



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



NOTICE OF ADOPTED AMENDMENT

12/28/2009

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

FROM: Plan Amendment Program Specialist

SUBJECT: Washington County Plan Amendment
DLCD File Number 019-09

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: Thursday, January 08, 2009

This amendment was submitted to DLCD for review 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 THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Anne Elvers, Washington County
Gloria Gardiner, DLCD Urban Planning Specialist
Jennifer Donnelly, DLCD Regional Representative

Meg Femekees, DLCD Regional Representative

<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

in person ☐ electronic ☐ mailed ☐

DEPT OF
DEC 21 2009
**LAND CONSERVATION
AND DEVELOPMENT**

Jurisdiction: **Washington County**

Local file number: **09-349-PA**

Date First Evidentiary Hearing: **12/16/2009**

Date of Final Hearing: **12/16/2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date submitted: **10/29/2009**

☐ 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):

Case file 09-3491-PA changed the designation of a 0.25 acre parcel from Community Business District (CBD) to General Commercial (GC).

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

No

Plan map changed from: **CBD**

to: **GC**

Zone map changed from: **N/A**

to: **N/A**

Location: **West of SW 104th Avenue and north of SW Canyon Road**

Specify density: **N/A**

Previous:

New density:

Acres involved: **0.25**

Mark applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
☒	☒	☐	☐	☐	☐	☐	☐	☒	☐	☒	☒	☐	☐	☐	☐	☐	☐	☐

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

Please list affected state or federal agencies, local governments or special districts: **Tualatin Valley Fire and Rescue District, Washington County Sheriff, Clean Water Services, TriMet, West Slope Water District, Tualatin Hills Park and Recreation District, Washington County Department of Land Use and Transportation**

Local Contact: **Anne Elvers**

E-mail: **anne_elvers@co.washington.or.us**

Phone: **(503) 846-3583**

Address: **155 N. First Ave., Suite 350-14**

City: **Hillsboro**

Zip: **97124**

Fax: **(503) 846-4412**

DLCD file No. 019-09 (17927) [15915]



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: 3

COMMUNITY PLAN: Raleigh Hills – Garden Home

EXISTING LAND USE DISTRICT(S):
Community Business District (CBD)

PROPOSED PLAN AMENDMENT:
Change existing CBD designation to the General Commercial (GC) District designation

CASE FILE NO. 09-349-PA

APPLICANT:

Bob McGrain
McGrain 1996, LLC
10555 SW Canyon Road
Beaverton, OR 97005

OWNER:

David Galloway Trust
12870 SW 19th
Beaverton, OR 97008

PROPERTY DESCRIPTION:

Assessor Map & Lot #: 1S1 11CC 4400
Site size: 0.25 acres
Address: 10439 SW Canyon Road
Location: The northwest corner of the intersection of SW 104th Ave and SW Canyon Road

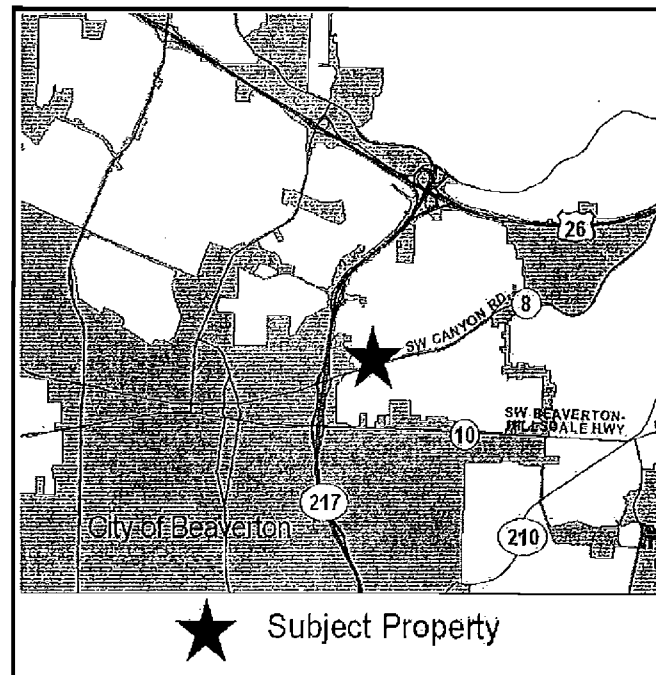
Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on **December 16, 2009 at 7:30 PM** in the auditorium of the Washington County Public Services Building, 155 North First, Hillsboro, Oregon. The Planning Commission will be the deciding body for this application.

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 hearing 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 503-648-8611 (voice) or 503-693-4598 (TDD-Telecommunications Devices for the Deaf) no later than 5:00pm on the Monday prior to the meeting date(s). 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 5:00pm on the Monday preceding the meeting date.

FOR FURTHER INFORMATION, PLEASE CONTACT:

Anne Elvers, Associate Planner
AT THE WASHINGTON COUNTY DEPARTMENT OF LAND USE
AND TRANSPORTATION. (503) 846-3583.



**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.

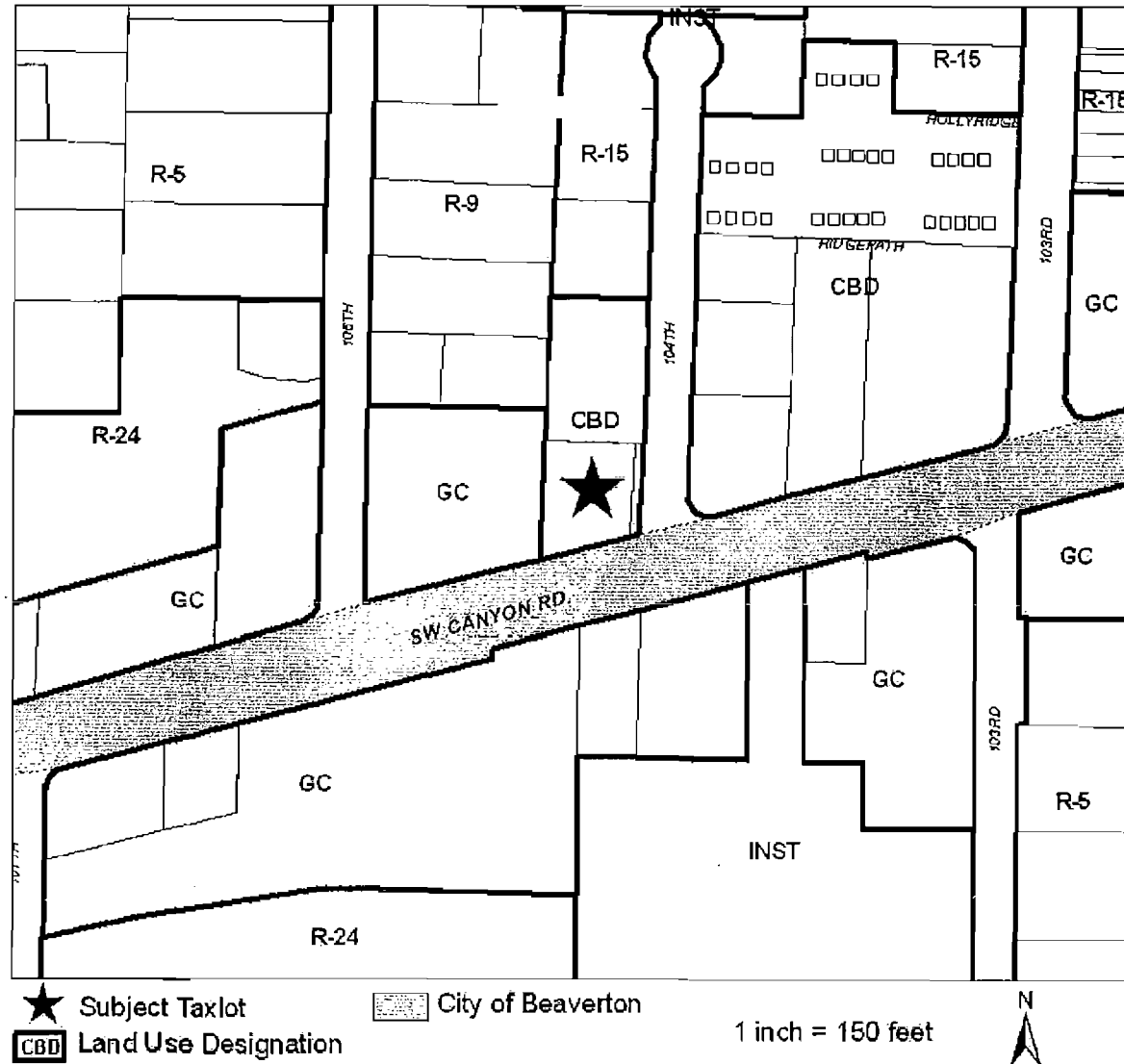
When the Review Authority reopens a record to admit new evidence or testimony, any person may raise new issues which relate to the new evidence, testimony or criteria for decision-making which apply to the matter at issue.

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 **Anne Elvers, Associate Planner**, Department of Land Use and Transportation, at **503-846-3583**.

Case File Number: 09-349-PA



Land Use Districts:

R-5 (Residential Five Units Per Acre)	R-9 (Residential Nine Units Per Acre)
R-15 (Residential Fifteen Units Per Acre)	R-24 (Residential Twenty-Four Units Per Acre)
CBD (Community Business District)	GC (General Commercial)
INST (Institutional)	

Applicable Goals, Policies & Regulations:

- A. LCDC Statewide Planning Goals 1, 2, 9, 11 & 12
- B. Washington County Urban Comprehensive Framework Plan Policies 1.f, 2, 13, 14, 18, 31, 32, 33, 36 & 40 (Transit Corridor)
- C. Washington County Community Development Code Article II; Article III, Sections 313 & 314; Article V
- D. OAR 660-012-0060
- E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15 & 19
- F. Metro Urban Growth Management Functional Plan Titles 1, 2, 4, 6 & 8



WASHINGTON COUNTY
Department of Land Use and Transportation
PLANNING DIVISION, SUITE #350-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124-3072
Tel. (503) 846-3519 fax (503) 846-4412

STAFF REPORT

CASEFILE NO.: 09-349-PA

APPLICANT:

Robert McGrain
10555 SW Canyon Road
Beaverton, OR 97008

APPLICANT'S REPRESENTATIVE:

Michael Cerbone & Jesse Nemec
Cardno WRG
5415 SW Westgate Drive
Ste. 100
Portland, OR 97221

OWNER:

David E. & Dorothy R. Galloway Trust
12870 SW 19th
Beaverton, OR 97008

SITE ADDRESS

10439 SW Canyon Road

PROCEDURE TYPE: III

COMPREHENSIVE PLAN ELEMENT:

Comprehensive Framework Plan for the Urban Area

COMMUNITY PLAN: Raleigh Hills -- Garden Home

CPO: 3

ASSESSOR MAP NO(S) & TAX LOT NO(S):

1S1 11CC 4400

SITE SIZE: 0.25 acre

LOCATION: Northwest corner of the intersection of
SW 104th Avenue and SW Canyon Road

EXISTING LAND USE DISTRICT: Community
Business District (CBD)

REQUEST: Comprehensive Plan Amendment to change the current land use designation of Community
Business District (CBD) to General Commercial (GC)

**Casefile No. 09-349-PA Staff Report for the
December 16, 2009 Planning Commission Hearing**

I. APPLICABLE REGULATIONS

- A. LCDC Statewide Planning Goals 1, 2, 9, 11, 12 & 14
- B. Oregon Administrative Rule (OAR) 660-012-0060
- C. Metro Urban Growth Management Functional Plan Titles 1, 2, 4, 6 & 8
- D. Washington County Comprehensive Framework Plan for the Urban Area Policies (and Implementing Strategies) 1.f, 2, 13, 14, 18, 31, 32, 33, 36, 40 (Transit Corridor)
- E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10 & 19
- F. Washington County Community Development Code:
 - 1. Article II, Procedures
 - 2. Article III, Land Use Districts

Section 313 Community Business District (CBD) (Intent and Purpose)
Section 314 General Commercial (GC) (Intent and Purpose)

3. Article V, Public Facilities and Services

II. AFFECTED JURISDICTIONS

Washington County Sheriff
Washington County Department of Land Use and Transportation
Tualatin Valley Fire & Rescue District
Tualatin Hills Parks and Recreation District
Clean Water Services
Oregon Department of Transportation

III. STAFF RECOMMENDATION

Based on staff's findings in Section IV of this report and the transportation report (Attachment "A"), and as summarized under Section V, staff recommends **APPROVAL** of the plan amendment from CBD to GC. Staff recommends that the Planning Commission approve the applicant's plan amendment request 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 owner.
2. The requirements of the Community Development Code will apply to specific development applications on each parcel.

IV. FINDINGS

A. General

Applicant: See pages 5 - 9 of the application.

Staff: The applicant requests a plan amendment from the Community Business District (CBD) to the General Commercial (GC) District for 10439 SW Canyon Road, identified as property #1 on the map on page 3 of this report. The 0.25 acre property is developed as a parking lot and is used for vehicle storage for NW Jeep, located at 10600 SW Canyon Road, identified as property #4 on the map on page 3 of this report. The property received land use approval in 1979 for use as a parking lot to serve the office located north of the subject property (Case file 79-64-D). A subsequent application in 1988 was approved for parking for the office building on a different property; therefore, the subject property is no longer required to provide parking for the office building. Based upon aerial photographs, it appears that the site has been continuously used for parking since 1979. The parking lot is the only improvement on the property.

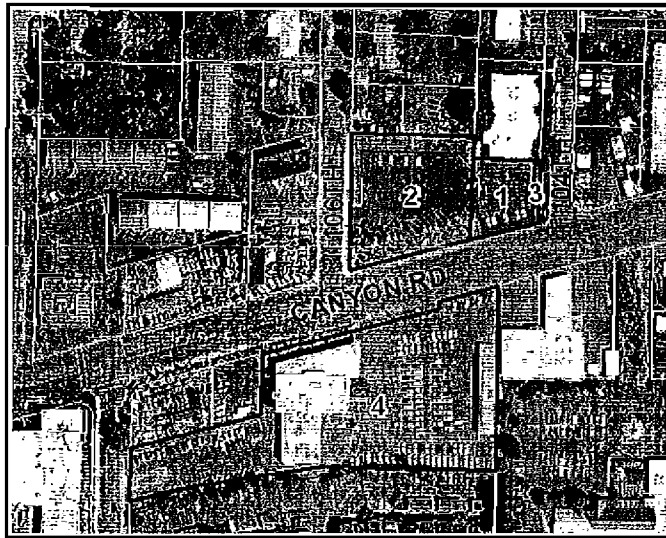
Outdoor vehicle storage is only allowed in CBD if it is in conjunction with a permitted use on the site. Currently there is not a permitted use on the property; therefore, the outdoor vehicle storage is a land use violation.

NW Jeep owns and operates a vehicle sales and storage lot adjacent to the western property line of the subject property (Tax Lot 4502), identified as property #2 on the map on page 3 of this report. NW Jeep submitted this application in order to lawfully expand this use onto the subject

property. Staff notes that although the current use is not permitted, it is not a factor when determining whether or not the property meets the plan amendment criteria.

Adjacent to the north is an office building, and adjacent to the east is a small lot owned by the Beaverton Elks Lodge (Tax Lot 4490), identified as property #3 on the map below. The strip is approximately 9' wide and stretches from the northern to the southern property line of the subject property along its frontage on SW 104th Ave. County staff determined that Tax Lot 4490 was lawfully created, and it is developed with a free-standing sign that advertises the Elks Lodge.

The property has no significant natural resources within its boundaries, and access is taken from SW 104th Ave by crossing Tax Lot 4490.



- 1) Subject Property
- 2) Tax Lot 4502 (NW Jeep Auto Sales and Storage)
- 3) Tax Lot 4490 (Beaverton Elks Lodge Property)
- 4) NW Jeep Dealership

B. Compliance with LCDC Statewide Planning Goals

Staff: Statewide Planning Goals 1, 2, 9, 11, 12 & 14 are applicable to this proposal. The Statewide Planning Goals are incorporated into the Washington County *Comprehensive Framework Plan for the Urban Area*; therefore, staff's findings for the *Comprehensive Framework Plan for the Urban Area* also address the applicable Statewide Planning Goals.

C. Compliance with Metro Urban Growth Management Functional Plan

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

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

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 and to take action if necessary to accommodate its share of regional growth as specified in this title.

Applicant: See page 16 of the application.

Staff: The applicant requests a plan amendment from one commercial designation to another; therefore, there will not be an impact on residential densities. As previously mentioned, the site has been used for a parking lot since 1979. Staff finds that the applicant's proposal to combine the property with Tax Lot 4502 is an efficient use of the property, and the expansion would accommodate NW Jeep's desire to increase its vehicle sales area and inventory. Also, the GC designation allows for additional commercial uses which provides for a greater range of businesses and employment variety.

2. The Title 2, Regional Parking Policy, Intent 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. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life in the region.

* * *

Applicant: See pages 16 & 17 of the application.

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, d) provides definitions of the type of parking subject to these requirements (Title 2) in the form of Ordinance 551, which amended the Community Development Code standards regulating parking. Ordinance 551 was adopted on June 6, 2000 and became effective on July 6, 2000. This 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. The Raleigh Hills - Garden Home Community Plan shows the property is within a Frequent Transit Area (Zone A). Per Community Development Code Section 413-15 (Maximum Off-Street Parking Requirements), Zone A properties are located within one-quarter mile of a bus route that provides twenty minute peak hour service or are within one-half mile of a light rail station. Zone A is subject to a maximum off-street parking limitation which varies according to use.

3. The Title 4, Industrial and Other Employment Areas, Purpose and Intent states:

The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more

productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Employment Areas, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

Applicant: See page 17 of the application.

Staff: The property is not located within an RSIA; however, SW Canyon Road is classified as a Corridor according to the Region 2040 Growth Map. The stretch of SW Canyon Road east of Highway 217 to its intersection with SW Walker Road has been developed with numerous automobile dealerships and services since the adoption of the Raleigh Hills – Garden Home Community Plan in 1983; therefore, amending the property's designation to General Commercial for the expansion of an vehicle sales and storage lot satisfies the goal of clustering similar uses called for in Title 4. The property's proximity to other automobile dealerships and services increases the efficiency of the region's transportation system because customers who are looking for those types of services may travel to this portion of SW Canyon Road and have a variety of businesses from which to choose. Also, the movement of inventory to and from the property may be more efficient for NW Jeep due to the property's proximity to Highway 217 and Highway 26 and to the dealership itself.

4. The Title 6, Central City, Regional Centers, Town Centers and Station Communities, Purpose and Intent states:

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 central 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. As used in this title, the term "Centers" includes the Central City, Regional and Town Centers and Station Communities.

Applicant: See page 17 of the application.

Staff: The property is located less than one mile from downtown Beaverton, a Regional Center, and a Station Community on the west side of Highway 217. Staff finds that Title 6 can be satisfied because it is unlikely that changing the designation of a 0.25 acre commercial property would be significant enough to detract from the role downtown Beaverton has as a hub of commercial and office activity or from the role a Station Community has as a hub for transportation services.

5. Title 8, Compliance Procedures, states:

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. The Council intends the process to be efficient and cost-effective and to provide an opportunity for the Metro Council to interpret the requirements of its functional plan. Where the terms "compliance" and "comply" appear in this title, the terms shall have the meaning given to "substantial compliance" in Section 3.07.1010.

Applicant: See page 18 of the application.

Staff: Notice of this application was sent to Metro on October 29, 2009; therefore, this application is in compliance with Title 8. No comments have been received.

D. Comprehensive Framework Plan for the Urban Area

1. Policy 1, the Planning Process, states:

It is the policy of Washington County to establish an on-going 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.

