxxxxx   | xxxxxx xxxxx xxxxxx             |
| Shrd ConDel:xxxxxx xxxxx xxxxxx | xxxxxx 14.1 xxxxxx  | 8.2 xxxxx xxxxxx   | xxxxxx xxxxx xxxxxx             |
| Shared LOS: *                   | *                   | A                  | *                               |
| ApproachDel: xxxxxxx            | 14.1                | xxxxxxx            | xxxxxxx                         |
| ApproachLOS: *                  | B                   | *                  | *                               |

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



MITIG8 - PM Peak

Mon Sep 10, 2007 11:49:23

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Total Future 2009 Weekday Peak Hour Traffic Volumes (PM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Site Access /SW Farmington Road

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[ 20.2]

| Street Name: | Site Access |           |             |           | SW Farmington Road |           |              |           |
|--------------|-------------|-----------|-------------|-----------|--------------------|-----------|--------------|-----------|
| Approach:    | North Bound |           | South Bound |           | East Bound         |           | West Bound   |           |
| Movement:    | L - T - R   | L - T - R | L - T - R   | L - T - R | L - T - R          | L - T - R | L - T - R    | L - T - R |
| Control:     | Stop Sign   |           | Stop Sign   |           | Uncontrolled       |           | Uncontrolled |           |
| Rights:      | Include     |           | Include     |           | Include            |           | Include      |           |
| Lanes:       | 0 0 0 0 0   | 0 0 1 0 0 | 0 0 1 0 0   | 0 0 1 0 0 | 0 1 0 0 0          | 0 1 0 0 0 | 0 0 0 1 0    | 0 0 0 1 0 |

|                                                      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: >> Count Date: 21 Aug 2007 << PM Peak |      |      |      |      |      |      |      |      |      |      |      |      |
| Base Vol:                                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 460  | 0    | 0    | 575  | 0    |
| Growth Adj:                                          | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 |
| Initial Bse:                                         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 478  | 0    | 0    | 598  | 0    |
| Added Vol:                                           | 0    | 0    | 0    | 5    | 0    | 4    | 3    | 0    | 0    | 0    | 0    | 4    |
| In-Process:                                          | 0    | 0    | 0    | 5    | 0    | 6    | 3    | -3   | 0    | 0    | -5   | 5    |
| Initial Fut:                                         | 0    | 0    | 0    | 10   | 0    | 10   | 6    | 475  | 0    | 0    | 593  | 9    |
| User Adj:                                            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:                                             | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| PHF Volume:                                          | 0    | 0    | 0    | 12   | 0    | 12   | 7    | 559  | 0    | 0    | 698  | 11   |
| Reduct Vol:                                          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Final Volume:                                        | 0    | 0    | 0    | 12   | 0    | 12   | 7    | 559  | 0    | 0    | 698  | 11   |

Critical Gap Module:

|                   |      |      |      |     |     |     |     |      |      |      |      |      |
|-------------------|------|------|------|-----|-----|-----|-----|------|------|------|------|------|
| Critical Gp:xxxxx | xxxx | xxxx | xxxx | 6.4 | 6.5 | 6.2 | 4.1 | xxxx | xxxx | xxxx | xxxx | xxxx |
| FollowUpTim:xxxxx | xxxx | xxxx | xxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxx | xxxx | xxxx | xxxx |

Capacity Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Cnflct Vol: | xxxx | xxxx | xxxx | 1276 | 1276 | 703  | 708  | xxxx | xxxx | xxxx | xxxx | xxxx |
| Potent Cap: | xxxx | xxxx | xxxx | 186  | 168  | 441  | 900  | xxxx | xxxx | xxxx | xxxx | xxxx |
| Move Cap:   | xxxx | xxxx | xxxx | 185  | 167  | 441  | 900  | xxxx | xxxx | xxxx | xxxx | xxxx |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.06 | 0.00 | 0.03 | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx |

Level Of Service Module:

|                   |               |               |               |               |               |               |               |               |               |               |               |               |
|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2Way95thQ:        | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | 0.0           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| Control Del:xxxxx | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | 9.0           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| LOS by Move:      | *             | *             | *             | *             | *             | *             | A             | *             | *             | *             | *             | *             |
| Movement:         | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap:       | xxxx          | xxxx          | xxxx          | xxxx          | 260           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| SharedQueue:xxxxx | xxxx          | xxxx          | xxxx          | xxxx          | 0.3           | xxxx          | 0.0           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| Shrd ConDel:xxxxx | xxxx          | xxxx          | xxxx          | xxxx          | 20.2          | xxxx          | 9.0           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| Shared LOS:       | *             | *             | *             | *             | C             | *             | A             | *             | *             | *             | *             | *             |
| ApproachDel:      | xxxxxx        |               |               | 20.2          |               |               | xxxxxx        |               |               | xxxxxx        |               |               |
| ApproachLOS:      | *             |               |               | C             |               |               | *             |               |               | *             |               |               |

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

MITIG8 - AM Peak

Mon Sep 10, 2007 11:49:15

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Total Future 2009 Weekday Peak Hour Traffic Volumes (AM)  
With Full Buildout of Farmington Retail  
OR07\_029\_T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SW Farmington Road /SW 209th Avenue  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.577  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 22.4  
Optimal Cycle: 49 Level Of Service: C  
\*\*\*\*\*

| Street Name: | SW 209th Avenue |   |             |   | SW Farmington Road |   |            |   |   |
|--------------|-----------------|---|-------------|---|--------------------|---|------------|---|---|
| Approach:    | North Bound     |   | South Bound |   | East Bound         |   | West Bound |   |   |
| Movement:    | L               | T | R           | L | T                  | R | L          | T | R |
| Control:     | Protected       |   | Protected   |   | Protected          |   | Protected  |   |   |
| Rights:      | Ignore          |   | Ignore      |   | Ignore             |   | Include    |   |   |
| Min. Green:  | 0               | 0 | 0           | 0 | 0                  | 0 | 0          | 0 |   |
| Lanes:       | 1               | 0 | 0           | 1 | 0                  | 0 | 1          | 0 | 1 |

Volume Module: >> Count Date: 21 Aug 2007 << AM Peak

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 20   | 250  | 30   | 80   | 155  | 85   | 120  | 255  | 6    | 40   | 185  | 160  |
| Growth Adj:   | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 | 1.04 |
| Initial Bse:  | 21   | 260  | 31   | 83   | 161  | 88   | 125  | 265  | 6    | 42   | 192  | 166  |
| Added Vol:    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| PasserByVol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:  | 21   | 260  | 32   | 84   | 161  | 88   | 125  | 265  | 6    | 42   | 192  | 167  |
| User Adj:     | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 |
| PHF Volume:   | 23   | 289  | 0    | 94   | 179  | 0    | 139  | 295  | 0    | 46   | 214  | 186  |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 23   | 289  | 0    | 94   | 179  | 0    | 139  | 295  | 0    | 46   | 214  | 186  |
| PCE Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 23   | 289  | 0    | 94   | 179  | 0    | 139  | 295  | 0    | 46   | 214  | 186  |

Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 1.00 | 0.86 | 0.91 | 1.00 | 0.82 | 0.86 | 1.00 | 0.88 | 0.93 | 0.79 |
| Lanes:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Sat:  | 1769 | 1862 | 0    | 1641 | 1727 | 0    | 1556 | 1638 | 0    | 1671 | 1759 | 1495 |

Capacity Analysis Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:     | 0.01 | 0.16 | 0.00 | 0.06 | 0.10 | 0.00 | 0.09 | 0.18 | 0.00 | 0.03 | 0.12 | 0.12 |
| Crit Moves:  | **** |      | **** |      | **** |      | **** |      | **** |      | **** |      |
| Green/Cycle: | 0.04 | 0.27 | 0.00 | 0.10 | 0.33 | 0.00 | 0.15 | 0.32 | 0.00 | 0.05 | 0.21 | 0.21 |
| Volume/Cap:  | 0.32 | 0.58 | 0.00 | 0.58 | 0.32 | 0.00 | 0.58 | 0.57 | 0.00 | 0.57 | 0.58 | 0.59 |
| Delay/Veh:   | 30.5 | 20.6 | 0.0  | 30.9 | 15.5 | 0.0  | 27.0 | 18.6 | 0.0  | 37.1 | 23.5 | 24.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh:  | 30.5 | 20.6 | 0.0  | 30.9 | 15.5 | 0.0  | 27.0 | 18.6 | 0.0  | 37.1 | 23.5 | 24.3 |
| LOS by Move: | C    | C    | A    | C    | B    | A    | C    | B    | A    | D    | C    | C    |
| HCM2kAvgQ:   | 1    | 5    | 0    | 3    | 3    | 0    | 3    | 5    | 0    | 2    | 4    | 4    |