Applicable Implementing Strategy:

- f. **Approve a quasi-judicial plan amendment to the Primary Districts on the Community Plan Maps and/or the Future Development Areas Map, including the implementing tax maps, only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, and when applicable, the provisions of Policies 40 and 41; 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 for property added to the Regional Urban Growth Boundary through an approved Locational or Minor Adjustment, to any plan designation other than the FD-10 or FD-20 Districts, shall include documentation that the land was annexed into the Urban Road Maintenance District, the Enhanced Sheriff Patrol District, and where applicable, the Tualatin Hills Park and Recreation District. Annexation into these districts shall be completed prior to the County's determination that a quasi-judicial plan amendment application is complete and prior to the County's adoption of a legislative plan amendment.

In addition, the proponent shall demonstrate...

2. **A lack of appropriately designated suitable alternative sites within the vicinity for a proposed use. Factors in determining the suitability of the alternative sites are limited to one of the following:**

a) **Size**: suitability of the size of the alternative sites to accommodate the proposed use; or

b) **Location**: suitability of the location of the alternative sites to permit the proposed use.

Applicant: See pages 19 & 20 of the application.

Staff: The property is 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. Findings specific to the Transportation Plan are found in Attachment "A", and Policy 40 findings are found on page 13 of this report. Policy 41, Urban Growth Boundary Expansions, does not apply to this request.

As stated in the general findings on page 2 of this report, the applicant requests this plan amendment in order to expand the outdoor vehicle sales and storage lot on Tax Lot 4502, located adjacent to the subject property's western boundary. The applicant states that there are no other available adjacent properties that could accommodate an expansion. Adjacent to the north of Tax Lot 4502 are two GC designated properties. One is developed with a residence and the other is used for a driveway and parking for the office building north of the subject property; therefore, these properties could not be used for the expansion. To the west of Tax Lot 4502 is SW 106th Ave, to the south is SW Canyon Road and to the east is the subject property. Policy 13 findings on page 8 of this report contain more detailed information about uses in the immediate vicinity. Staff finds that the applicant's reasoning that there are no other viable properties on which to expand is justified because of the development of adjacent uses.

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

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.

Staff: A quasi-judicial plan amendment such as this must be considered via a Type III public hearing review procedure. In accordance with Section 204-4 of the Community Development Code (CDC), notice of the Planning Commission public hearing for this application was sent to all property owners within 500 feet of the subject property. The notice was sent at least 20 days prior to the first hearing (mailed November 24, 2009). Additionally, the county placed a legal notice of the hearing in *The Oregonian* and *The Hillsboro Argus*, newspapers of general circulation, at least ten days prior to the first hearing date (published November 3, 2009 and November 4, 2009, respectively). A copy of the plan amendment application was mailed to Citizen Participation Organization (CPO) 3 on October 29, 2009. Finally, the staff report was available to interested parties seven days prior to the hearing as required by CDC Section 203-6.2. Staff finds these efforts satisfy the requirements of Policy 2.

Notice was also sent to the City of Beaverton and the Oregon Department of Transportation on November 17, 2009.

No comments have been received.

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 with 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; and**
- (7) Development in concert with adopted community plans.**

Applicant: See pages 21 & 22 of the application.

Staff: Staff finds that Policy 13.1 above is satisfied due to the fact that there are adequate existing public facilities and services in the area which service the property. As required, the applicant has submitted all applicable service provider letters and none indicate that there are any service limitations for the property.

The applicant owns the adjacent property to the west (Tax Lot 4502) which is designated as General Commercial and has received land use approval for the existing vehicle sales and storage lot [Case file 09-155-D(C)] for use by the NW Jeep dealership. The adjacent property to the north is developed with an office building. To the east is a rectangular strip of land totaling approximately 870 square feet which is owned by the Beaverton Lodge Elks Lodge (Tax Lot 4490) and which separates the subject property from SW 104th Ave. The Elks Lodge property is developed only with a single, free-standing sign advertising the lodge, which is located at the northern terminus of SW 104th Ave. The property on the east side of SW 104th Ave, directly across from the subject property, received land use approval in 1981 for expansion of an existing auto dealership and repair shop. The site has been used for auto related purposes since 1981 and is currently used by Thrifty Car Rental. On the south side of SW Canyon Road, directly across from the subject property, is an auto body repair business and the NW Jeep dealership. The nearest residential district is approximately 150' north of the subject property. Based upon the development patterns surrounding the subject property and the auto-oriented uses allowed in the GC District, staff finds that Policy 13.2 can be satisfied.

As previously mentioned, the applicant requests this plan amendment in order to expand the outdoor vehicle sales and storage use on Tax Lot 4502, and the service provider letters submitted by the applicant state that there are adequate services available to the subject property; therefore, Policy 13.3 can be satisfied.

The minimum lot size for any newly created lot designated as CBD is 8,500 square feet. The GC District requires any newly created lot to be at least 15,000 square feet. Because the site is slightly less than 11,000 square feet in area, it is not large enough to be partitioned in either district; however, a GC designation would allow the property to be developed in conjunction with Tax Lot 4502.

As mentioned in the findings for Policy 13.2, the property is surrounded mainly by auto-oriented uses ranging from an auto dealership and auto body repair to auto rental. Staff finds that the uses allowed in a GC designation would be compatible with existing surrounding uses and Policy 13.5 can be satisfied.

Policy 13.6 does not apply because the site is not used for agricultural purposes.

Policy 13.7 requires development to be consistent with adopted community plans, which in this case is the Raleigh Hills – Garden Home Community Plan. The property is located within Subarea 1 and Area of Special Concern (A.S.C.) E. The specific design elements for Subarea 1 state that the commercial area north of SW Canyon Road must be designed to minimize adverse impacts on lower density residential uses to the north. As previously mentioned, the subject property is buffered from residential districts by other developed commercial sites. A.S.C. E is subject to specific design criteria which include limiting access to SW Canyon Road and requiring a buffer area along SW Canyon Road frontage. The special A.S.C. E criteria will be addressed at the time of development review. Staff notes that the requirements of Subarea 1 and A.S.C. E apply to the property regardless of its designation. More information regarding the Raleigh Hills - Garden Home Community Plan can be found in the findings for Policy 36, Commercial Conservation, on page 12 of this report.

4. 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.

Applicant: See page 22 of the application.

Staff: The applicant submitted service provider letters from the Washington County Sheriff, Clean Water Services, Tualatin Hills Park and Recreation District, West Slope Water District, Tualatin Valley Fire and Rescue District and TriMet. Each service provider letter stated that adequate services are available for future development of the property as a vehicle sales and storage lot. These letters are acceptable for this plan amendment request; however, new service provider letters will be required when a development review application is submitted to ensure that the proposed use can be supported by public facilities and services.

The Tualatin Valley Fire and Rescue (TVF&R) service provider letter stated their service level is adequate to serve the site. Fire station #65 is approximately one mile from the property, and the average emergency response time to the property is four minutes. TVF&R also stated that a minimum of 6-8 personnel, two fire engines and one truck would be available for response.

The Washington County Sheriff, TriMet and Tualatin Hills Parks and Recreation (THPRD) stated that their service levels are also adequate. The West Slope Water District completed a service provider letter and stated that there is adequate water service available. The Clean Water Services (CWS) letter states that a water quality facility and hydraulic and hydrological analysis will be required for NW Jeep's proposal to regrade the existing parking lot and install new retaining walls; however, the CWS comments will not need to be addressed until the applicant applies for development review approval.

SW Canyon Road is subject to ODOT's jurisdiction; therefore, they were sent notice of this application. ODOT informed staff via email that they have no comments.

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

5. Policy 18, Plan Designations and Locational Criteria for Development, states:

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

Community Business (CBD)

Characterization: Commercial centers in this district are intended to provide the community with a mix of retail, service and business needs on a medium to large scale within a mixed use planned development. Medium and high density residential uses, as well as various office and institutional uses, may be permitted. As the need for regional shopping centers is adequately provided for in existing or planned facilities, the location of any new regional scale shopping centers or major department stores larger than 50,000 square feet, must undergo public review and demonstrate need. Commercial activities within this district occur almost entirely within enclosed buildings.

Location Criteria: The exact location of CBD sites should be jointly determined by market factors and the community planning process with consideration of existing land use patterns. Generally, a Community Business District location should be at an Arterial intersection and on a transit route. The distance between a Community Business District and any other commercial center should be between 2 and 5 miles depending on market areas and population density.

General Commercial (GC)

Characterization: This district is intended to provide for uses which serve the traveling public and to provide for those commercial establishments which require large sites, a high degree of visibility and controlled auto access off major streets. This district recognizes the existing commercial development pattern of some areas in the County while discouraging the future growth of the strip commercial land use pattern. This is to be accomplished by limiting access and narrowing the permitted use list to truly auto or tourist oriented activities.

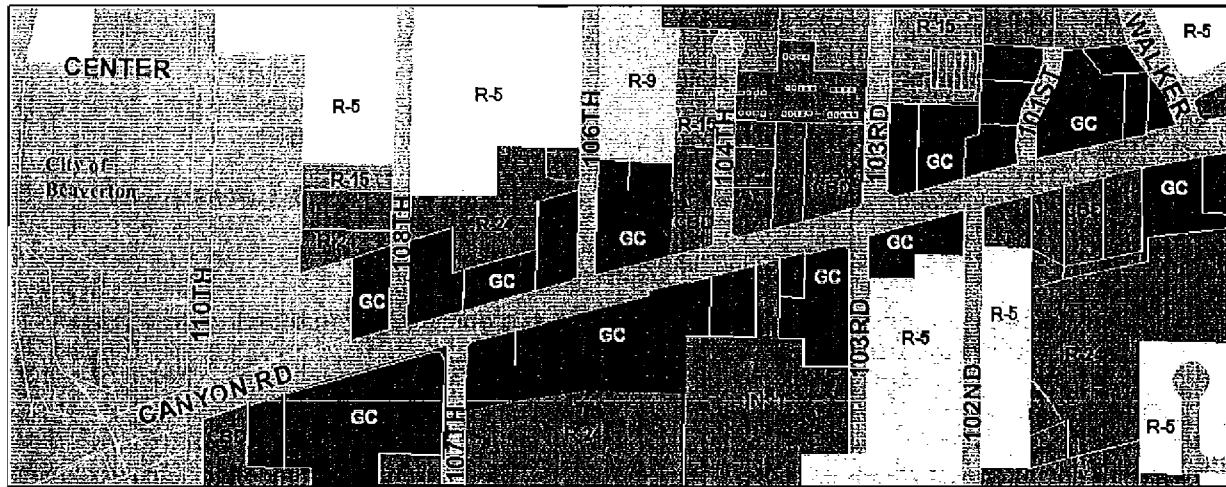
Location Criteria: Limited to existing locations or areas specifically designated in the community planning process.

Applicant: See pages 22 & 23 of the application.

Staff: As previously mentioned, the site has been used as a parking lot since 1979. It is likely that the property was not designated as GC when the Community Plan was adopted in 1983 because there was not a business on the site, only a parking lot. Staff finds that the plan amendment request meets the characterization description of the GC District because the property is located on an arterial (SW Canyon Road), would be consistent with the commercial development pattern of the area and would be subject to specific design elements that would ensure a strip commercial land use pattern would not be constructed.

Although access to the property is taken from SW 104th Ave, the site has approximately 100' of frontage on SW Canyon Road; therefore, the property has a high degree of visibility from the public right-of-way. Because the site is located on an arterial roadway, it easily serves the public traveling both by vehicle and mass transit. Although the site is relatively small for a GC designation, a GC designation would allow it to be developed in conjunction with the adjacent vehicle sales and storage lot as proposed by the applicant.

Staff inventoried the plan designations for all 32 commercially designated properties with frontage on both sides of SW Canyon Road between SW 110th Ave and SW Walker Road (see map below). Staff found that currently 10 of the 32, or 31% of the properties, are designated as CBD, and 22 of the 32, or 69% of the properties, are designated as GC. These calculations support staff's finding that a GC designation for this property would be consistent with the existing commercial development pattern of this area of the county.



R-5 (Residential Five Units Per Acre)
R-9 (Residential Nine Units Per Acre)
R-15 (Residential Fifteen Units Per Acre)
R-24 (Residential Twenty-four Units Per Acre)

CBD (Community Business District)
GC (General Commercial)
INST (Institutional)

As previously mentioned in this report, the site is subject to design requirements set forth in Subarea 1 and A.S.C. E of the Raleigh Hills – Garden Home Community Plan. As stated in the Community Plan, the standards in A.S.C. E were established specifically to eliminate strip commercial features. Again, these standards apply to the property regardless of its designation.

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 23 and Exhibit "E" of the application.

Staff: See findings for Policy 14, Managing Growth, on page 9 of this report.

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

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 page 24 of the application.

Staff: A transportation report for this application may be found under Attachment "A". A copy of the application was sent to ODOT for comment, but none were received.

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

It is the policy of Washington County to work to provide residents and businesses in the urban unincorporated area with adequate park and recreation facilities and services and open space.

Applicant: See page 24 of the application.

Staff: See findings for Policy 14, Managing Growth, on page 9 of this report.

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

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.

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.
- c. Revise County sign regulations as necessary in part to promote energy conservation in advertising.

Applicant: See page 24 of the application.

Staff: The summary findings and conclusions for Policy 36 state that energy savings can take the form of commercial development in centers (as opposed to strip commercial development) and the reduction of vehicle miles traveled for commercial purposes. Staff finds that a plan amendment to GC could allow the property to develop in conjunction with Tax Lot 4502 because they would have the same designation. Vehicle miles could be reduced as a result of the property being designated as GC because more uses are allowed, and its location on SW Canyon Road provides the driver with a wide variety of business in a concentrated area. In addition, NW Jeep would reduce vehicle trips by storing inventory directly across SW Canyon Road from the dealership.

The A.S.C. E Specific Design Elements were written to promote elimination of strip commercial features on properties the north side of SW Canyon Road by requiring development to meet certain criteria. First, the Specific Design Elements do not allow permanent access directly onto SW Canyon Road. Staff notes that the land use approval for vehicle sales and storage on Tax Lot 4502 includes a condition of approval requiring that its driveway apron on SW Canyon Road be closed and that a reciprocal access easement be recorded for the subject property. Second, they require consolidated access drives and curb cuts (if feasible), a pedestrian system which provides safe pedestrian movement between uses and to public transit stops (TriMet bus line #58 services this portion of SW Canyon Road). They also require specific landscape buffering along SW Canyon Road and that all business and directional signs be brought into conformance and consolidated whenever feasible.

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.

Design Type Characteristics:

Transit Corridors: Transit Corridors generally include areas along transit routes that have or will have frequent service. Transit Corridor development will include a mix of complementary land uses, including rowhouses, duplexes, apartments, office or retail buildings, institutional uses and mixed commercial and residential uses. Commercial and office uses will be allowed at specific points along the Transit Corridors and not in a linear matter that promotes strip commercial development and traffic congestion. Collectively, these land uses will generate increased pedestrian and transit ridership. Therefore, these areas will feature a high-quality pedestrian environment with wider sidewalks and pedestrian amenities. Transit Corridors will evolve into environments that provide for walking, cycling and transit. Mixed-use development will enhance the vitality of businesses since they can provide services for employees during the day and goods and services to area residents during the evening.

Applicant: See page 25 of the application.

Staff: As previously mentioned, SW Canyon Road is designated as a Transit Corridor according to the 2040 Growth Concept Design Types. Although the development pattern along SW Canyon Road from Highway 217 to SW Walker Road is linear in nature, staff finds that a GC designation is able to serve existing and future residents and business through implementation of the Area of Special Concern (A.S.C.) E Specific Design Elements (see Policy 36, Commercial Conservation, findings on page 12 of this report for details). Staff notes that the applicant intends to install new retaining walls and regrade the existing parking lot. The applicant does intend to construct buildings on the property; therefore, the future development potential would not be limited to existing structures.

Staff also finds that the request would increase the size of the clustered group of GC uses along SW Canyon Road rather than designate a stand alone property as GC. So although the GC District does not allow for mixed-use development, approval of the plan amendment request would allow for a wider variety of uses in a concentrated area which has the potential to enhance business activity and vitality. Also, the expansion of the NW Jeep dealership's vehicle sales and storage lot will allow NW Jeep to increase its inventory near the dealership.

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

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

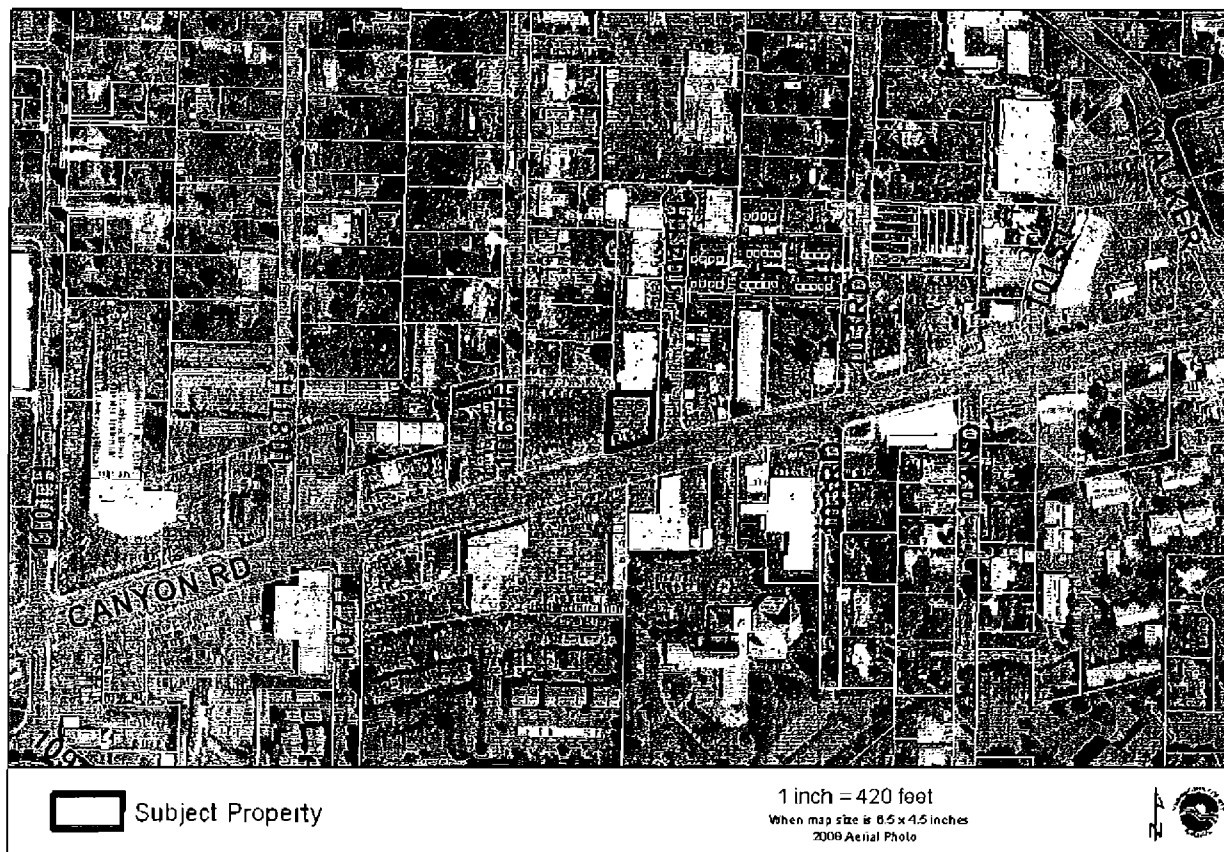
Applicant: See pages 30-34 and Exhibit "D" of the application.

Staff: The applicant submitted a traffic analysis prepared by Kittleson and Associates, Inc. Staff concurs with the analysis conclusion that a change from CBD to GC will not generate additional trips. The detailed transportation report is found in Attachment "A" of this report.

V. SUMMARY AND CONCLUSIONS

1. Based on the information submitted by the applicant and contained in this report, staff finds that the plan amendment request is consistent with the intent and purpose of the GC land use district and meets the applicable criteria for a plan amendment from CBD to GC.
2. The change in land use designation will not "significantly affect" the surrounding planned transportation system and is therefore consistent with Policy 10 of the 2020 Transportation Plan and OAR 660-012-0060 (Transportation Planning Rule).
3. Local service providers currently can provide an adequate level of public services for the site.

Area Map



Attachment "A"

November 12, 2009

**TRANSPORTATION REPORT
CASEFILE NO. 09-349-PA**

Applicant: McGrain 1996, LLC – Michael Cerbone/Jesse Nemec - WRG, Inc.

Location: At the NW corner of SW Canyon Road and SW 104th Avenue

Tax Map/Lot: 1S1 11CC Tax Lot 4400

Site Size: 0.25 acres

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

FINDINGS

A. General:

1. The proposed plan amendment would change the plan designation on the subject parcel from CBD (Community Business District) to GC (General Commercial).
2. The subject property is located at the northwest corner of SW Canyon Road and SW 104th Avenue. SW Canyon Road is an arterial roadway under ODOT's jurisdiction. SW 104th Avenue is a local street under Washington County jurisdiction. The applicant intends to expand an existing automobile sales lot (located west of the site) onto the subject property.
3. SW Canyon Road is an ODOT facility; any comments/conditions pertaining to this plan amendment for SW Canyon Road will be provided by ODOT.
4. The applicant provided a traffic analysis, prepared by a registered traffic engineer that evaluates this plan amendment. Based on the traffic analysis, no additional trip generation will occur under the proposed GC designation as compared with the existing CBD plan designation.
5. 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 2020 Transportation Plan Policies:
 - 1.0 Travel Needs Policy
 - 2.0 System Safety Policy
 - 4.0 System Funding Policy
 - 5.0 System Implementation and Management Policy
 - 6.0 Roadway System Policy
 - 10.0 Functional Classification 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.
2. Pursuant to the OAR, the proposed plan amendment would 'significantly affect' SW 104th Avenue and/or the surrounding transportation network if it does any of the following:
 - Changes the functional classification of an existing or planned transportation facility;
 - Changes the standards implementing a functional classification system;
 - Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility; or
 - Would reduce the performance standards of the facility below the minimum acceptable performance standard identified in the Transportation System Plan; or
 - Would 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 Transportation System Plan as measured at the end of the planning period identified in the adopted TSP (year-2020) – note that the county is now using a planning horizon of year -2030 in evaluating plan amendments;
3. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a reasonable worst-case development of a site under current and proposed land use designations. (Note: When a state highway is affected, the county generally relies on comments that are prepared by ODOT; the county has notified ODOT of this plan amendment request and will include any comments in the record.)

Plan amendment requests may be for designations that permit more intensive land uses with greater trip generation potential. In such cases, applicants are typically required to submit traffic analyses that have been prepared by licensed traffic engineers in order to help evaluate the potential affects of proposed plan amendments on transportation facilities.
4. In this case, the applicant provided a traffic analysis, prepared by a traffic engineer, who determined that there is no significant difference in potential trip generation from the site under a reasonable worst-case development scenario regardless of whether the plan designation is CBD or GC.
5. Considering the findings above, staff concludes that the proposed amendment will not significantly affect the capacity or levels of travel on the nearby transportation network as defined in the Transportation Planning Rule.

6. No changes in functional classification are proposed or required in order to accommodate the proposed plan amendment. Furthermore, the plan amendment will not affect the standards implementing the functional classification system as set forth in Policy 10.0 of the County's 2020 Transportation Plan nor will it significantly affect the capacity of the surrounding transportation network. Based upon these facts, staff concludes that the proposal is consistent with the identified function, capacity, and level-of-service for affected transportation facilities, consistent with Section 060 of the Oregon Transportation Planning Rule.

C. Washington County 2020 Transportation Plan

The proposed plan amendment is subject to seven 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: As explained above in this report, the proposed plan amendment is not expected to have a detrimental impact on the capacity or level of service on any of the transportation facilities in the impact area since there is no anticipated significant increase in potential trip generation. The proposal therefore 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 potential future development on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code and Resolution and Order 86-95 which implement Policy 2.0. In addition, the applicant may be required to comply with conditions that ODOT may have regarding access and/or improvements needed to support proposed development of the site.

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: If development occurs on the affected property, it will be subject to payment of the appropriate Transportation Development Tax toward future capacity improvements. Payment of the Transportation Development Tax is consistent with the 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 due to the absence of increases in trip generation under the proposed plan designation. The proposal is therefore consistent with Policy 5.0 since there will be no appreciable change in travel demand as a result of the plan amendment.

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: Since the proposed plan amendment will not increase trips or travel demand, it will not degrade the planned motor vehicle performance measures set forth in the strategies for implementation of Policy 6.0. The proposal is therefore consistent with 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: The proposed plan amendment will not affect the Functional Classification of any nearby street or highway, nor will it result in land uses that are inconsistent with those identified in the Transportation Plan.

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). In addition, the county has notified ODOT of this request and will incorporate any comments from ODOT into the record. The plan amendment request is therefore consistent with Policy 19.0.

CONCLUSION

Based on the findings in this report, staff concludes that this proposed plan amendment (CBD to GC) will not "significantly affect" a transportation facility as defined in OAR 660, Division 12. Under the proposed GC plan designation there will not be an increase in potential trip generation from future development when compared to the potential for trip generation under the existing CBD land use designation. The proposal is also consistent with all of the applicable Washington County's 2020 Transportation Plan policies as discussed in Section C. of this report. Should any comments be provided by ODOT, they will be made a part of the record for this request.

NW JEEP COMPREHENSIVE PLAN AMENDMENT WASHINGTON COUNTY, OR

A Land Use Application for:

- **Comprehensive Plan Map
Amendment**

Submitted to Washington County, Oregon
August 15, 2008

Resubmitted to Washington County, Oregon
August 20, 2009

Applicant:

McGrain 1996, LLC
10555 SW Canyon Road
Beaverton, Oregon 97008
(503) 646-5111

Prepared by:

Carduo WRG
5415 SW Westgate Dr.
Portland, OR 97221
(503) 419-2500

PROJECT TEAM

Owner	David Galloway Trust 12870 SW 19 th Beaverton, OR 97008
Applicant	McGrain 1996, LLC 10555 SW Canyon Road Beaverton, OR 97005 (503) 646-5111 Contact: Bob McGrain
Planning, Civil Engineering, & Landscape Architecture	Cardno WRG 5415 SW Westgate Drive Portland, OR 97221 503/419-2500 (ph) 503/419-2600 (fax) Contact: Jesse Nerbec Michael Cerbone
Transportation Engineering	Kittelsohn & Associates, Inc 610 SW Alder Street, Suite 700 Portland, OR 97205 503/228-5230 (ph) 503/273-8169 (fax) Contact: Kevin Lee, PE

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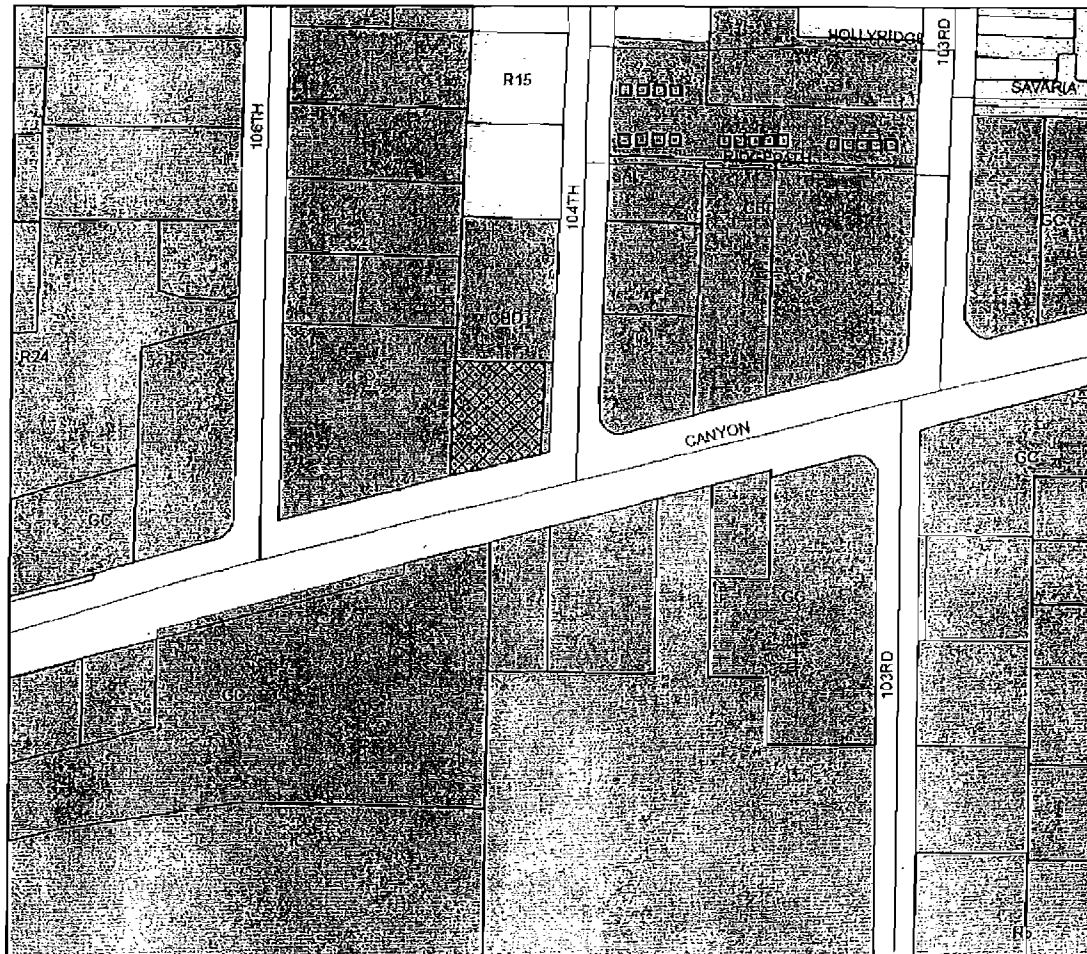
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EXHIBITS

- A. Comprehensive Plan Amendment Exhibits
- B. Application Form
- C. Property Title Information
- D. Traffic Impact Analysis
- E. Market Analysis
- F. Statements of Service Availability

SITE DESCRIPTION

The site involved in the proposed Plan Amendment is located within the Metro Urban Growth Boundary, in the northwest corner of SW Canyon Road and SW 104th Street in unincorporated Washington County. The site is addressed 10439 SW Canyon Road and is more specifically identified as Tax Lot 04400 of Washington County Assessor's Map Township 1 South, Range 1 West, Section 11cc. The site is located within the Raleigh Hills – Garden Home Community Plan area. The overall site is approximately .25 acres in size and is relatively flat, with slopes less than five percent. There are no identified Significant Natural Resources on the site, as indicated in the Raleigh Hills – Garden Home Community Plan and Clean Water Services. The site is identified below in black hatching.



Site Information		Site
Location	10439 SW Canyon Road	
Tax Lots	T. 1 S., R. 1 W., Section 11cc, Tax Lot 04400	
Overall Site Size	.25 acres (10,902 square feet)	
Plan Amendment Site Size	.25 acres (10,902 square feet)	
Existing Zoning	Community Business District (CBD)	
Comprehensive Plan Designation	Community Business District (CBD)	
Existing Use	Parking lot	
Surrounding Zoning & Uses		
North	Community Business District (CBD)	Office building
East	Community Business District (CBD)	Vacant
South	General Commercial (GC)	NW Jeep (across Canyon Rd.)
West	General Commercial (GC)	NW Jeep Vehicle storage area
Streets		
SW Canyon Road	Arterial	
SW 104 th Street	Local Street	
Utilities		
Sanitary Sewer	Clean Water Services	
Water	West Slope Water District	
Storm water	Clean Water Services	

PROPOSAL SUMMARY

The subject site is on the northwest corner of SW Canyon Road and SW 104th Avenue within Washington County's jurisdiction. The subject site consists of one (1) lot approximately .25 acres in size. The Applicant proposes a Comprehensive Plan Map Amendment for the entire site that would allow a change from the current Community Business District (CBD) designation to General Commercial (GC).

The Applicant owns and operates NW Jeep, a full-service new and used automobile dealership located across Canyon Road from the subject site at 10555 SW Canyon Road. NW Jeep also owns and operates the property adjacent to the west of the subject property, which is currently utilized as for-sale vehicle storage and display. NW Jeep desires to expand this existing use that exists along SW Canyon Road (TL 04502) to the subject property.

BACKGROUND

The adjacent property (TL 1S1 11CC 4502) has received previous approval of a Type I Development Review application (Casefile L0500185) for the demolition of an existing building and the construction of an automobile storage lot. The same property has also received approval with conditions of a Type II Development Review application, (Casefile 09-155-D(C)) dated August 14, 2009, to allow the area to be used for automobile sales. The currently proposed Plan Amendment will allow the Applicant to expand the approved use on the adjacent property onto the subject property.

PLAN MAP AMENDMENT RATIONALE

The existing CBD zoning limits the Applicant's ability to expand the existing use. General Commercial is a more appropriate designation given the existing pattern of development in the area, functional classification of SW Canyon Road and the limited development potential of the existing lot. The small size of the requested amendment, .25 acres, will not have a significant effect on how the Canyon Road corridor and immediate area along 104th Avenue will develop. Nor is the request from CBD to GC significant in terms of the allowed uses or expected pattern of development given the subject site's location, surrounding uses and development constraints. This narrative supports the proposed amendment by demonstrating consistency with the applicable goals, policies and standards of the Oregon Statewide Planning Goals, METRO Urban Growth Management Functional Plan, and the Washington County Comprehensive Plan, including the Transportation Plan as well as the Raleigh Hills – Garden Home Community Plan.

TRANSPORTATION

The Applicant has engaged with Kittelson and Associates to prepare a Traffic Impact Analysis, which addresses the potential impacts resulting from the Plan Amendment and how the Transportation Plan Rule (TPR) requirements are met. The Traffic Impact Analysis is included in the Transportation Supplement, located in Exhibit D.

ESSENTIAL/CRITICAL PUBLIC FACILITIES

The subject site is located inside the Metro Urban Growth Boundary, within unincorporated Washington County and is readily serviceable by public facilities. Washington County Comprehensive Framework Plan Policy 14 divides services into three categories; Critical, Essential, and Desirable.

Critical services, include water, sewer, storm drainage, fire, and local/neighborhood streets. Essential services include schools, bus pullouts, police protection, street lighting, pedestrian facilities, and arterial/collector roads. Desirable services include public transit service, parks, bicycle facilities, and off-site pedestrian facilities.

In addition, a Statement of Service Availability is required from certain service providers. The Applicant has submitted requests to the following service providers and received responses from each, summarized below. Statements of Service Availability are contained in Exhibit F.

Water. The West Slope Water District responded that water service is adequate to serve the proposed land uses. There is a 12-inch water line located in SW Canyon Road and a 4-inch line on SW 104th Avenue. Please refer to the Existing Utilities Plan in Exhibit A, which shows the size and location of existing water lines.

Sanitary Sewer. Clean Water Services responded that there is adequate sanitary sewer service to serve the site. There is an existing 8" line located in a 10' sanitary sewer easement that runs through tax lots 4500 and 4502 to the north and west of the site. Tax lots 4500 and 4502 are under common ownership with property to be developed. Please refer to the Existing Utilities Plan in Exhibit A, which shows the size and location of existing sanitary sewer lines.

Sensitive Areas. Clean Water Services confirmed that there are no known sensitive areas located on the site and the site is not within 200 feet of a known sensitive area.

Stormwater Drainage. Clean Water Services responded that there is adequate stormwater drainage service to serve the site. There is an existing 21" line located in a 15' storm sewer easement that runs through tax lots 4500 and 4502 to the north and west of the site. Tax lots 4500 and 4502 are under common ownership with property to be developed. Please refer to the Existing Utilities Plan in Exhibit A, which shows the size and location of existing stormwater lines.

Fire. The Tualatin Valley Fire and Rescue district reports 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.

Park. The Applicant submitted a Request for Service Availability Statement to The Tualatin Hills Park and Recreation Department (THPRD). THPRD responded that adequate level of service is provided for the proposed project. The subject site is with ½ mile of the AM Kennedy Park.

Transportation. The Kittelson Analysis attached as Exhibit "D", demonstrates the proposed zone change, comprehensive plan amendment, and development of the Northwest Jeep Parking Expansion can be completed while maintaining acceptable operations and safety on the surrounding transportation system.

Police Protection. The Washington County Sheriff reports that police services are adequate to serve the proposed Plan Amendment.

Transit/Tri-Met. Tri-Met reports that transit service level is adequate to serve the proposed Plan Amendment, noting that the site on Tri-Met line 58 and is therefore considered to be served by transit.

Street Lighting/Pedestrian circulation & Bicycle Facilities. The Washington County Development Code implements requirements for street lighting, pedestrian circulation and bicycle facilities. Any future development will be subject to review for compliance with the applicable requirements set forth in the Development Code.

STATEWIDE PLANNING GOALS

GOAL 1 CITIZEN INVOLVEMENT

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

Response: The County's public hearing process meets the requirements of this Goal for citizen involvement in the land use process. The proposed application is processed as a Type III land use action which requires a public hearing as part of the decision making process. Notice of the proposal will be provided to all property owners within the notice area and published in the newspaper, giving interested citizens an opportunity to be involved in the process. A public hearing to consider the request will be held by the Planning Commission. Through the notice and public hearing process all interested parties are afforded the opportunity to review the application, comment on the proposal, and participate in the decision. This process meets the requirements of this Goal for citizen involvement in the land use planning process. In accordance with the findings presented above, the proposed Comprehensive Plan and Zoning Map Amendment are consistent with Goal 1.

GOAL 2 LAND USE PLANNING

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

Response: This proposed Map Amendment is consistent with Goal 2 by demonstrating compliance with the state, regional, and local land use plan policies established by the Department of Land Conservation and Development, Metro, and Washington County. The subject site is located within an Urban Growth Boundary and is thus subject to the policies prescribed for urban lands. The findings in this narrative address applicable policies set forth in the Statewide Land Use Planning Goals, Metro Regional Functional Plan, Washington County Comprehensive Framework Plan, Washington County Transportation Plan, and Washington County Development Code.

GOAL 3 AGRICULTURE LANDS

To preserve and maintain agricultural lands.

Response: The subject property is comprised of land that is currently located within the Urban Growth Boundary (UGB) and is anticipated for urban levels of development. The amendment will only affect lands that are currently zoned for and anticipated to be developed to an urban density. Therefore, it will not have a direct impact on any Goal 3 Agriculture Lands, as such this Goal is not applicable. In accordance with the findings presented above, the request is consistent with Goal 3.

GOAL 4 FOREST LANDS

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Response: The subject property is comprised of land that is currently located within the Urban Growth Boundary (UGB) and is anticipated for urban levels of development. The amendment will only affect lands that are currently zoned for and anticipated to be developed to an urban density. Therefore, it will not have a direct impact on any Goal 4 Forest Lands, as such this Goal is not applicable. In accordance with the findings presented above, the request is consistent with Goal 4.