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

MITIG8 - PM Peak

Mon Sep 10, 2007 11:49:29

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Total Future 2009 Weekday Peak Hour Traffic Volumes (PM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SW Farmington Road /SW 209th Avenue  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap. (X): 0.675  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1  
Optimal Cycle: 56 Level Of Service: C  
\*\*\*\*\*

Street Name: SW 209th Avenue SW Farmington Road  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ignore Ignore Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0 1

Volume Module: PM Peak  
Base Vol: 10 195 40 205 245 165 95 215 3 50 315 210  
Growth Adj: 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04  
Initial Bse: 10 203 42 213 255 172 99 224 3 52 328 218  
Added Vol: 0 0 0 1 2 0 0 0 0 1 0 2  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 10 203 43 215 255 172 99 224 3 53 328 220  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Adj: 0.94 0.94 0.00 0.94 0.94 0.00 0.94 0.94 0.00 0.94 0.94 0.94  
PHF Volume: 11 216 0 229 271 0 105 238 0 56 349 234  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 11 216 0 229 271 0 105 238 0 56 349 234  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
Final Volume: 11 216 0 229 271 0 105 238 0 56 349 234

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.92 0.97 1.00 0.93 0.98 1.00 0.93 0.98 1.00 0.92 0.97 0.83  
Lanes: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
Final Sat.: 1753 1845 0 1769 1862 0 1769 1862 0 1753 1845 1568

Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.00 0.13 0.15 0.00 0.06 0.13 0.00 0.03 0.19 0.15  
Crit Moves: \*\*\*\*  
Green/Cycle: 0.02 0.17 0.00 0.19 0.35 0.00 0.09 0.29 0.00 0.07 0.28 0.28  
Volume/Cap: 0.42 0.67 0.00 0.67 0.42 0.00 0.67 0.43 0.00 0.43 0.67 0.53  
Delay/Veh: 39.5 28.8 0.0 27.8 15.3 0.0 37.6 17.7 0.0 28.9 22.7 19.6  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 39.5 28.8 0.0 27.8 15.3 0.0 37.6 17.7 0.0 28.9 22.7 19.6  
LOS by Move: D C A C B A D B A C C B  
HCM2kAvgQ: 1 5 0 5 4 0 3 4 0 2 7 4  
\*\*\*\*\*

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



MITIG8 - AM Peak

Mon Sep 10, 2007 11:47:11

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Total Future 2030 Weekday Peak Hour Traffic Volumes (AM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Site Access /SW Farmington Road

Average Delay (sec/veh): 0.2 Worst Case Level of Service: C( 18.9)