GOAL 5 OPEN SPACE, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To protect natural resources and conserve scenic and historic areas and open spaces.

Response: The Tualatin Hills Park and Recreation District (THPRD) provides park and recreation services for the subject area. According to THPRD the subject site is located within ½ mile of the AM Kennedy Park. THPRD state that service level is adequate to serve the proposed project, please see Exhibit "F" for more detail. The request will not impact THPRD's ability to provide open space and recreation opportunities for the subject area.

There are no known scenic or historic resources located on or within 200 feet of the subject site. The request will not impede the County's ability to protect any inventoried scenic or cultural resources. According to Clean Water Services (see Exhibit "F") there are no known natural resource or sensitive areas identified on or within 200 feet of the site. Should any water quality sensitive areas be identified on-site the applicant shall evaluate and protect said resources consistent with all applicable local, state and federal laws. Based on the findings set forth above the request is consistent with Goal 5.

GOAL 6 AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

Response: The subject property is located within an Urban Growth Boundary, where development at an urban scale and density is anticipated to occur. The proposed request would not result in any additional noise or smoke that would affect the surrounding air, water or land resource quality.

Urban services including water and sanitary sewer service are readily available to the subject property. Clean Water Services maintains a sewage treatment system and is responsible for assuring that wastewater discharges are processed to meet applicable state and federal standards for environmental quality. As a result of the provision of public services there will be no withdrawals of groundwater, or discharges of wastewater directly to a water body. The site will be designed and

engineered to accommodate stormwater detention and drainage facilities as specified by Clean Water Services adopted standards and specifications.

In light of the location of the subject site within and Urban Growth Boundary, the availability of public facilities for water and sanitary sewer

GOAL 7 AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect people and property from natural hazards.

Response: The subject site is not located within the 100-year floodplain. There are no known natural disasters or hazards mapped or associated with the subject property that what affect development of the site consistent with the intent and purpose of the General Commercial GC district. Future development of the site will be required to comply with the applicable provisions of the Washington County Development Code and those specific provisions and standards designed to safeguard development from natural disasters such as earthquakes and or winter storms. The requested amendment is consistent with Goal 7.

GOAL 8 RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.

Response: The Tualatin Hills Park and Recreation District (THPRD) provides park and recreation services for the subject area. According to THPRD the subject site is located within ½ mile of the AM Kennedy Park. THPRD state that service level is adequate to serve the proposed project, please see Exhibit "F" for more detail. The request will not impact THPRD's ability to provide open space and recreation opportunities for the subject area. The requested amendment is consistent with Goal 8.

GOAL 9 ECONOMIC DEVELOPMENT

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

Response: Goal 9 requires that comprehensive plans for urban areas contain policies concerning the economic development opportunities in the community; and provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies. Goal 9 also specifically requires jurisdictions to limit uses on or near sites zoned for specific industrial and commercial uses to those which are compatible with proposed uses.

The Washington County Urban Comprehensive Framework Plan includes policies concerning growth and development opportunities in the community. This narrative includes an analysis of the suitability of the subject site to accommodate uses for economic development (commercial retail) in comparison to potential alternative suitable sites. The proposed amendment is consistent with Goal 9.

GOAL 10 HOUSING

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

Response: The Applicant is requesting an amendment from CDB to GC, both commercial designations. The requested amendment does not interfere with the regions ability to provide for housing opportunities, therefore the proposed Plan Amendment is consistent Goal 10.

GOAL 11 PUBLIC FACILITIES AND SERVICES

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

Response: The subject site is located inside the Metro Urban Growth Boundary, within unincorporated Washington County and is readily serviceable by public facilities. As previously discussed, the Washington County Comprehensive Framework Plan Policy 14 divides services into three categories; Critical, Essential, and Desirable. The Applicant has received a Statement of Service Availability from each affected service provider and has received favorable responses from each. Statements of Service Availability letters are contained in Exhibit "F". The Applicant has demonstrated that services are available and that adequate capacity exists to serve the proposed project. The request is consistent with Goal 11.

GOAL 12 TRANSPORTATION

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

Response: Per the requirements of Goal 12 and OAR 660-012, the Applicant engaged with Kittelson & Associates to prepare a Traffic Impact Analysis that identifies potential impacts to affected transportation facilities. The analysis concludes that the affected transportation facilities will operate at acceptable standards without the need for any mitigation. The potential level of development that could occur as a result of the Plan Amendment will not change the functional classification of any affected transportation facility. Please refer to Traffic Impact Analysis in Exhibit "D", which addresses the requirements of Goal 12, Transportation and OAR 660-012. The request is consistent with Goal 12.

GOAL 13 ENERGY CONSERVATION

To conserve energy.

Response: The design of the transportation system in this area provides direct, efficient and convenient access. The location and nature of the proposed development promotes the conservation of energy needed for transportation. The close proximity of the site to the Applicants existing business will serve to reduce the number of vehicle miles traveled annually. For these reasons the proposal will help to conserve energy and be energy efficient, in keeping with the intent of this Goal. In accordance with the findings presented above the plan proposed with the Development Agreement is consistent with Goal 13.

GOAL 14 URBANIZATION

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

Response: The entire subject property is located within an existing Urban Growth Boundary. All required public facilities and services can be made available to the property. The use of the site as proposed will contribute to an efficient arrangement of land uses within the UGB, and to the efficient use of urban services, consistent with the directives of this Goal. The proposal does not affect the size or location of the UGB. In accordance with the findings presented above the request is consistent with Goal 14.

GOAL 15 WILLAMETTE RIVER GREENWAY

To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.

Response: The subject site is not located within the Willamette River Greenway, therefore this Goal is not applicable to this review.

GOAL 16 ESTUARINE RESOURCES

To recognize and protect the unique environmental, economic, and social values of each estuary and associated wetlands; and to protect, maintain, where appropriate develop, and where appropriate restore the long-term environmental, economic, and social values, diversity and benefits of Oregon's estuaries.

Response: The subject property does not contain any Estuarine Resources therefore this Goal is not applicable to this review.

GOAL 17 COASTAL SHORELANDS

To conserve, protect, where appropriate, develop and where appropriate restore the resources and benefits of all coastal shorelands, recognizing their value for protection and maintenance of water quality, fish and wildlife habitat, water-dependent uses, economic resources and recreation and aesthetics. The management of these shoreland areas shall be compatible with the characteristics of the adjacent coastal waters; and To reduce the hazard to human life and property, and the adverse effects upon water quality and fish and wildlife habitat, resulting from the use and enjoyment of Oregon's coastal shorelands.

Response: The subject property does not contain any Coastal Shorelands therefore this Goal is not applicable to this review.

GOAL 18 BEACHES AND DUNES

To conserve, protect, where appropriate develop, and where appropriate restore the resources and benefits of coastal beach and dune areas; and To reduce the hazard to human life and property from natural or man-induced actions associated with these areas.

Response: The subject property does not contain any Beaches or Dunes therefore this Goal is not applicable to this review.

GOAL 19 OCEAN RESOURCES

To conserve marine resources and ecological functions for the purpose of providing long-term ecological, economic, and social value and benefits to future generations.

Response: The subject property is not located adjacent the Pacific Ocean therefore this Goal is not applicable to this review.

METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN CHAPTER 3.07

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 and to take action if necessary to accommodate its share of regional growth as specified in this title. (Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 1.)

Response: Approval of the request would result in changing approximately .25 acres of property from CBD to GC, from one commercial designation to another commercial designation. While the two designations have distinctions, they are more similar in nature than not when compared with other Washington County designations. The requested amendment is small in size and would have minimal if any impact on the County's ability to comply with this title. The CBD and GC zone are fairly similar when compared in terms of types of uses allowed and development standards. Accordingly the requested amendment is consistent with the purpose and intent of this title as it does not reduce the County's ability to accommodate growth consistent with this Title.

TITLE 2: REGIONAL PARKING POLICY

3.07.210 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 development as a means to encourage more efficient use of land, promote non-auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.

A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in a less efficient land usage and lower floor to area ratios. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can reduce congestion and increase air quality. (Ordinance No. 97-715B, Sec. 1.)

Response: The Applicant is currently requesting approval of a comprehensive plan amendment. Compliance with minimum and maximum parking requirements is assured at the time of development review. Approval of any development on the subject site will be required to comply with the ordinances in effect at the time of land use application. The request is for a map amendment and does not seek to

alter any comprehensive plan text and/or policies that would contradict the intent and purpose of this Title. For those reasons set forth above the request is consistent with the intent and purpose of this Title.

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS

3.07.410 Purpose and Intent

The Regional Framework Plan calls for a strong economic climate. To improve the region's economic climate, Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of "clustering" to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region's transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Employment Areas, Corridors, Main Streets and Station Communities. The Metro Council will evaluate the effectiveness of Title 4 in achieving these purposes as part of its periodic analysis of the capacity of the urban growth boundary.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 5; Ordinance No. 04-1040B, Sec. 2.)

Response: The requested amendment would allow the Applicant to allow for the expansion of an existing employment use. As previously noted the .25 acre request is small in size. Furthermore the request from CBD to GC is not significant in terms of allowed use and development standards. Exhibit "D" prepared by Kittelson and Associates demonstrates that the requested amendment will have no net affect on the transportation system. Accordingly, the request is consistent with this Title.

TITLE 6: CENTRAL CITY, REGIONAL CENTERS, TOWN CENTERS AND STATION COMMUNITIES

3.07.610 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. As used in this title, the term "Centers" includes the Central City, Regional and Town Centers and Station Communities.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-721A, Sec. 1; Ordinance No. 02-969B, Sec. 7.)

Response: The requested amendment will not impact the County or Region's ability to maintain and enhance the Central City (Portland), nor will it detract from the regions ability to develop identified Regional Centers. The scale scope of the requested amendment are highly unlikely to have any impact, positive or negative, on the region's ability to provide for the development of Centers. The requested amendment is consistent with this Title.

TITLE 8: COMPLIANCE PROCEDURES

3.07.810 Compliance With the Functional Plan

- D. Cities and counties that amend their comprehensive plans or land use regulations after the effective date of the functional plan shall make the amendments in compliance with the functional plan. After one year following acknowledgment of a functional plan requirement adopted or amended by the Metro Council after January 1, 2005, cities and counties that amend their comprehensive plans and land use regulations shall make such amendments in compliance with the new functional plan requirement. The Chief Operating Officer shall notify cities and counties of the effective date.

Response: The Applicant has demonstrated compliance with the applicable provisions of the Functional Plan as set forth above and contained within the responses to the Washington County Comprehensive Plan provisions set forth in the following sections of this document.

URBAN COMPREHENSIVE FRAMEWORK PLAN

POLICY 1 THE 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.

- f. Approve a quasi-judicial plan amendment to the Primary Districts on the Community Plan Maps and/or the Future Development Areas Map, including the implementing tax maps, only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, and when applicable, the provisions of Policies 40 and 41; 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 for property added to the Regional Urban Growth Boundary through an approved Locational or Minor Adjustment, to any plan designation other than the FD-10 or FD-20 Districts, shall include documentation that the land was annexed into the Urban Road Maintenance District, the Enhanced Sheriff Patrol District and, where applicable, the Tualatin Hills Park and Recreation District. Annexation into these districts shall be completed prior to the County's determination that a quasi-judicial plan amendment application is complete and prior to the County's adoption of a legislative plan amendment.

Response: This narrative addresses compliance with locational criteria (Policy 18) for the proposed land use designations. This narrative also addresses applicable policies contained in the Metro Regional Functional Plan and the Washington County Transportation Plan. The site is located within the Urban Growth Boundary, therefore the provisions of Policy 4I are not applicable.

The subject property is located on SW Canyon Road in a section of unincorporated Washington County that contains a significant amount of General Commercial (GC) zoning. The subject property is surrounded on three sides by commercial development, including car sales and storage on the south, and to the east and west on SW Canyon Road. There are currently no available properties adjacent to or within close proximity to the subject site that are suitable for uses related to general commercial as proposed by the Applicant and property owner. The requested amendment would result in an additional 100 lineal feet of GC designated property along the Canyon corridor, a site that is currently utilized as

a parking lot. The requested amendment is consistent with the intent and purpose of the General Commercial (GC) District.

Additionally, and as mentioned in responses to applicable Comprehensive Framework Plan and Community Development Code criteria, the subject site is too small to effectively develop on its own. The need to provide parking, circulation, access and meet applicable development standards contained within the underlying zone would present practical difficulty in the development of the site. As mentioned the site to the north that is currently zoned CBD is already developed and is unlikely to redevelop in the short-term. The request to extend the existing GC designation onto the subject site is logical in terms of the existing zoning and development pattern, the Applicants desire to expand an existing business and the relative small scale and significance of the request in relation to the long term needs of the community.

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

2. A lack of appropriately designated suitable alternative sites within the vicinity for a proposed use. Factors in determining the suitability of the alternative sites are limited to one of the following:

- a) Size: suitability of the size of the alternative sites to accommodate the proposed use; or**
- b) Location: suitability of the location of the alternative sites to permit the proposed use.**

Response: The subject site is of the most suitable size and location to accommodate the expansion of the existing use. The request would allow for the expansion of an existing business consistent with the provisions of the Washington County Comprehensive Plan. There are no viable alternative pieces of land located within the immediate vicinity that area available to accommodate the requested expansion. The Applicant could not expand or seek to locate the entire business on another piece of property that can accommodate the use and proposed expansion. Relocating the business and use to another area is not a viable alternative as it will require significant financial investment to acquire land that is not currently on the market for sale and the subject property is the only adjacent parcel with physical potential for display of inventory for sale, consistent with the viability needs of an automotive dealership. Not expanding the business is also not a viable option, with the current market demanding higher efficiency vehicles, NW Jeep requires additional inventory storage area in order to stock the expanding line of higher efficiency products that Jeep™ is offering. The requested amendment would allow for the expansion of an existing use consistent with the standards set forth above.

POLICY 2 CITIZEN INVOLVEMENT:

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

Response: This Plan Amendment request is a quasi-judicial plan amendment and must be reviewed through Washington County's Type III procedure. The proposed Plan Amendment is a quasi-judicial request and will be reviewed through Washington County's Type III procedure. This procedure will involve a notice of public hearing that will afford the opportunity for public comment. The Community Planning Organization will be provided notice and an opportunity to participate in the public review process. The request is consistent with this Policy.

POLICY 13 REASONS FOR GROWTH:

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

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

Implementing Strategies

The County will:

- a. **Permit growth to occur only in areas with adequate public services and facilities, as permitted undergrowth 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: The Applicant has attached statements of service availability letters from the applicable service providers and agencies as Exhibit "F". None of the service providers have objected to the requested amendment due to lack of capacity or inability to provide services. Due to the size and location of the subject site, the request from CBD to GC is not expected to have a significant impact on the types of uses and scale of development on the subject site or surrounding area. Accordingly there is adequate provision of public facilities within the subject area to support the requested amendment consistent with this implementing strategy.

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

Response: The Applicant is requesting a comprehensive map amendment to allow for the expansion of an existing use, a new vehicle storage area. The subject site is currently utilized to accommodate off-street parking, and tenants have come and gone frequently due to the site's small size, thus inability to be viable for an individual business venture. The request would not conflict or adversely affect adjacent uses. As previously noted Exhibit "F" and Exhibit "D" demonstrate that there is adequate capacity within the existing facilities and services. The requested amendment is consistent with this implementing strategy.

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: The entire subject property is located within an existing Urban Growth Boundary. Due to the size and location of the subject site, the request from CBD to GC is not expected to have a significant impact on the types of uses and scale of development on the subject site or surrounding area. The amendment will allow for the expansion of an existing use and support an existing business. Exhibit "D" and "F" provide evidence that sufficient public facilities and services are available. The proposal does not affect or seek to alter the size or location of the UGB. In accordance with the findings presented above the request is consistent with Policy 14.

POLICY 18 PLAN DESIGNATIONS AND LOCATIONAL CRITERIA FOR DEVELOPMENT

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

GC

Characterization: This district is intended to provide for uses for uses which serve the traveling public and to provide for those commercial establishments which require large sites, a high degree of visibility and controlled auto access off major streets. This district recognizes the existing commercial development pattern of some areas in the County while discouraging the future growth of the strip commercial land use pattern. This is to be accomplished by limiting access and narrowing the permitted use list to truly auto or tourist oriented activities.

Location Criteria: Limited to existing locations or areas specifically designated in the community planning process.

Response: The requested amendment would allow for the ability to expand the existing new vehicle storage area located along north side of Canyon Road. The main

showroom and sales floor are located directly across the street from the subject site. The existing use requires a large site to be able to stock the various models of vehicles available for sale. The use is located along a Canyon Road, designated as an arterial in the Transportation Plan. The Canyon corridor is characterized by existing development which makes the expansion of the business difficult.

The Applicant currently stores new vehicles adjacent to the site at the intersection of Canyon Road and 106th Avenue. While the area is not utilized for sales it does provide advertisement for the business and the additional space necessary to accommodate their sales stock of the expanding line of higher efficiency products available from Jeep™. The location of the subject site along Canyon Road provides the visibility necessary for the proposed use. The Applicant seeks to expand an existing GC designation to include the subject site, the request does seek to "spot zone" in an area not identified as appropriate for GC designation. The requested amendment is consistent with GC characterization and location criteria contained within Policy 18.

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 the County Department of Public Safety have the opportunity to review and comment on all development proposals subject to the growth management standards.

Response: The Applicant is requesting approval of a comprehensive plan amendment, subsequent development will be required to receive development review approval. At which time the applicant will be required to demonstrate compliance with provisions 1 and 2 set forth above. The Applicant has attached service availability statements from the Washington County Sheriffs Department and the Tualatin Valley Fire & Rescue within Exhibit "F" demonstrating that both agencies had the opportunity to review and comment on this proposal. The requested amendment is consistent with the intent and purpose of Policy 31.

POLICY 32 TRANSPORTATION:

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

Response: The Applicant understands that 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. In addition, future proposed development of the site will comply with Washington County street improvement standards. Exhibit "D" provides analysis prepared by Kittelson and Associates demonstrating that the proposed amendment is consistent with the Transportation Planning Rule and the applicable provisions of the Transportation Plan. The requested amendment is consistent with Policy 32.

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 space.

Response: The Applicant has attached a service availability statement from the Tualatin Hills Parks & Recreation District within Exhibit "F". THPRD states that the service level is adequate to service the proposed project. They note that the subject property is served by the district and is within ½ mile of AM Kennedy Park. The requested amendment is consistent with Policy 33.

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

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.**

Response: The request is to change an existing CBD zoned lot to GC to allow for the expansion of an existing use. Both zones are commercial in nature and provide for development of similar uses. The request is consistent with Policy 36.

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.

RALEIGH HILLS – GARDEN HOME COMMUNITY PLAN

GENERAL DESIGN ELEMENTS

1. In the design of new development, floodplains, drainage hazard areas, streams and their tributaries, riparian zones and wooded areas, steep slopes, scenic features, and powerline easements and rights-of-way shall be:
 - a. used to accent, define, or separate areas of differing or similar residential densities and differing planned land uses;
 - b. preserved and protected, consistent with the provisions of the Community Development Code, to enhance the economic, social, wildlife, open space, scenic, recreation qualities of the community; and
 - c. where appropriate, interconnected as part of a park and open space system.

Response: The subject site is not located within a mapped floodplain or drainage hazard area, nor is does the site contain any mapped streams, riparian areas, or scenic easements. The site is currently developed as a parking lot and does not contain any wooded areas or steep slopes. The amendment does not seek to relocate or negatively affect any mapped sensitive areas or identified goal 5 resources. The amendment is consistent with design element 1.

4. Trees located within a Significant Natural Resource site shall not be removed without a development permit for tree removal having first been obtained, as provided for within the Community Development Code.

Response: The subject site does not contain any trees that are proposed for removal, accordingly the request is consistent with this element.

8. All new subdivisions, attached unit residential development, and commercial development shall provide for pedestrian pathways which allow public access through, or along, the development and connect with adjacent developments, shopping areas, schools, public transit, parks and recreation sites.

Response: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will be assured.

9. Bicycle parking facilities shall be required as a 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: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will be assured.

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11. **Proposed new commercial uses and expansion of existing uses along either Canyon Road or Beaverton-Hillsdale Highway shall be evaluated against the Community Plan goal to discourage strip commercial development. Designs shall include features such as shared access, orientation, parking, signage and landscaping, as required by the Community Development Code, which mitigate the detrimental effects of commercial strip development.**

Response: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will be assured.

13. **Where the impact of noise and lighting associated with commercial or industrial uses adjacent to residential areas does not meet the standards in the Community Development Code, the commercial development shall be subject to limited hours of operation.**

Response: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will assured.

14. **New development shall dedicate, when determined to be appropriate through the development review process, rights-of-way for road extensions and alignments as indicated in Washington County's Transportation Plan and the Raleigh Hills-Garden Home Community Plan. However, improved traffic flow should be achieved by redesign when feasible, rather than by widening roads or building new ones. New development shall also be subject to conditions set forth in the County's growth management policies and public facility standards during the development review process.**

Response: The Applicant will comply with all reasonable requests to dedicate additional Right-of-way that are determined to be roughly proportional to the impact of the proposed development. The Applicant has included analysis that demonstrates no net impact on the transportation system as a result of the requested amendment included as Exhibit "D".

15. **New access onto Arterials and Collectors shall be limited as detailed in the Community Development Code provisions on Circulation and Access. Shared or consolidated access shall be required prior to issuance of a development permit for land divisions or structures located adjacent to these facilities, unless demonstrated to be infeasible.**

Response: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will be assured. The Applicant is not proposing to provide access to an arterial or collector, access will be provided via an existing access easement across Tax Lot 04490 connecting the site to SW 104th Avenue as it is currently provided.

16. 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: The Applicant proposes to expand an existing business by means of changing the designation of the subject property from one type of Commercial Zone to another type of Commercial Zone, thereby having little to no effect on transit. The site is located on an existing Trimet bus line, having a westbound stop for line 58 located at the intersection of 104th and Canyon Road. See "Exhibit F" for additional information.

17. Pedestrian/bicycle pathways, identified in the County's Transportation Plan shall be included in the design of road improvements.

Response: The Applicant is not proposing to alter the design of the roadway. Exhibit "D" demonstrates that requested amendment will result in no net impact to the transportation system, accordingly no mitigation is planned. Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code including provisions for bicycle and pedestrian improvements.

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

Response: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will be assured.

SUBAREA DESIGN ELEMENTS – SUBAREA 1

This subarea, in the northwest corner of the Planning Area, lies between Canyon Road, Walker Road, and Highway 217. It is designated primarily for residential uses. The northwestern half of this subarea is planned R-5. Commercial uses are generally planned along Canyon Road; some designated General Commercial and some Community Business District. East of SW 106th Avenue are parcels designated R-9 and R-15. Some R-24 is shown to the southwest of these designations near Canyon Road. The church-school property off of Walker Road is planned Institutional.

Specific Design Elements:

2. Commercial and medium to high density residential uses north of SW Canyon Road shall be designed to minimize adverse impacts on lower density residential uses to the north. Adequate buffering shall be part of the design, as required in the Community Development Code.

Response: The subject site is located in the northwest quadrant of the intersection of SW 104th Avenue and Canyon Road. The site has commercial zoning directly adjacent on all sides, including those areas located south of SW Canyon Road

and East of SW 104th. The site is not located directly adjacent any existing or planned low density residential uses. The request is consistent with this element.

7. **Land designated for commercial uses adjacent to Canyon Road comprises Area of special Concern E. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures along SW Canyon Road.**
- a. **Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.**
 - b. **Where no curb cuts onto Canyon Road now exist, new direct access shall be allowed only for an interim use until alternative access is completed, pursuant to access management provisions in the Comprehensive Framework Plan and Community Development Code.**
 - c. **A safe and convenient means of pedestrian circulation shall be provided to each use. The pedestrian system shall provide access from each use to the property line of adjacent uses and from the use to the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.**
 - d. **A landscape buffer area shall be established and maintained along that portion of the property abutting SW Canyon Road. This landscaping shall be done at least to the level of the Type 1 Screening and Buffering Standards in the Community Development Code.**
 - e. **Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.**

Response: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will assured.

TRANSPORTATION PLAN

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: The request would not impact the County's ability to provide a multi-modal transportation system for residents and businesses. The subject site is located along an existing transit corridor in close location to stops for Trimet bus route 58, see Exhibit "F" for more detail. Sidewalks currently exist to provide for pedestrian circulation. The proposal is consistent with this policy.

2.0 SYSTEM SAFETY POLICY

It is the policy of Washington County to provide a transportation system that is safe.

Response: The request would not impact the County's ability to provide a safe transportation system. Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code that are designed to provide for a safe transportation system such as clear vision areas and driveway design standards.

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 is willing to comply with any reasonable and equitable solution to funding transportation improvements found to be roughly proportional to the proposed impact of the development. At present the Applicant is requesting approval of a comprehensive plan amendment and has demonstrated the request would result in no net impact to the existing and planned transportation system. The request is consistent with this 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: At the time of development review the Applicant will work with the County and other agencies to identify transportation issues relative to the proposed development. The Applicant will comply with any reasonable request to dedicate right-of-way and is willing to pay associated impact fees at the time of development of the site. The request is consistent with this 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. The request does not seek to alter any existing or planned roadway, nor does the request seek to eliminate transportation opportunities for pedestrians or bicyclists.

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.

Strategies

10.1 Apply the Washington County roadway system functional classification system described below and illustrated in the Functional Classification System Map (See Figures 4a-f).

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 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.

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: Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard will be assured.

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 current request is to allow for application of the CG designation to the subject site. The Applicant is not requesting site plan review. Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code.

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 current request is to allow for application of the CG designation to the subject site. The Applicant is not requesting site plan review. Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code.

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.

STATE TRANSPORTATION PLANNING RULE (OAR 660-12-060)

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 functional classification system; or
 - (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: Kittelson and Associates prepared analysis in support of the proposed amendment attached as Exhibit "D". They conclude that the proposed amendment will have no net impact on the existing or planned transportation system. The requested amendment will not cause any existing or planned transportation facilities to operate inconsistent with respective functional classifications.

- (2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following:
- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

- (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
- (c) Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
- (d) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
- (e) Providing other measures as a condition of development or through a development agreement or similar funding method, including transportation system management measures, demand management or minor transportation improvements. Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.

Response: Kittelson and Associates prepared analysis in support of the proposed amendment attached as Exhibit "D". They conclude that the proposed amendment will have no net impact on the existing or planned transportation system therefore no mitigation is proposed. The requested amendment is consistent with the provisions set forth above.

COMMUNITY DEVELOPMENT CODE

313 COMMUNITY BUSINESS DISTRICT (CBD)

313-1 INTENT AND PURPOSE

Commercial centers in this District are intended to provide the community with a mix of retail, service and business establishments on a medium to large-scale. Medium through high density residential uses, as well as various office and institutional uses, may be permitted.

314 GENERAL COMMERCIAL DISTRICT (GC)

Response: The intent and purpose of the CBD district is to provide opportunities for retail, service and business establishments with lesser priority placed on residential and office uses. The subject site is currently paved and utilized for off-street parking. The property due north is also designated CBD and currently has an office building.

The subject site is too small to effectively develop on its own. The need to provide parking, circulation, access and meet applicable development standards contained within the underlying zone would present practical difficulty in the development of the site. As mentioned the site to the north that is currently zoned CBD is already developed and is unlikely to redevelop in the short-term. The request to extend the existing GC designation onto the subject site is logical in terms of the existing zoning and development pattern, the Applicants desire to expand an existing business and the relative small scale and significance of the request in relation to the long term needs of the community.

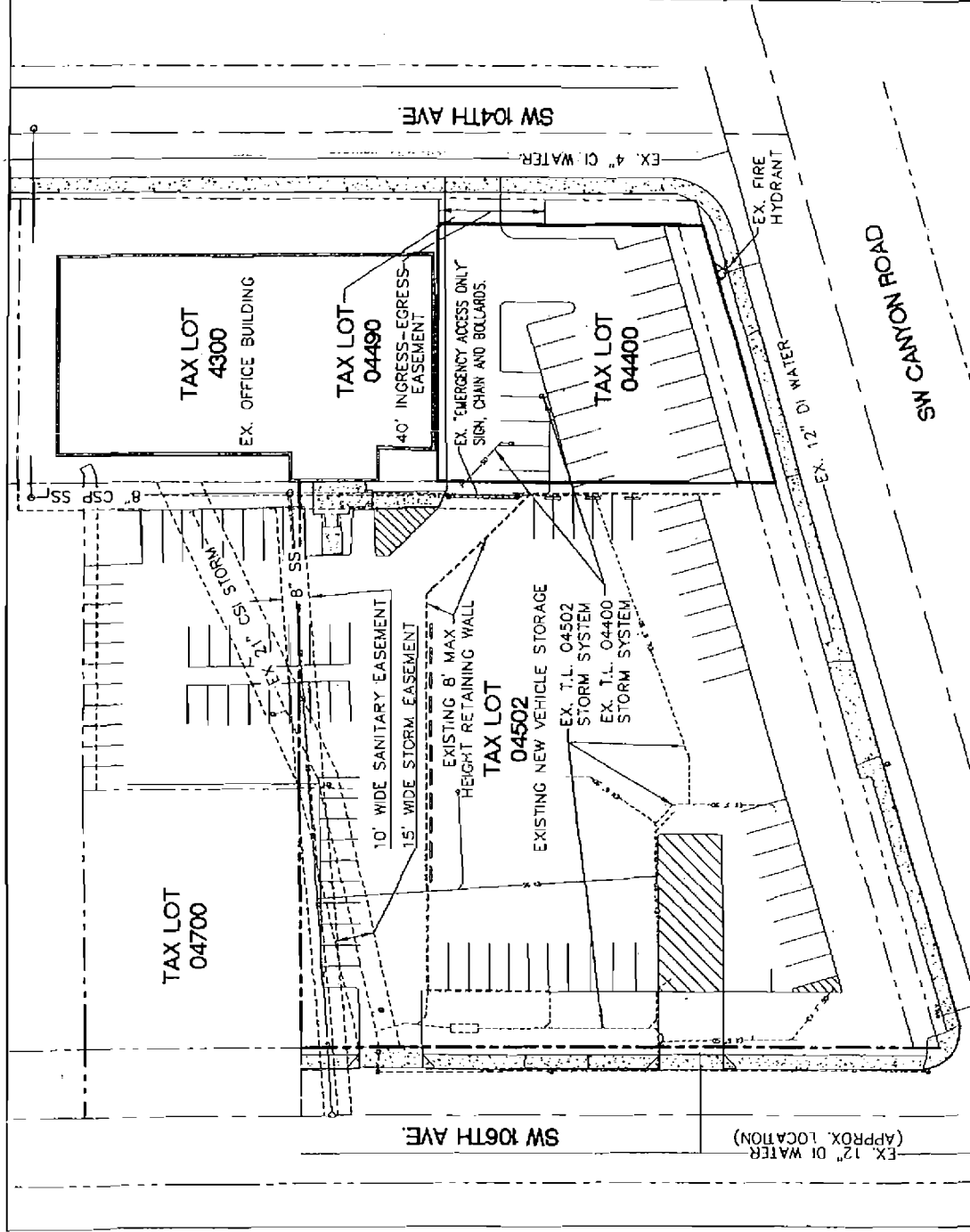
314-1 INTENT AND PURPOSE

This District is intended to provide for commercial land to serve the traveling public and to provide for commercial uses which require large sites and a high degree of visibility. This District is intended to recognize the existing strip commercial development pattern in the County, but discourage future extensions of strip commercial development. In addition, the General Commercial District recognizes office uses existing on September 26, 1983. These existing office structures may continue to be used for professional office uses, but expansion of the structures will be subject to the nonconforming use requirements of this Code.

Response: The requested amendment would allow for the expansion of an existing new car storage area located west of the subject site which is part of larger Jeep™ dealership located across Canyon Road. The site would provide new car storage for a use that requires a large area. The request would allow for the expansion of an existing use, not the expansion of strip commercial development pattern in the overall county. The SW Canyon Corridor contains a significant amount of GC zoning overall and can thus be considered a "strip corridor". The requested amendment would result in an additional 100 lineal feet of GC designated property along the Canyon corridor, a site that is currently utilized as a parking lot. The requested amendment is consistent with the intent and purpose of the General Commercial (GC) District.

CONCLUSION

The above narrative and the attached exhibits set forth evidence demonstrating consistency with all applicable code requirements and as well as the goals established by the Urban Comprehensive Framework Plan, Transportation Plan, Raleigh Hills – Garden Home Community Plan, Community Development Code, and the State Transportation Planning Rule. Thus, the Applicant requests approval for a Comprehensive Plan Amendment detailed in this narrative. Approval of this application will allow the Applicant to expand an existing commercial use consistent with the intent and purpose of the Washington County Comprehensive Framework Plan.

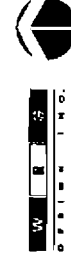


NW Jeep - Exhibit "A"

Existing Conditions

NW JEEP

WASHINGTON COUNTY OREGON
DATE: 13 AUGUST, 2008



NW Jeep - Comprehensive Plan Amendment Existing and Proposed Designation

not to scale



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

PLAN AMENDMENT PRE-APPLICATION CONFERENCE SUMMARY

Casefile 09-349-PA
Exhibit C
Page 39 of 105

PRE-APPLICANT:

Robert McGrain
NW Jeep
10555 SW Canyon Road, Beaverton OR 97005

PROPERTY OWNER:

David Galloway Trust
12870 SW 19th
Beaverton OR 97008

APPLICANT'S REPRESENTATIVE:

Michael Carbone / Jesse Nemecek - WRG Design Inc.
5415 SW Westgate Drive, Suite 100
Portland OR 97221

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S1 11CC

TAX LOT NO(S): 4400

SITE SIZE: .25 acres

ADDRESS: 10439 SW Canyon Road, Beaverton OR 97005

LOCATION: North side of SW Canyon Road, west of its intersection
With SW 104th Avenue

PROCEDURE TYPE III

CPO: 3

COMMUNITY PLAN: Raleigh Hills - Garden Home

EXISTING LAND USE DISTRICT(S): Community Business District
(CBD)

PROPOSED PLAN AMENDMENT:

Remove the CBD designation and apply the General Commercial (GC) designation to the subject property.

DATE OF PRE-APPLICATION CONFERENCE: 7/17/08

PRE-APPLICANT PHONE: 503-419-2500

STAFF MEMBERS: Aisha Willits (503-846-3961)
Anne Elvers (503-846-3583)

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 RURAL/NATURAL RESOURCE PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
UNDER THESE POLICIES: 1.f, 2, 13, 14, 18, 31, 32, 33, 35, 40 (transit corridor criteria)

TRANSPORTATION PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
UNDER THESE POLICIES: 1, 2, 4, 5, 8, 10, 12, 14, 15, 19

COMMUNITY PLAN CONSIDERATIONS (URBAN AREA ONLY):

DEMONSTRATE CONFORMANCE WITH THE COMMUNITY PLAN OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) 4, 8, 9, 11, 13, 14, 15, 16, 17, 20, THE DESCRIPTION OF SUBAREA 1, SUBAREA DESIGN ELEMENT NUMBER(S) 2 and 7, PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN E, AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF N/A ON THE PROPERTY.

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:

APPLICABLE LAND USE DISTRICT SECTIONS (PURPOSE AND PERMITTED USES): 313 (Community Business District) and 314 (General Commercial)

PHYSICAL LIMITATIONS OF SITE (SECTIONS 421, 422): N/A

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-eight (28) days of application acceptance.

OTHER CONSIDERATIONS:

Metro Urban Growth Management Functional Plan Titles, Oregon Administrative Rules, including the State Transportation Planning Rule (OAR 660-012-0060): OAR 660-012-0060; Metro Titles 1, 2, 4, 6 and 8 (available at www.oregonmetro.gov/index.cfm/go/by.web/id=274)

Casefile 09-349-PA
Exhibit C

REVIEW AUTHORITY:

☒ Planning Commission

☐ Board of County Commissioners

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

GENERAL INFORMATION

PREVIOUS CASE FILES: 88-145-M, 79-64-D, 79-279-Z, 85-592-D/V, 87-320-T, ZV-87-177, 90-635-T

OUTSTANDING CONDITIONS AND VIOLATIONS: UV-88-04 and UV 92-509 (both abated)

OTHER INTERESTED AGENCIES AND ORGANIZATIONS: None

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 (Submit one copy for initial completeness review)

1 FEE CONTRACT (SIGNED)

1 WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) _____

N/A WELL REPORTS (LOGS) FOR ALL SECTIONS WITHIN ONE HALF-MILE OF THE SUBJECT PROPERTY (RURAL ONLY) _____

SERVICE PROVIDER LETTERS

18	SHERIFF	18	PARK
18	FIRE	18	TRANSPORTATION: Traffic Impact Statement (TIS) and/or Traffic Analysis (Contact the Current Planning Division to determine whether a TIS is necessary - 503-846-8761).
N/A	SCHOOL	18	TRI-MET
18	SEWER	18	ODOT - CONTACT <u>Marah Danielson, 503-731-8200</u>
18	PUBLIC WATER	18	CITY OF <u>Beaverton</u>
18	SURFACE WATER	N/A	OTHER _____

ALSO REQUIRED

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

☐ 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.

S:\PLNG\WPSHARE\Plan Amendments\Master Forms\PreappNotes.doc - Revised 8/8/2008



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: CPO #3 West Slope, Raleigh Hills and Garden Home

COMMUNITY PLAN: Raleigh Hills - Garden Home

EXISTING LAND USE DISTRICT(S):
Central Business District (CBD)

PROPERTY DESCRIPTION

ASSESSOR MAP NO(S): T.1S, R.1W, Section 11cc
TAX LOT NO(S): 04400
SITE SIZE: 10,902 square feet (0.250 Acre)
ADDRESS: 10439 SW Canyon Road
LOCATION: Unincorporated Washington County near the intersection of
Canyon Road and SW 104th Avenue

CASEFILE NO. _____

APPLICANT NAME AND ADDRESS:

Robert McGrain
10555 SW Canyon Road
Beaverton, Oregon 97008

APPLICANT'S REPRESENTATIVE AND ADDRESS:

Michael Cerbone or Jesse Nemer
WRG Design, Inc.
5415 SW Westgate Drive, Suite 100
Portland, Oregon 97221

OWNER'S NAME AND ADDRESS:

Galloway David E. Trust & Galloway Dorothy Ruth Trust
12820 SW 19TH
Beaverton, Oregon 97008

APPLICANT PHONE: (503) 646-5111

OWNER PHONE: _____

ALSO NOTIFY: Michael Cerbone (503) 419-2500

PROPOSED PLAN AMENDMENT: The Applicant requests approval of a Comprehensive Plan Map and Zone Change Map Amendment from Central Business District (CBD) to General Commercial (GC) for property approximately 0.250 acres in size located at 10439 SW Canyon Road, more specifically identified as tax lot 04400 of Washington County Assessor's Map Township 1 south, Range 1 west, Section 11 cc.

DATE OF PRE-APPLICATION CONFERENCE:
(Attach copy of summary) July 17, 2008

STAFF MEMBER: Aisha Willits and Anne Elvers

EXISTING USE OF THE SITE: Existing paved parking area.