| Street Name:                                         | Site Access |      |      |             |      |      | SW Farmington Road |      |      |              |      |      |
|------------------------------------------------------|-------------|------|------|-------------|------|------|--------------------|------|------|--------------|------|------|
|                                                      | North Bound |      |      | South Bound |      |      | East Bound         |      |      | West Bound   |      |      |
| Approach:                                            | L           | T    | R    | L           | T    | R    | L                  | T    | R    | L            | T    | R    |
| Movement:                                            |             |      |      |             |      |      |                    |      |      |              |      |      |
| Control:                                             | Stop Sign   |      |      | Stop Sign   |      |      | Uncontrolled       |      |      | Uncontrolled |      |      |
| Rights:                                              | Include     |      |      | Include     |      |      | Include            |      |      | Include      |      |      |
| Lanes:                                               | 0           | 0    | 0    | 0           | 0    | 1    | 0                  | 0    | 0    | 0            | 0    | 1    |
| Volume Module: >> Count Date: 21 Aug 2007 << AM Peak |             |      |      |             |      |      |                    |      |      |              |      |      |
| Base Vol:                                            | 0           | 0    | 0    | 0           | 0    | 0    | 0                  | 365  | 0    | 0            | 385  | 0    |
| Growth Adj:                                          | 1.46        | 1.46 | 1.46 | 1.46        | 1.46 | 1.46 | 1.46               | 1.46 | 1.46 | 1.46         | 1.46 | 1.46 |
| Initial Bse:                                         | 0           | 0    | 0    | 0           | 0    | 0    | 0                  | 533  | 0    | 0            | 562  | 0    |
| Added Vol:                                           | 0           | 0    | 0    | 2           | 0    | 1    | 2                  | 0    | 0    | 0            | 0    | 3    |
| In-Process:                                          | 0           | 0    | 0    | 2           | 0    | 2    | 2                  | -2   | 0    | 0            | -3   | 3    |
| Initial Fut:                                         | 0           | 0    | 0    | 4           | 0    | 3    | 4                  | 531  | 0    | 0            | 559  | 6    |
| User Adj:                                            | 1.00        | 1.00 | 1.00 | 1.00        | 1.00 | 1.00 | 1.00               | 1.00 | 1.00 | 1.00         | 1.00 | 1.00 |
| PHF Adj:                                             | 0.90        | 0.90 | 0.90 | 0.90        | 0.90 | 0.90 | 0.90               | 0.90 | 0.90 | 0.90         | 0.90 | 0.90 |
| PHF Volume:                                          | 0           | 0    | 0    | 4           | 0    | 3    | 4                  | 590  | 0    | 0            | 621  | 7    |
| Reduct Vol:                                          | 0           | 0    | 0    | 0           | 0    | 0    | 0                  | 0    | 0    | 0            | 0    | 0    |
| Final Volume:                                        | 0           | 0    | 0    | 4           | 0    | 3    | 4                  | 590  | 0    | 0            | 621  | 7    |

Critical Gap Module:

Critical Gp:xxxxx xxxxx xxxxxx 6.4 6.5 6.2 4.1 xxxxx xxxxxx xxxxxx xxxxx xxxxx  
FollowUpTim:xxxxx xxxxx xxxxxx 3.5 4.0 3.3 2.2 xxxxx xxxxxx xxxxxx xxxxx xxxxx

Capacity Module:

Cnflict Vol: xxxxx xxxxx xxxxxx 1223 1223 625 628 xxxxx xxxxxx xxxxx xxxxx xxxxxx  
Potent Cap: xxxxx xxxxx xxxxxx 200 181 489 964 xxxxx xxxxxx xxxxx xxxxx xxxxxx  
Move Cap: xxxxx xxxxx xxxxxx 199 180 489 964 xxxxx xxxxxx xxxxx xxxxx xxxxxx  
Volume/Cap: xxxxx xxxxx xxxxxx 0.02 0.00 0.01 0.00 xxxxx xxxxxx xxxxx xxxxx xxxxxx

Level of Service Module:

2Way95thQ: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxx xxxxx xxxxxx  
Control Del:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 8.8 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  
LOS by Move: \* \* \* \* \* A \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap: xxxxx xxxxx xxxxxx xxxxx 267 xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx  
SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx 0.1 xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  
Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx 18.9 xxxxxx 8.8 xxxxx xxxxxx xxxxxx xxxxx xxxxxx  
Shared LOS: \* \* \* \* \* C \* \* \* \* \* A \* \* \* \* \*  
ApproachDel: xxxxxx 18.9 xxxxxx xxxxxx  
ApproachLOS: \* C \* \*

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

MITIG8 - PM Peak

Mon Sep 10, 2007 11:47:20

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Total Future 2030 Weekday Peak Hour Traffic Volumes (PM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Site Access /SW Farmington Road