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

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.

McGrain 1996 LLC - RDMC Inc.
☐ OWNER ☒ CONTRACT PURCHASER DATE 8.14.08

☐ OWNER ☐ CONTRACT PURCHASER DATE

☐ 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 108-140.
- IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.

- THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.
- NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.
- AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.



WASHINGTON COUNTY OREGON

SUMMARY OF PROCEDURES FOR QUASI-JUDICIAL PLAN AMENDMENTS

INTRODUCTION:

This is a generalized summary of the procedures used by Washington County to review quasi-judicial plan amendments. For additional information, refer to Article II (Procedures) of the Washington County Community Development Code, or contact the Planning Division, Washington County Department of Land Use and Transportation.

Most plan amendments are reviewed by the Planning Commission, which makes a decision to approve, approve with conditions, or deny the request. A decision of the Planning Commission may be appealed to the Washington County Board of Commissioners.

Plan amendments involving EFC, EFU or AF-20 land, or plan amendments requesting an exception to the Oregon Statewide Planning Goals, are first reviewed at a public hearing by the Planning Commission which, makes a recommendation to the Board of County Commissioners. The Board of Commissioners will hold its own public hearing and is the final decision maker. A final decision by the Board of Commissioners may be appealed to the Land Use Board of Appeals (LUBA).

SUMMARY OF PROCEDURES

1. Pre-application conference with staff, or submit a signed waiver waiving the pre-application conference requirement.
2. Application submitted.
3. Staff reviews application for acceptance.
4. Notice to applicant of Acceptance or Application of Incomplete Application. A Notice of Incomplete Application will note what information is needed to make the application complete.
5. Upon acceptance, staff schedules a public hearing before the Planning Commission and, when applicable, the Board of County Commissioners.
6. Applicant posts property. The site must be posted and an affidavit of posting filed with the Planning Division within ten days of posting.
7. Staff mails notice of Proposed Amendment to the Department of Land Conservation and Development (DLCD) at least 45 days prior to final hearing.
8. Staff mails public notice to surrounding property owners (500 feet urban and 1000 feet rural) and Citizen Participation Organizations at least 20 days prior to the hearing.
9. Staff publishes notice in a newspaper of general circulation at least ten days prior to the initial hearing.
10. Staff report prepared; staff report is available at least 7 days prior to the hearing.
11. Public hearing before the Planning Commission; and Board of Commissioners for EFC, EFU or AF-20 land or for an exception to the Statewide Planning Goals.
12. Decision by Planning Commission, or Board of Commissioners for EFC, EFU or AF-20 land or for an exception to the Statewide Planning Goals.
13. Staff mails Notice of Decision to property owner, applicant, CPO, and parties of record (those who testified, either orally or in writing).
14. Staff mails Notice of Adoption of Denial to DLCD within 5 working days of the final decision.
15. 14-day appeal period of Planning Commission decisions to the Board of Commissioners. A Motion for Reconsideration of a Planning Commission decision may be filed within seven days of the date the notice of decision is provided. Filing a motion for reconsideration does not stay the deadline for filing an appeal.

..wpshare\Quasi-Sum

June, 1998

Department of Land Use & Transportation • Planning Division
155 N First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 640-3519 • fax: (503) 693-4412



WASHINGTON COUNTY OREGON

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

The parties to this Agreement are Robert McGrain (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, Long Range 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) T.1S., R.1W., Sec. 11cc TL 4400(Property) to change the Property's Comprehensive Plan designation from CBD to GC.
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 \$3,500 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.

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

- 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:	Robert McGrain	Applicant Name:	
Title:		Title:	
Company:	NW Jeep	Company:	
Address:	10555 SW Canyon Road	Address:	
	Beaverton, OR 97008		
Signature:		Signature:	
Date:	8.14.08	Date:	

F:/Shared/Plng/WPShare/Plan Amendments/Master/Payment Agreement.doc
Revised August 8, 2008

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



Fidelity National Title Company

The Closing Company

Prepared For:

Prepared By: **Megan Mardesich**
Information Services Department
1001 SW Fifth Avenue Suite 400 - Portland, Oregon 97204
Phone: (503) 227-LIST (5478) Fax: (503) 274-5472
E-mail: csrequest@fnf.com

OWNERSHIP INFORMATION

Owner	: Galloway David E Trust	Ref Parcel Number	: 1S111CC 04400
CoOwner	: Galloway Dorothy Rut	T: 01S R: 01W S: 11 Q: 252	
Site Address	: 10439 SW Canyon Rd Beaverton 97005	Parcel Number	: R0076410
Mail Address	: 12870 SW 19th St Beaverton Or 97008	Map Number	:
Telephone	: Owner: Tenant:	County	: Washington (OR)

SALES AND LOAN INFORMATION

Transferred	: 05/21/2001	Loan Amount	:
Document #	: 47228	Lender	:
Sale Price	:	Loan Type	:
Deed Type	:	Interest Rate	:
% Owned	:	Vesting Type	:

PROPERTY DESCRIPTION

Map Page & Grid : 625 D3
Census : Tract: 313.00 Block: 2
Subdivision/Plot : Steel's Add
Neighborhood Cd : ZBVT
Land Use : 2015 Com, Improved
Legal : STEEL'S ADDITION TO BEAVERTON, LOT
: PT 59, ACRES .25
Class Code :

ASSESSMENT AND TAX INFORMATION

Mkt Land : \$228,690
Mkt Structure : \$11,250
Other :
Mkt Total : \$239,940
% Improved : 5
07-08 Taxes : \$2,033.25
Exempt Amount :
Exempt Type :
Levy Code : 05093
Millage Rate : 15.6536
M50 Assd Value : \$129,890

PROPERTY CHARACTERISTICS

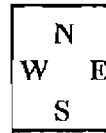
Bedrooms	:	Lot Acres	: .25	Year Built	:
Bathrooms	:	Lot SqFt	: 10,890	EffYearBlt	:
Heat Method	:	Bsm Fin SqFt	:	Floor Cover	:
Pool	:	Bsm Unfin SqFt	:	Foundation	:
Appliances	:	Bsm Low SqFt	:	Roof Shape	:
Dishwasher	:	Bldg SqFt	:	Roof Matl	:
Hood Fan	:	1st Flr SqFt	:	Interior Mat	:
Deck	:	Upper Flr SqFt	:	Paving Matl	:
Garage Type	:	Porch SqFt	:	Const Type	:
Garage SF	:	Attic SqFt	:	Ext Finish	:
		Deck SqFt	:		

This title information has been furnished, without charge, in conformance with the guidelines approved by the State of Oregon Insurance Commissioner. The Insurance Division cautions intermediaries that this service is designed to benefit the ultimate insureds. Indiscriminate use only benefiting intermediaries will not be permitted. Said services may be discontinued. No liability is assumed for any errors in this report.

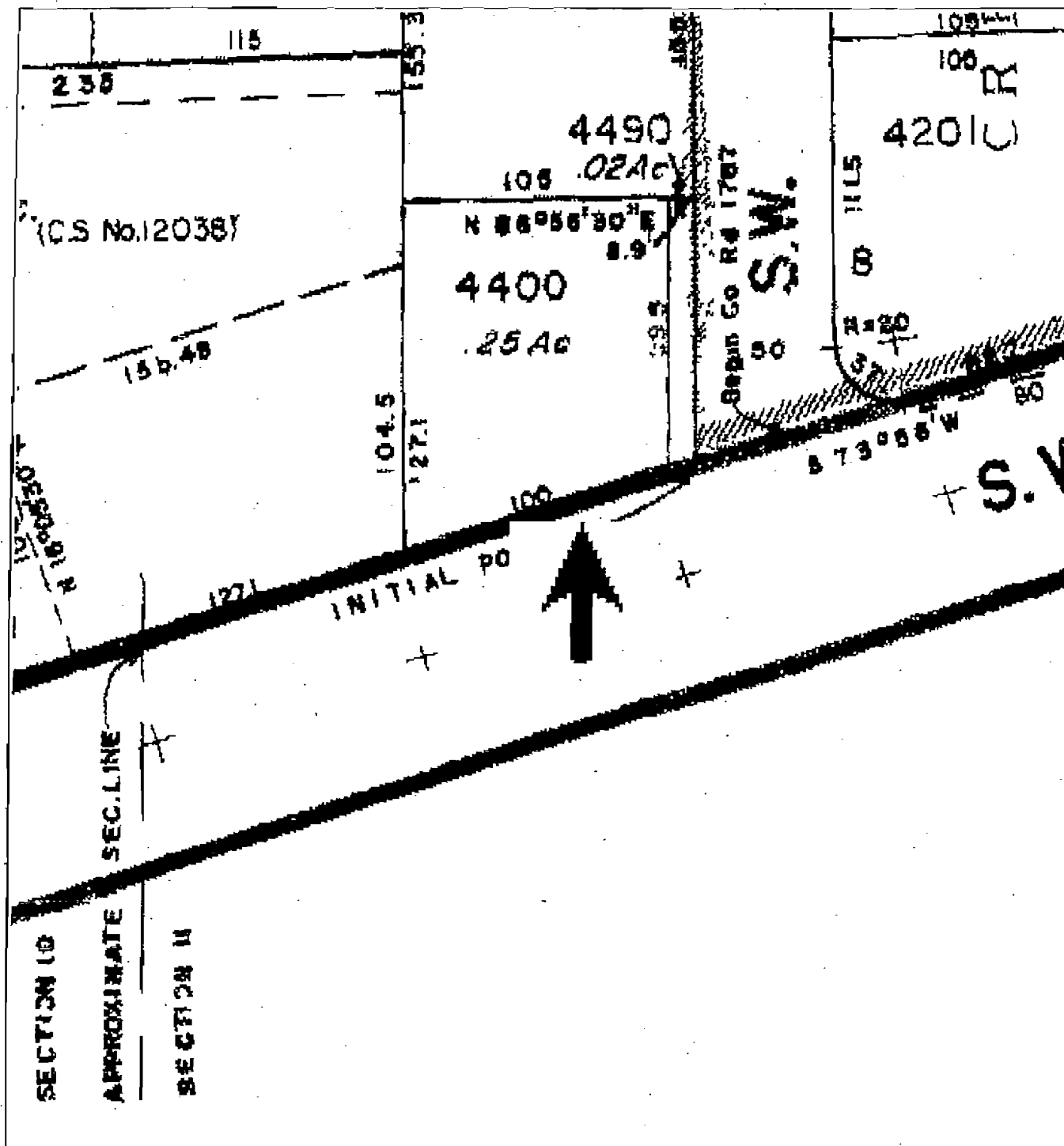


Fidelity National Title Company of Oregon

Map # 1S111CC 04400



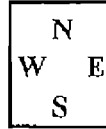
The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



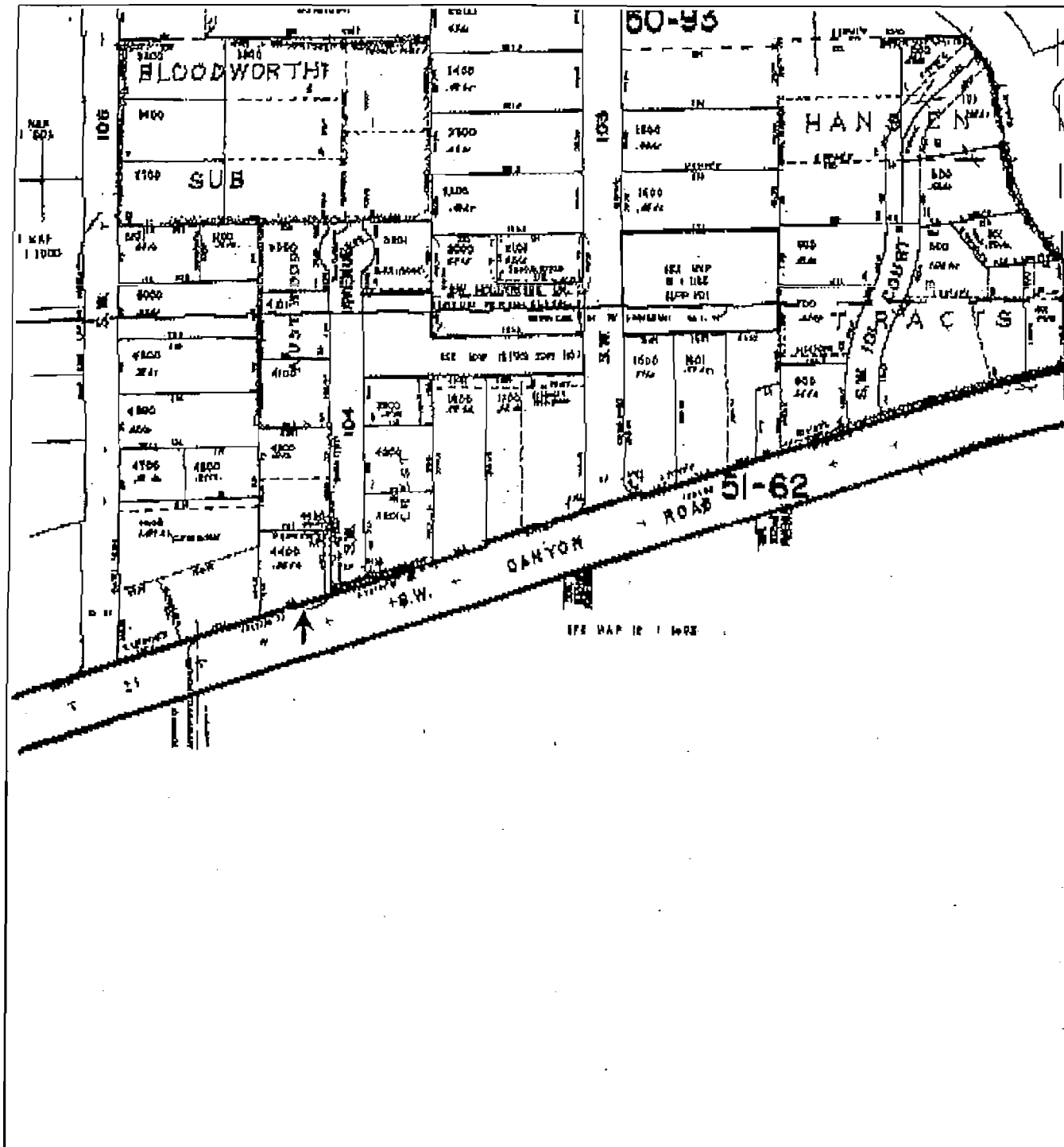


Fidelity National Title Company of Oregon

Map # 1S111CC 04400

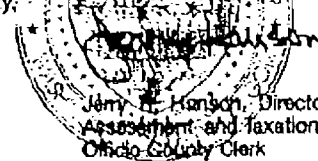


The drawing below is copied from the public records and is provided solely for the purpose of assisting in locating the premises. Fidelity National Title assumes no liability for variations, if any, in dimensions, area or location of the premises or the location of improvements ascertained by actual survey.



STATE OF OREGON }
County of Washington } SS

I, Jerry R. Hanson, Director of Assessment and Taxation and Ex-Officio County Clerk for said county, do hereby certify that the within instrument was received and recorded in book of records of said county.



Doc : 2001047228
Rect: 279166 27.00
05/21/2001 11:15:22am

10
6
11
m
After Recording Return To: *EISA*
FARRAND M. LIVINGSTON
65 SW Yamhill Street, #300
Portland, OR 97204

Send Tax Statements To:
David E. Galloway and
Dorothy R. Galloway, Trustees
14235 SW Furlong Way
Beaverton, Oregon 97005-1029

STATUTORY WARRANTY DEED

David Everett Galloway and Dorothy Ruth Galloway, husband and wife, Grantors, convey and warrant to David E. Galloway, Trustee of the David E. Galloway Trust, under Declaration of Revocable Living Trust dated April 30th, 2001, as to an undivided one-half (1/2) interest, and to Dorothy Ruth Galloway, Trustee of the Dorothy Ruth Galloway Trust, under Declaration of Revocable Living Trust dated April 30th, 2001, as to an undivided one-half (1/2) interest, the following-described real property free of encumbrances except as specifically set forth herein:

PARCEL I:

Lot 10, Block 2 Furlong Park, Washington County, Oregon.

PARCEL II:

A part of Lot 59, STEEL'S ADDITION TO BEAVERTON, Washington County, Oregon, described as follows:

Beginning at an iron pipe on the northerly boundary of the New Canyon Road State Highway, which part is at the intersection of the west line of Lot 59, STEEL'S ADDITION TO BEAVERTON, a Subdivision of record in Washington County, Oregon, and the northerly line of said State Highway thence North 73° 54 1/2' East along the northerly line of said State Highway, 244.5 feet to the southeast corner of that certain 3 1/2 acre tract of land conveyed by Deed to Hazel Stricker as recorded on Page 549, of Volume 160, of Washington County, Oregon, Deed Records, which is the true point of beginning of the herein described tract; thence North 0° 3 1/2' West along the easterly line of the said Stricker tract and parallel with easterly line of said Lot 59, of STEEL'S ADDITION TO BEAVERTON, 127.1 feet to an iron pipe; thence North 89° 56 1/2' East 96.1 feet to an iron pipe; thence South 0° 3 1/2' East 99.5 feet to an iron pipe on the northerly boundary of said State Highway; thence South 73° 54 1/2' West along said northerly boundary 100.0 feet to the true point of beginning.

True Consideration = \$0-

1-2

THE CONVEYANCE OF THE PROPERTIES DESCRIBED ABOVE SHALL BE FREE FROM ENCUMBRANCES EXCEPT FOR EASEMENTS, CONDITIONS AND RESTRICTIONS OF RECORD.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING THE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

The true consideration for this conveyance is: \$ -0-.

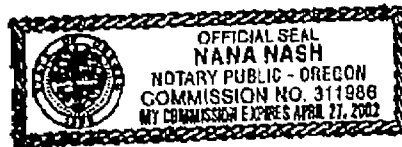
Dated: This 30th day of April, 2001.

David Everett Galloway
David Everett Galloway

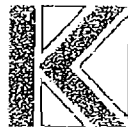
Dorothy Ruth Galloway
Dorothy Ruth Galloway

STATE OF OREGON)
County of Washington) ss.

This instrument was acknowledged before me on April 30th, 2001, by David Everett Galloway and Dorothy Ruth Galloway.



N. Nash
NOTARY PUBLIC - OREGON



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
610 SW Alder Street, Suite 700, Portland, OR 97205 • 503.228.5230 • 503.273.8169

August 14, 2008

Project #: 9409.0

Robert McGrain
Northwest Jeep
10600 SW Canyon Road
Beaverton, OR 97005

RE: Northwest Jeep Parking Expansion Traffic Impact Analysis – Washington County, Oregon

Dear Robert,

This letter summarizes the transportation-related impacts associated with the proposed rezoning of a 0.25-acre site located in the northwest quadrant of the SW Canyon Road/SW 104th Avenue intersection in Washington County, Oregon. Northwest Jeep is proposing to use the property as an inventory parking facility and is requesting to change the site zoning from Community Business District (CBD) to General Commercial (GC) to ensure consistency with County Code.

As summarized in this letter, the proposed zone change from CBD to GC will not increase the trip generation potential of the site. For this reason, Transportation Planning Rule (TPR) analyses were limited to a trip generation comparison of the existing and proposed zoning designations. Further, an operation analysis and review of crash patterns at the Canyon Road/SW 104th Avenue intersection was prepared and confirms that the intersection can adequately serve the proposed site development. No transportation mitigation measures are needed to support site development.

The remainder of this letter summarizes our analysis methodology and findings.

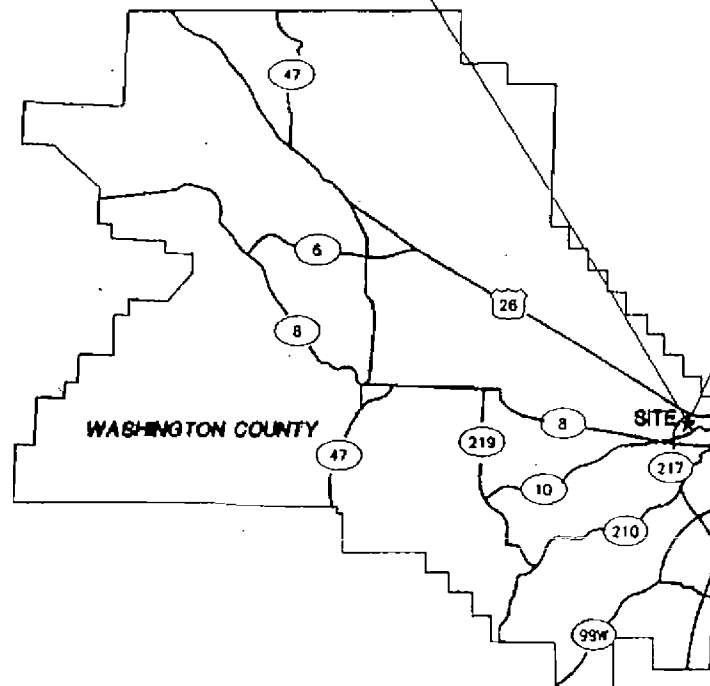
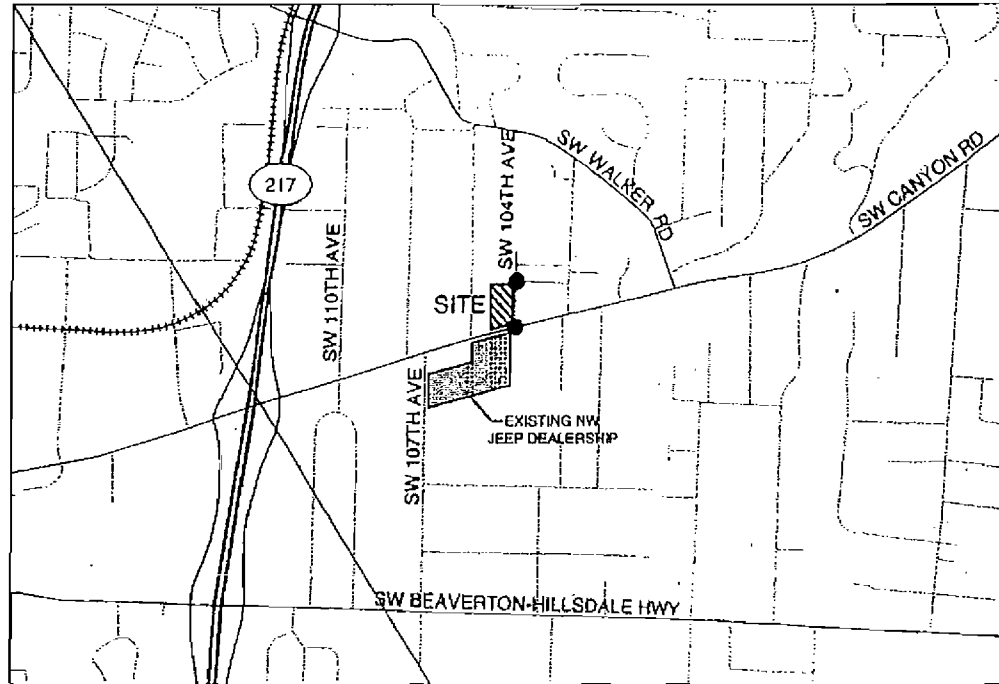
Introduction

Northwest Jeep operates a vehicle dealership located on the south side of SW Canyon Road between SW 104th and SW 106th Avenues in unincorporated Washington County. Northwest Jeep also operates a small storage lot on the north side of SW Canyon Road adjacent to the west edge of the proposed site. The north lot is used to store additional vehicles for sale by the dealership. The development proposal is to utilize the study site in a similar inventory storage manner.

The study site's only access point is located on SW 104th Avenue at the northwest corner of the property (approximately 50 feet from the intersection of SW Canyon Road/SW 104th Avenue). This existing access point would be maintained under the proposed development. Figure 1 identifies the location of the site and Figure 2 illustrates the proposed site plan.

NW Jeep Parking Expansion

August 2008

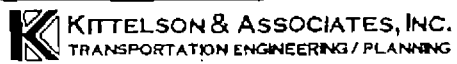


LEGEND

- - STUDY INTERSECTIONS

SITE VICINITY MAP
BEAVERTON, OREGON

FIGURE
1



Northwest Jeep Parking Expansion
August 14, 2008

Project #: 9409
Page: 4

During the project pre-application process, Washington County staff noted that the proposed storage site could conceivably serve as a location for additional vehicle sales. The existing CBD zoning does not include car sales as a permitted use. While no sales component is proposed, a rezone of the property from CBD to GC is being requested to provide land use zoning/code consistency with the adjacent property being used for storage by NW Jeep.

Zone Change Analysis

The state's Transportation Planning Rule (TPR) contained within Oregon Administrative Rule (OAR) 660-12-0060 requires a comparative analysis of the anticipated impacts of any proposed zone change. These analyses require a comparison of "reasonable worst case" development under the existing and proposed zoning designations.

Washington County's zoning code describes CBD zoning as commercial centers with a mix of retail and service and business establishments. Similarly, the GC zoning is described as land to provide commercial uses with a high degree of visibility, while discouraging strip commercial development. Within each of the land use districts, there are many similar permitted uses ranging from commercial, office, and service type of developments (additional allowable uses under both of the zoning districts are included in Attachment A). Table 1 highlights three land uses that are common to both zoning district and are also comparatively high trip generators among the permitted uses.

Table 1 Common Land Uses with High Trip Generation Rates

Community Business District - Existing Zoning		General Commercial District - Proposed Zoning	
Code	Permitted Uses	Code	Permitted Uses
313-3.5	Convenience Grocery	314-3.8	Convenience Grocery
313-3.6	Eating and Drinking Establishments	314-3.9	Eating and Drinking Establishments
313-3.8	Drive-in or Drive-up Establishments	314-4.43	Drive-In or Drive-up Establishments

As shown in Table 1, three relatively high trip generators are allowable uses under each zoning district. "Eating and Drinking Establishments" allow drive-in or drive-up windows and are of particular interest for a small site because they include fast-food type restaurants and espresso coffee stands. While not proposed for development at this site, fast-food restaurants or an espresso stand could conceivably be constructed at the site and thus represent a "reasonable worst case" development scenario.

Given that similar trip generators are permitted within both the existing and proposed zoning designation, there should be no net difference in trip generation rates for a "reasonable worst case" development scenario. Accordingly, the TPR requirements are met (there is no new transportation impact associated with the proposed zone change) and no analyses of 20-year traffic operations should be required.

Northwest Jeep Parking Expansion
August 14, 2008

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Intersection Operations Assessment

In addition to completing the TPR review, Washington County staff requested an assessment of opening-year conditions at the SW Canyon Road/SW 104th Avenue intersection to ensure the intersection will continue to operate acceptably under the proposed zoning. This section presents an assessment of the intersection operations under existing conditions and conditions with site development.

Existing Conditions

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of roadways within the study area. The site of the Northwest Jeep Parking Expansion was visited and inventoried in July 2008. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

Site Conditions and Adjacent Land Uses

The study site is currently vacant and is served by an existing driveway located on SW 104th Avenue approximately 50 feet north of SW Canyon Road. Surrounding land uses include other car dealerships and a small insurance office building situated directly north of the proposed site. Other small-scale commercial developments are located along SW Canyon Road between SW Walker Road and SW 107th Avenue.

Roadway Facilities

As indicated in Figure 1, the study site is located at the corner of SW Canyon Road, classified as a major arterial in the City of Beaverton Transportation System Plan (Reference 1) and SW 104th Avenue, classified as a local street. Table 2 provides a summary of the transportation facilities included in this analysis. SW Canyon Road has a five-lane section with a center left turn lane and a speed limit of 45 miles per hour. SW 104th Avenue intersects SW Canyon Road in a 3-legged intersection to the north, and then ends at the entrance to a housing development.

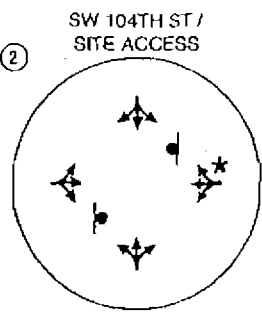
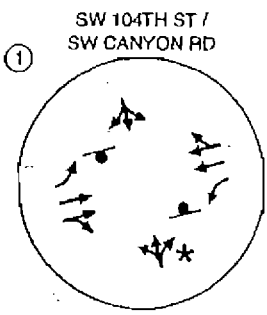
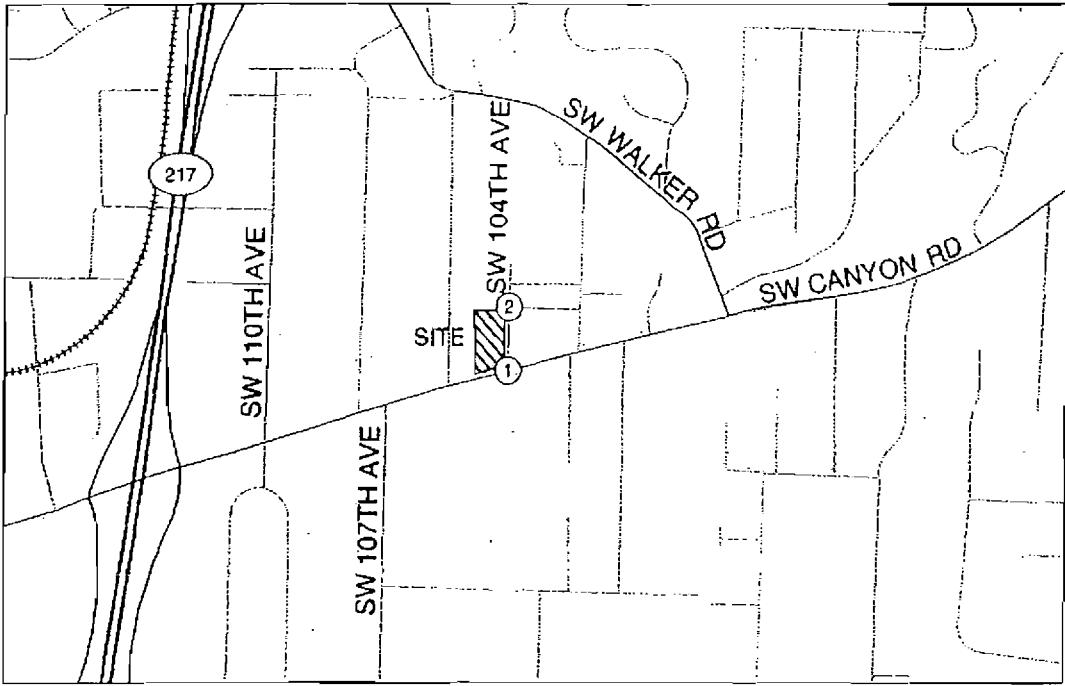
Table 2 Existing Transportation Facility Characteristics

Roadway	Classification	Cross-Section	Posted Speed	Side-walks?	On-Street Parking?	Bicycle Lanes?	Median?
SW Canyon Road	Major Arterial	5-lane	45	Both	No	Partial	No
SW 104 th Avenue	Local Street	2-lane	NP	No	No	No	No

Figure 3 identifies the existing lane configurations and traffic control devices at the study intersections.

NW Jeep Parking Expansion

August 2008



- LEGEND**
- * - DRIVEWAY
 - STOP SIGN
 - TRAFFIC SIGNAL

EXISTING LANE CONFIGURATIONS AND
TRAFFIC CONTROL DEVICES
BEAVERTON, OREGON

FIGURE
3

M:\projects\09-349-PA - NW Jeep Parking Expansion\09-349-PA-Fig03.dwg Aug 14, 2008 - 8:05am - jsonnierville Layout Tab: Fig03

Northwest Jeep Parking Expansion
August 14, 2008

Project #: 9409
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Pedestrian and Bicycle Facilities

Bicycle lanes and sidewalks are provided north side of SW Canyon Road beginning east of SW 110th Avenue and continuing west toward Highway 217. There are no bicycle lanes and only sporadically-placed sidewalks provided along SW Canyon Road between SW Walker Road and SW 110th Avenue.

Transit Service

Tri-Met currently operates one bus route through the study area along SW Canyon Road. Route 58, Canyon Road, provides service along SW Canyon Road between the Beaverton Transit Center and the Portland City Center. Buses operate Monday through Friday from 5:00 a.m. to 1:30 a.m., with approximately 30-minute headways most hours of the day. Busses operate on Saturdays and Sundays from 6:00 a.m. to 1:30 a.m., with approximately 40-minute headways. *Attachment "B" contains transit timetables and maps.*

Traffic Volumes and Peak Hour Operations

Manual turning movement counts were obtained at the SW Canyon Road/SW 104th Avenue intersection on a mid-week day in June 2008. These counts were conducted during the weekday morning (7:00 – 9:00 a.m.) and evening (4:00 – 6:00 p.m.) hours. The turning movements are summarized and rounded to the nearest five vehicles per hour as shown in Figure 4. The weekday morning peak hour occurred between 7:30 and 8:30 a.m. while the weekday evening peak hour occurred between 5:00 and 6:00 p.m. *Attachment "C" contains the traffic count sheets used in this study.*

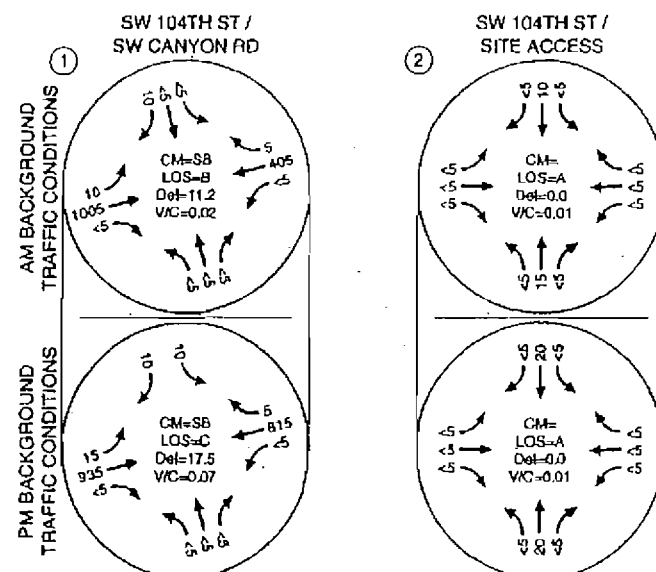
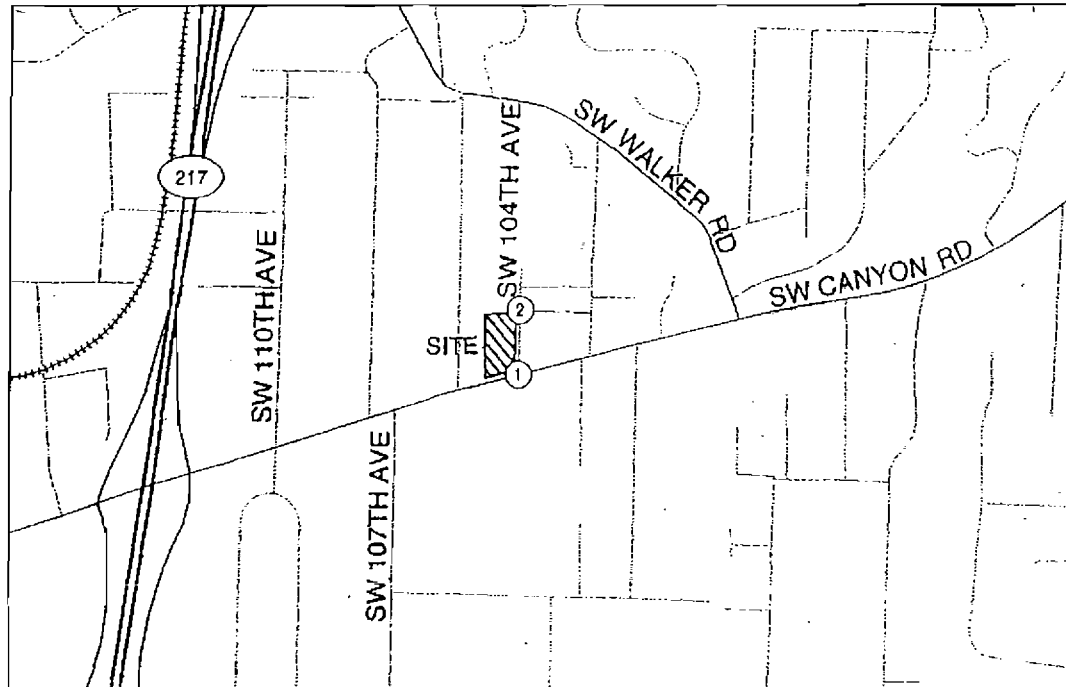
Level-of-Service Analysis

All level-of-service analyses described in this report are performed in accordance with the procedures stated in the *2000 Highway Capacity Manual* (Reference 2), and are calculated using the Traffix v7.9 software package. *Attachment "D" contains a description of level of service and the criteria by which they are determined, as well as how level of service is measured and what is generally considered an acceptable range of level of service.*

The operational analysis is based on a reasonable worst-case scenario, which involves using the peak 15-minute flow rate during the weekday a.m. and p.m. peak hours in the evaluation of all intersection levels of service. For this reason, the analysis reflects conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during all other weekday hours will likely operate under better conditions than those described in this report.

NW Jeep Parking Expansion

August 2008



LEGEND

- CM = CRITICAL MOVEMENT
- LOS = CRITICAL MOVEMENT LEVEL OF SERVICE
- Del = CRITICAL MOVEMENT CONTROL DELAY
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

2008 EXISTING BACKGROUND TRAFFIC CONDITIONS
BEAVERTON, OREGON

FIGURE
4

Northwest Jeep Parking Expansion
August 14, 2008

Project #: 9409
Page: 9

Washington County requires the following minimum operating standards be maintained:

- Level of Service "D" or better and a volume-to-capacity (v/c) ratio less than 0.95 is required for signalized intersection operations.
- Level of Service "E" or better and a volume-to-capacity ratio less than 0.95 is required for unsignalized intersection operations.

As shown in Figure 4, the SW Canyon Road/SW 104th Avenue intersection currently satisfies Washington County's operational standards. The existing conditions level-of-service worksheets are located in Attachment "E".

The proposed use of the study site as a vehicle storage facility is not expected to result in additional weekday a.m. or p.m. peak hour trips on a typical day. Given there will be limited to no additional peak hour trips, the SW Canyon Road/SW 104th Avenue intersection will continue to operate acceptably with site development.

Intersection Safety Analysis

Crash data for the Southwest Canyon Road corridor was collected from the Oregon Department of Transportation's crash data base from a three year period to evaluate the safety at the study intersections. Table 3 summarizes the collision type and severity at the study intersections.

Table 3 Table 3
Southwest Canyon Road/Southwest 104th Avenue Intersection Collision History (2003-2006)

Number of Crashes	Collision Type					Severity		
	Rear-End	Angle	Turn	Side-Swipe	Other	PDO	Injury	Fatal
2	1	0	1	0	0	2	0	0

PDO=Property Damage Only

As summarized in Table 3, there were two reported crashes at the SW Canyon Road/SW 104th Avenue intersection, both involving property damage only. Table 4 provides a summary of the volumes entering the intersection and the crash rate based on million entering vehicles (MEV).