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[ 36.3]

|              |             |   |             |   |                    |   |              |   |   |   |   |   |   |   |   |
|--------------|-------------|---|-------------|---|--------------------|---|--------------|---|---|---|---|---|---|---|---|
| Street Name: | Site Access |   |             |   | SW Farmington Road |   |              |   |   |   |   |   |   |   |   |
| Approach:    | North Bound |   | South Bound |   | East Bound         |   | West Bound   |   |   |   |   |   |   |   |   |
| Movement:    | L           | - | T           | - | R                  | L | -            | T | - | R | L | - | T | - | R |
| -----        | -----       |   | -----       |   | -----              |   | -----        |   |   |   |   |   |   |   |   |
| Control:     | Stop Sign   |   | Stop Sign   |   | Uncontrolled       |   | Uncontrolled |   |   |   |   |   |   |   |   |
| Rights:      | Include     |   | Include     |   | Include            |   | Include      |   |   |   |   |   |   |   |   |
| Lanes:       | 0           | 0 | 0           | 0 | 0                  | 0 | 1            | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |

|                                                      |      |      |      |      |      |      |      |      |      |
|------------------------------------------------------|------|------|------|------|------|------|------|------|------|
| Volume Module: >> Count Date: 21 Aug 2007 << PM Peak |      |      |      |      |      |      |      |      |      |
| Base Vol:                                            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 460  | 0    |
| Growth Adj:                                          | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 |
| Initial Bse:                                         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 672  | 0    |
| Added Vol:                                           | 0    | 0    | 0    | 5    | 0    | 4    | 3    | 0    | 0    |
| In-Process:                                          | 0    | 0    | 0    | 5    | 0    | 6    | 3    | -3   | 0    |
| Initial Fut:                                         | 0    | 0    | 0    | 10   | 0    | 10   | 6    | 669  | 0    |
| User Adj:                                            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:                                             | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| PHF Volume:                                          | 0    | 0    | 0    | 12   | 0    | 12   | 7    | 787  | 0    |
| Reduct Vol:                                          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| FinalVolume:                                         | 0    | 0    | 0    | 12   | 0    | 12   | 7    | 787  | 0    |

|                                |     |     |     |     |       |       |       |       |       |
|--------------------------------|-----|-----|-----|-----|-------|-------|-------|-------|-------|
| Critical Gap Module:           |     |     |     |     |       |       |       |       |       |
| Critical Gp:xxxxx xxxxx xxxxxx | 6.4 | 6.5 | 6.2 | 4.1 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| FollowUpTim:xxxxx xxxxx xxxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |

|                                 |      |      |      |      |       |       |       |       |       |
|---------------------------------|------|------|------|------|-------|-------|-------|-------|-------|
| Capacity Module:                |      |      |      |      |       |       |       |       |       |
| Cnflct Vol: xxxxx xxxxx xxxxxx  | 1788 | 1788 | 987  | 992  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Potent Cap.: xxxxx xxxxx xxxxxx | 90   | 82   | 303  | 705  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Move Cap.: xxxxx xxxxx xxxxxx   | 90   | 81   | 303  | 705  | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Volume/Cap: xxxxx xxxxx xxxxxx  | 0.13 | 0.00 | 0.04 | 0.01 | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |

|                                 |               |               |               |               |               |               |               |               |               |
|---------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Level Of Service Module:        |               |               |               |               |               |               |               |               |               |
| 2Way95thQ: xxxxx xxxxx xxxxxx   | xxxxx         | xxxxx         | xxxxx         | 0.0           | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         |
| Control Del:xxxxxx xxxxx xxxxxx | xxxxxx        | xxxxxx        | xxxxxx        | 10.2          | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| LOS by Move: * * *              | *             | *             | *             | B             | *             | *             | *             | *             | *             |
| Movement: LT - LTR - RT         | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: xxxxx xxxxx xxxxxx | xxxxx         | 138           | xxxxxx        | xxxxx         | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| SharedQueue:xxxxxx xxxxx xxxxxx | xxxxxx        | 0.6           | xxxxxx        | 0.0           | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| Shrd ConDel:xxxxxx xxxxx xxxxxx | xxxxxx        | 36.3          | xxxxxx        | 10.2          | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| Shared LOS: * * *               | *             | E             | *             | B             | *             | *             | *             | *             | *             |
| ApproachDel: xxxxxx             | xxxxxx        | 36.3          | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| ApproachLOS: *                  | *             | E             | *             | *             | *             | *             | *             | *             | *             |

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

MITIG8 - AM Peak

Mon Sep 10, 2007 11:45:58

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Total Future 2030 Weekday Peak Hour Traffic Volumes (AM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 SW Farmington Road /SW 209th Avenue

Cycle (sec): 60 Critical Vol./Cap.(X): 0.809  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 33.5  
Optimal Cycle: 70 Level Of Service: C

Street Name: SW 209th Avenue SW Farmington Road  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
Control: Protected Protected Protected Protected  
Rights: Ignore Ignore Ignore Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 1 0 1

Volume Module: >> Count Date: 21 Aug 2007 << AM Peak  
Base Vol: 20 250 30 80 155 85 120 255 6 40 185 160  
Growth Adj: 1.46 1.46 1.46 1.46 1.46 1.46 1.46 1.46 1.46 1.46 1.46 1.46  
Initial Bse: 29 365 44 117 226 124 175 372 9 58 270 234  
Added Vol: 0 0 1 1 0 0 0 0 0 0 0 1  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 29 365 45 118 226 124 175 372 9 58 270 235  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
PHF Adj: 0.90 0.90 0.00 0.90 0.90 0.00 0.90 0.90 0.00 0.90 0.90 0.90  
PHF Volume: 32 406 0 131 251 0 195 414 0 65 300 261  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 32 406 0 131 251 0 195 414 0 65 300 261  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
Final Volume: 32 406 0 131 251 0 195 414 0 65 300 261

Saturation Flow Module:  
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900  
Adjustment: 0.93 0.98 1.00 0.86 0.91 1.00 0.82 0.86 1.00 0.88 0.93 0.79  
Lanes: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00  
Final Sat.: 1769 1862 0 1641 1727 0 1556 1638 0 1671 1759 1495

Capacity Analysis Module:  
Vol/Sat: 0.02 0.22 0.00 0.08 0.15 0.00 0.13 0.25 0.00 0.04 0.17 0.17  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
Green/Cycle: 0.04 0.27 0.00 0.10 0.33 0.00 0.15 0.32 0.00 0.05 0.21 0.21  
Volume/Cap: 0.45 0.81 0.00 0.81 0.45 0.00 0.81 0.80 0.00 0.80 0.81 0.83  
Delay/Veh: 32.4 30.0 0.0 51.8 16.5 0.0 42.7 27.2 0.0 68.9 35.0 38.9  
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
AdjDel/Veh: 32.4 30.0 0.0 51.8 16.5 0.0 42.7 27.2 0.0 68.9 35.0 38.9  
LOS by Move: C C A D B A D C A E C D  
HCM2kAvgQ: 1 10 0 5 4 0 6 9 0 3 8 7

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

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MITIG8 - PM Peak

Mon Sep 10, 2007 11:45:44

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Total Future 2030 Weekday Peak Hour Traffic Volumes (PM)  
With Full Buildout of Farmington Retail  
OR07.029.T01 - Farmington Retail

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #1 SW Farmington Road /SW 209th Avenue  
\*\*\*\*\*

Cycle (sec): 60 Critical Vol./Cap.(X): 0.946  
Loss Time (sec): 16 (Y+R=4.0 sec) Average Delay (sec/veh): 41.2  
Optimal Cycle: 93 Level Of Service: D  
\*\*\*\*\*

| Street Name: | SW 209th Avenue |   |   |             |   |   | SW Farmington Road |   |   |            |   |   |
|--------------|-----------------|---|---|-------------|---|---|--------------------|---|---|------------|---|---|
| Approach:    | North Bound     |   |   | South Bound |   |   | East Bound         |   |   | West Bound |   |   |
| Movement:    | L               | T | R | L           | T | R | L                  | T | R | L          | T | R |
| Control:     | Protected       |   |   | Protected   |   |   | Protected          |   |   | Protected  |   |   |
| Rights:      | Ignore          |   |   | Ignore      |   |   | Ignore             |   |   | Include    |   |   |
| Min. Green:  | 0               | 0 | 0 | 0           | 0 | 0 | 0                  | 0 | 0 | 0          | 0 | 0 |
| Lanes:       | 1               | 0 | 0 | 1           | 0 | 0 | 1                  | 0 | 0 | 1          | 0 | 1 |

Volume Module:PM Peak

|               |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol:     | 10   | 195  | 40   | 205  | 245  | 165  | 95   | 215  | 3    | 50   | 315  | 210  |
| Growth Adj:   | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 | 1.46 |
| Initial Bse:  | 15   | 285  | 58   | 299  | 358  | 241  | 139  | 314  | 4    | 73   | 460  | 307  |
| Added Vol:    | 0    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 2    |
| PasserByVol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut:  | 15   | 285  | 59   | 301  | 358  | 241  | 139  | 314  | 4    | 74   | 460  | 309  |
| User Adj:     | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:      | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume:   | 16   | 303  | 0    | 321  | 381  | 0    | 148  | 334  | 0    | 79   | 489  | 328  |
| Reduct Vol:   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol:  | 16   | 303  | 0    | 321  | 381  | 0    | 148  | 334  | 0    | 79   | 489  | 328  |
| PCE Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 16   | 303  | 0    | 321  | 381  | 0    | 148  | 334  | 0    | 79   | 489  | 328  |

Saturation Flow Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane:   | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.97 | 1.00 | 0.93 | 0.98 | 1.00 | 0.93 | 0.98 | 1.00 | 0.92 | 0.97 | 0.83 |
| Lanes:      | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 1845 | 0    | 1769 | 1862 | 0    | 1769 | 1862 | 0    | 1753 | 1845 | 1568 |

Capacity Analysis Module:

|              |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:     | 0.01 | 0.16 | 0.00 | 0.18 | 0.20 | 0.00 | 0.08 | 0.18 | 0.00 | 0.04 | 0.27 | 0.21 |
| Crit Moves:  | **** |      |      | **** |      |      | **** |      |      | **** |      |      |
| Green/Cycle: | 0.02 | 0.17 | 0.00 | 0.19 | 0.35 | 0.00 | 0.09 | 0.29 | 0.00 | 0.07 | 0.28 | 0.28 |
| Volume/Cap:  | 0.58 | 0.95 | 0.00 | 0.95 | 0.58 | 0.00 | 0.95 | 0.61 | 0.00 | 0.61 | 0.95 | 0.75 |
| Delay/Veh:   | 58.6 | 60.8 | 0.0  | 58.9 | 17.3 | 0.0  | 83.3 | 20.2 | 0.0  | 35.1 | 47.8 | 26.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh:  | 58.6 | 60.8 | 0.0  | 58.9 | 17.3 | 0.0  | 83.3 | 20.2 | 0.0  | 35.1 | 47.8 | 26.6 |
| LOS by Move: | E    | E    | A    | E    | B    | A    | F    | C    | A    | D    | D    | C    |
| HCM2kAvgQ:   | 1    | 10   | 0    | 11   | 7    | 0    | 6    | 6    | 0    | 3    | 14   | 7    |

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

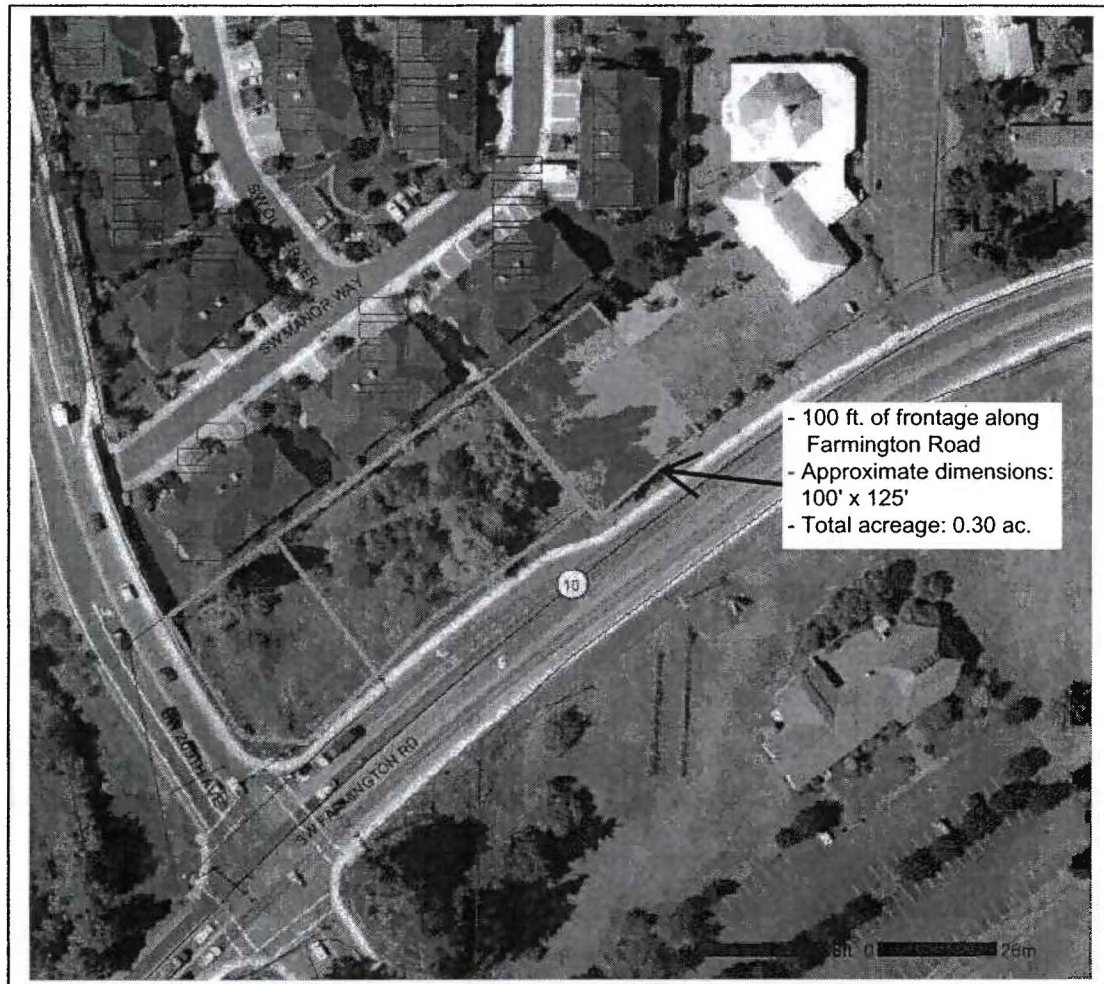
### **SUMMARY OF DECISION**

Howard Park applied to Washington County for a plan amendment to change the plan designation for a 0.30 acre portion of a parcel from Institutional (INS) to Neighborhood Commercial (NC). The property is more specifically described as tax lot 2900 of tax map 1S223DA.

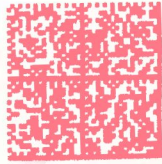
At its hearing on July 16, 2008, the Washington County Planning Commission approved the plan amendment application, subject to the following conditions:

1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owed to the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the applicant.
2. Within 45 days of approval of this plan amendment, the applicant shall provide the Long Range Planning Division with a legal description for the 0.30 acre portion of tax lot 1S223DA02900 designated as Neighborhood Commercial by this plan amendment.
3. Within 45 days of final approval of this plan amendment, the property owner shall record in the Deed Records of Washington County the conditions of approval of this application. The property owner shall provide the Long Range Planning Division with a copy of this recorded document. No development application for the subject property shall be accepted as complete or approved until the required document has been recorded.
4. Approval of a development application is required prior to development of the site.
5. The applicant shall provide the required screening and buffering in Community Development Code Section 411 (minimum of 15 feet). No variances or hardship relief variances shall be granted to reduce the screening and buffering requirements.
6. As part of a future development review, the applicant shall dedicate any required right-of-way along Farmington Road.
7. As part of future development, the applicant shall provide a pedestrian connection to the existing accessway on the Madison Place condominium development to the north of the subject property.
8. The applicant shall comply with all conditions of Casefile 08-051-AMP.









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0004228463  
JUL 18 2008  
MAILED FROM ZIP CODE 97123

\$ 05.80<sup>0</sup>

ATTN: PLAN AMENDMENT SPECIALIST  
Dept. of Land Conservation and  
Development  
635 Capitol Street NE, Suite 150  
Salem, OR 97301-2540