Table 4 Study Intersection Crash Rates (2003-2006)

Intersection	Number of Crashes	Crashes per Year	Peak Hour TEV	MEV / Year	Crashes / MEV
Southwest Canyon Road-Southwest 104 th Avenue	2	0.67	4,308	15.72	0.04

Crash Rate: Crashes per Million Entering Vehicles (MEV).

Washington County generally considers a crash rate greater than 1.0 crashes/MEV to be an indicator that a potential geometric or operational issue may exist and that further evaluations should be conducted. No potential safety issues were identified on the basis of the crash rate comparison alone. Crash Data used for this analysis is located in Attachment "F".

Northwest Jeep Parking Expansion
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Washington County SPIS List

Washington County uses a ranking system to evaluate the crash rates at intersections along County roads. This system is known as the Safety and Priority Index System (SPIS). Further, County policy requires that traffic safety be considered at the study intersections within the project influence area as well as at those projects within the project impact area. The impact area is defined by those locations where the development is estimated to contribute more than ten percent of the daily traffic to any leg of an intersection on the SPIS List. Based on these criteria, there are no SPIS intersections within our impact area.

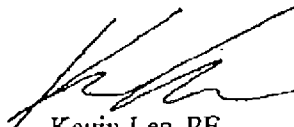
CONCLUSIONS AND RECOMMENDATIONS

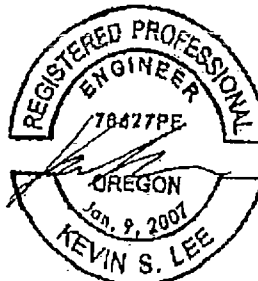
Based on the results of the transportation impact analysis, the proposed Northwest Jeep Expansion and the associated zone change can be developed while maintaining acceptable levels of service and safety on the surrounding transportation system. Key findings and recommendations of this report are summarized below.

- Similar trip generators are permitted under both the existing CBD and proposed GC zoning designation. As such, there should be no net difference in trip generation rates for a "reasonable worst case" development scenario under either zoning.
- Because there is no new transportation impact associated with the proposed zone change, the Oregon TPR requirements are met and no analyses of 20-year traffic operations should be required.
- The SW Canyon Road/SW 104th Avenue intersection currently operates acceptably under weekday a.m. and p.m. peak hour traffic conditions.
- The proposed development is not expected to generate any new vehicle trips to the site during typical weekday a.m. and p.m. peak hour conditions, indicating that SW Canyon Road/SW 104th Avenue intersection will continue to operate acceptably with the proposed site development.

We trust this letter adequately addresses the traffic impacts associated with the proposed Northwest Jeep Parking Expansion. Please contact us if you have any questions or comments regarding the contents of this report or the analysis performed.

Sincerely,
KITTELSON & ASSOCIATES, INC.


Kevin Lee, PE
Engineer



Kittelison & Associates, Inc.

EXPIRES: 12/31/08

Portland, Oregon

Northwest Jeep Parking Expansion
August 14, 2008

Project #: 9409
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References:

1. City of Beaverton Transportation System Plan. <http://www.beavertonoregon.gov/> August 2008.
2. Transportation Research Board. *Highway Capacity Manual*, 2000.
3. Washington County Development Code. <http://www.co.washington.or.us/> August 2008.

Attachment A
Washington County Zoning
District Descriptions

ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

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313 COMMUNITY BUSINESS DISTRICT (CBD)

313-1 Intent and Purpose

Commercial centers in this District are intended to provide the community with a mix of retail, service and business establishments on a medium to large-scale. Medium through high density residential uses, as well as various office and institutional uses, may be permitted.

313-2 Uses Permitted Through a Type I Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code

313-2.1 Accessory Uses and Structures - Section 430-1.

313-2.2 Any Type II or III use, expansion of an existing use or change of use which meets all of the following:

- A. Is exempt from application of the Public Facility Standards under Section 501-2;
- B. Is not in an "Area of Special Concern" as designated on the applicable Community Plan map;
- C. Is on an existing lot;
- D. Does not amend any previous approval or previous condition of approval;
- E. Is in compliance with all applicable standards of this Code; and
- F. Is not a telecommunication facility allowed through a Type II or III procedure.

313-2.3 Bus Shelter - Section 430-23.

313-2.4 Recycle Drop Box - Section 430-113.

313-2.5 Temporary Use - Section 430-135.1.

313-2.6 Facility 3 and 4 Communication Towers that:

- A. Do not exceed a maximum height of seventy-five (75) feet; and
- B. Are located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site - Section 430-109.

313-2.7 Co-located antennas, excluding those antennas exempt pursuant to Sections 430-109.1 and 201-2 - Section 430-109.3.

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ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

313-2.8 Facility 2 Communication Towers, excluding those towers exempt pursuant to Sections 430-109.1 and 201-2, that:

- A. Do not exceed a maximum height of seventy-five (75) feet; and
- B. Are located on a lot or parcel of which more than fifty (50) percent of the perimeter abuts a residential district. Notwithstanding, Facility 2 communication towers may be located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site - Section 430-109.4.

313-3 Uses Permitted Through a Type II Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5.

- 313-3.1 Access to a manufactured dwelling park - Section 430-77.14
- 313-3.2 Adult Book Stores - Section 430-3.
- 313-3.3 Ambulance Service - Section 430-9.1.
- 313-3.4 Automotive Parts and Related Services - Tire, battery and auto and boat accessory stores, indoor motorcycle sales and auto parts stores.
- 313-3.5 Convenience Grocery - Section 430-35.
- 313-3.6 Eating and Drinking Establishments - Those with drive-in or drive-up windows shall address Section 430-41.
- 313-3.7 Commercial School - such as vocational, music, dance, martial arts.
- 313-3.8 Drive-in or Drive-up Establishments (includes beverage venders, film sales, locksmith and other similar uses) - Section 430-41.
- 313-3.9 Fabrication, Processing and Repair Facilities - Limited to primarily retail sales of custom products fabricated, processed, printed, repaired or installed on the premises within an entirely enclosed building (may include windshield, running boards, vehicle oil and lubrication, minor repair and other similar uses).
- 313-3.10 Financial, Insurance and Real Estate Services and Institutions.
- 313-3.11 Food Market - All types.
- 313-3.12 Fuel Dealership - Section 430-49.

ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

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- 313-3.13 Funeral Home, Mausoleum and Crematorium.
- 313-3.14 Group Care Facilities - Section 430-53.1 through 430-53.5.
- 313-3.15 Lodging Place - Hotel, Motel under fifty (50) units.
- 313-3.16 Medical and Health Services - including laboratories, clinics, offices, supplies, rental, sales & service, veterinary offices and clinics which do not have outdoor kennels, animal hospitals and ambulance services.
- 313-3.17 Membership Organizations - including churches.
- 313-3.18 Offices.
- 313-3.19 Outdoor storage in conjunction with a permitted use provided:
 - A. The storage area does not exceed ten (10) percent of the floor area of the permitted use; and
 - B. The storage area is screened from all surrounding uses, parking areas, and public rights-of-way.
- 313-3.20 Park and Ride Facility - Section 430-89.
- 313-3.21 Commercial Parking Facility.
- 313-3.22 Personal Service Establishments - including but not limited to laundry, dry cleaning, garment repair, barber and beauty shops, shoe repair, photographic studios and clothing rental establishments.
- 313-3.23 Public Building - Section 430-103.
- 313-3.24 Public Utility - Section 430-105.
- 313-3.25 Radio Station.
- 313-3.26 Retail Business Establishment with a maximum gross floor area of fifty-thousand (50,000) square feet.
- 313-3.27 Service Businesses - including but not limited to adjustment and collection agencies, advertising agency, business management services, credit agency, duplicating, addressing, blue printing, photocopying, mailing and stenographic services, employment agency, office equipment rental agencies, telephone answering service, and other business services such as bondsmen, drafting, detective agencies, notary public and like services, building services such as cleaning and mail order stores.
- 313-3.28 Service Station, Car Wash - Section 430-123.
- 313-3.29 Special Recreation Use - Section 430-131.
- 313-3.30 Theaters (not including Drive-in Theater).

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ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

- 313-3.31 Transit Center - Section 430-137.
- 313-3.32 A Type I or Type II Home Occupation in a nonconforming residence as an interim temporary use subject to the standards of Section 430-63.1 - Type I Home Occupation or Section 430-63.2 - Type II Home Occupation.
- 313-3.33 Construction of a local street not in conjunction with a development application or within existing right-of-way.
- 313-3.34 Communication Towers greater than seventy-five (75) feet and up to two-hundred (200) feet in height - Section 430-109.
- 313-3.35 Uses Accessory and Incidental to an Allowed Use, not Otherwise Permitted by Section 313-2.2:
- A. Garages for storage and maintenance of motor vehicles used by the principal use;
 - B. Storage of motor fuels and lubricating oils for vehicles used by the principal use;
 - C. Maintenance and utility shops for equipment used by the principal use;
 - D. Central heating, air conditioning and refrigeration plants;
 - E. Educational facilities;
 - F. Buildings for storage of documents, records, testing and research equipment, experimental models and other personal property related to the principal use;
 - G. Clinics, cafeterias, lounges and recreational facilities for employees;
 - H. Living quarters for custodians and caretakers;
 - I. Laundry facilities; and
 - J. Electrical substation.
- 313-3.36 Nursery School - Section 430-121.
- 313-3.37 Parking not in conjunction with a Permitted Use - Section 430-91.
- 313-3.38 Tree removal in areas identified in the applicable Community Plan as Significant Natural Resources, subject to Section 407-3.
- 313-3.39 Co-located antennas, not otherwise allowed through a Type I Procedure - Section 430-109.

313-4 Uses Which May be Permitted Through a Type III Procedure

The following uses may be permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all

ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

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other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5.

313-4.1 Heliport - Section 430-59.

313-4.2 Retail Business Establishments exceeding a maximum gross floor area of fifty-thousand (50,000) square feet.

313-4.3 Uses Which May be Permitted Through a Type III Planned Development Procedure:

In addition to the requirements of Section 313-4, the following uses may be permitted when processed through a Type III Planned Development. The review of the proposed use shall consider whether the use will unduly duplicate an existing use if the proposed location will best serve the public interest and not detrimentally impact existing uses in the County.

A. Lodging Places - Hotel, Motel over fifty (50) units.

B. Regional Scale Facilities - such as arena, auditorium, convention center, exhibition hall, stadium, zoo, hospitals, amusement parks.

C. Regional Shopping Center.

D. Residential Dwelling Units, subject to the following:

- (1) Twenty-five (25) units per acre when not in conjunction with a commercial use. The standards of the R-25+ District shall apply; and
- (2) When in conjunction with a commercial use and included within the same structure there shall be no minimum density required. The standards of the Community Business District shall apply.

313-4.4 Communication Towers greater than two-hundred (200) feet in height - Section 430-109.

313-4.5 Broadcast Towers - Section 430-109.

313-4.6 Uses Accessory and Incidental to a Residential Development Provided for the Service and Convenience of the Residents:

A. Clubhouse.

B. Meeting hall.

C. Day care facility - Section 430-53.2.

D. Recreation center.

E. Gymnasium.

F. Indoor swimming pool.

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ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

313-5 Prohibited Uses

- 313-5.1 Structures or uses of land not specifically authorized by this District unless the structure or use has substantially similar use and impact characteristics to a use listed, as determined through the provisions of Section 202-2.2.
- 313-5.2 The use of a manufactured dwelling except as provided in Section 430-135.1 - Temporary Uses and 430-1.2 D. - Accessory Use.
- 313-5.3 New dwelling units except pursuant to Section 313-4.3 D.
- 313-5.4 Mobile home, boat, trailer and auto sales.
- 313-5.5 The location of service facilities such as high schools, hospitals, nursing homes, public assembly and high density residential development in airport approach zones. Location of these facilities shall be avoided within any existing (June, 1983) airport year 2000 LDN fifty-five (55) contour.
- 313-5.6 Auto wrecking yards.

313-6 Dimensional Requirements

313-6.1 Lot Area:

The minimum lot area shall be eight-thousand five hundred (8,500) square feet.

313-6.2 Yard Requirements:

The minimum yard requirements shall be:

- A. Twenty (20) foot front yard;
- B. Side and rear yards:
- (1) Where abutting a residential district the side and rear yard shall be no less than that required by the abutting district;
 - (2) Except on corner lots, and as in one (1) above, there are no required side or rear yards;
 - (3) On a corner lot the side or rear yard abutting the street shall be twenty (20) feet; and
- C. Additional setbacks may be required as specified in Sections 411 and 418.

313-6.3 Height:

- A. The maximum height for structures shall be one-hundred (100) feet except as modified by other Sections of this Code.

ARTICLE III: LAND USE DISTRICTS
313 - COMMUNITY BUSINESS DISTRICT (CBD)

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- B. The height of telecommunication facilities are regulated by the Permitted Use sections of this Land Use District, Sections 201, 430-1, 430-109 and other applicable provisions of this Code.

313-6.4 Lot Dimensions:

- A. The minimum average lot width shall be eighty-five (85) feet;
- B. The width at the access point shall be forty (40) feet; and
- C. The minimum average lot depth shall be eighty-five (85) feet.

313-7 Article IV - Development Standards

In addition to the requirements of this District, the standards of Article IV - Development Standards, including Section 422 (Significant Natural Resources), are applicable as required by Subsection 403-3.

ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

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314 GENERAL COMMERCIAL DISTRICT (GC)

314-1 Intent and Purpose

This District is intended to provide for commercial land to serve the traveling public and to provide for commercial uses which require large sites and a high degree of visibility. This District is intended to recognize the existing strip commercial development pattern in the County, but discourage future extensions of strip commercial development. In addition, the General Commercial District recognizes office uses existing on September 26, 1983. These existing office structures may continue to be used for professional office uses, but expansion of the structures will be subject to the nonconforming use requirements of this Code.

314-2 Uses Permitted Through a Type I Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code.

314-2.1 Accessory Uses and Structures - Section 430-1.

314-2.2 Any Type II or III use, expansion of an existing use or change of use which meets all of the following:

- A. Is exempt from application of the Public Facility Standards under Section 501-2;
- B. Is not in an "Area of Special Concern" as designated on the applicable Community Plan map;
- C. Is on an existing lot;
- D. Does not amend any previous approval or previous condition of approval;
- E. Is in compliance with all applicable standards of this Code; and
- F. Is not a telecommunication facility allowed through a Type II or III procedure.

314-2.3 Bus Shelter - Section 430-23.

314-2.4 Recycle Drop Box - Section 430-113.

314-2.5 Temporary Use - Section 430-135.1.

314-2.6 Facility 3 and 4 Communication Towers that:

- A. Do not exceed a maximum height of sixty-five (65) feet; and
- B. Are located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private

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ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

street or right-of-way shall be considered as abutting the perimeter of the proposed site- Section 430-109.

314-2.7 Co-located antennas, excluding antennas exempt pursuant to Sections 430-109.1 and 201-2 – Section 430-109.3.

314-2.8 Facility 2 Communication Towers, excluding those towers exempt pursuant to Sections 430-109.1 and 201-2, that:

- A. Do not exceed a maximum height of sixty-five (65) feet; and
- B. Are located on a lot or parcel of which more than fifty (50) percent of the perimeter abuts a residential district. Notwithstanding, Facility 2 communication towers may be located on a lot or parcel of which less than fifty (50) percent of the perimeter abuts a residential district. For the purpose of this subsection, lots or parcels that are separated from the proposed site by an existing or dedicated public or private street or right-of-way shall be considered as abutting the perimeter of the proposed site - Section 430-109.4.

314-3 Uses Permitted Through a Type II Procedure

The following uses are permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5.

314-3.1 Access to a Manufactured Dwelling Park - Section 430-77.14

314-3.2 Adult Book Stores - Section 430-3.

314-3.3 Ambulance Service - Section 430-9.

314-3.4 Automobile and vehicle repair, welding shop, and automobile or vehicle service part facilities. All repair shall be done within an enclosed building.

314-3.5 Automobile, boat, recreational vehicle and motorcycle sales and rental showrooms and lots. Service facilities must be within an enclosed building.

314-3.6 Building supply and equipment and retail lumber yards which may include fabrication of products to be used in residential construction incidental to a retail yard when fabricated within an enclosed building.

314-3.7 Cabinet, electrical, plumbing, sheet metal, welding, electroplating, heat and air conditioning, sign and upholstery shops, in an enclosed building not exceeding ten-thousand (10,000) square feet in gross floor area, including fabrication, sales and show rooms.

314-3.8 Convenience Grocery - Section 430-35.

314-3.9 Eating and Drinking Establishments - Those with drive-in or drive-up windows shall address Section 430-41.

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ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

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- 314-3.10 Fabrication Processing and Repair Facilities - Limited to retail sales of custom products fabricated, processed, printed, repaired or installed on the premises, within an entirely enclosed building.
- 314-3.11 Farm implement, truck and heavy equipment sales showrooms and lots and storage for new and used equipment, trucks or implements: All repair shall be done within an enclosed building.
- 314-3.12 Farmers Market.
- 314-3.13 Feed Stores, farm and garden equipment and outdoor sale of plant material, lawn furniture, playground equipment.
- 314-3.14 Fuel Dealership - Section 430-49.
- 314-3.15 Lodging Places - Hotel, Motel.
- 314-3.16 Manufacturing as an accessory use to a permitted use using no more than twenty-five (25) percent of the total floor area.
- 314-3.17 Manufactured Dwelling Sales and Service.
- 314-3.18 Motor Pool.
- 314-3.19 Movie Studio.
- 314-3.20 Nursery and open air business including wood yard, bark dust and gravel, consistent with the intent and purpose of this District.
- 314-3.21 Outdoor Storage in Conjunction with a permitted use.
- 314-3.22 Park and Ride Facility - Section 430-89.
- 314-3.23 Commercial Parking Facility.
- 314-3.24 Public Building, limited to post office, motor vehicle drive test center and motor vehicle field offices.
- 314-3.25 Public Utility - Section 430-105.
- 314-3.26 Radio Station.
- 314-3.27 Retail Businesses whose principal activity is the sale of furniture, or similar uses consistent with the purpose of the District, with a minimum floor area of five-thousand (5,000) square feet.
- 314-3.28 Equipment Rental Service.
- 314-3.29 Service Establishments including such things as printing, publishing, lithography, employment agencies, laundry and cleaning facilities and services.

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ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

- 314-3.30 Service Station, Car Wash - Section 430-123.
- 314-3.31 Special Recreation Use - Section 430-131.
- 314-3.32 Storage, mini-warehouses, moving and storage, and recreation vehicle storage.
- 314-3.33 Theater, including indoor and drive-in - Sections 430-3 and 430-43.
- 314-3.34 Transit Center - Section 430-137.
- 314-3.35 A Type I or Type II Home Occupation in a nonconforming residence as an interim temporary use subject to the standards of Section 430-63.1 - Type I Home Occupation or Section 430-63.2 - Type II Home Occupation.
- 314-3.36 Veterinary Hospital, Clinic and Office.
- 314-3.37 Wholesale Business with a retail outlet when the use requires a minimum floor area of ten-thousand (10,000) square feet.
- 314-3.38 Construction of a local street not in conjunction with a development application or within existing right-of-way.
- 314-3.39 Communication Towers greater than sixty-five (65) feet and up to two-hundred (200) feet in height - Section 430-109.
- 314-3.40 Uses Accessory and Incidental to an Allowed Use, not Otherwise Permitted by Section 314-2.2:
 - A. Garages for storage and maintenance of motor vehicles used by the principal use;
 - B. Storage of motor fuels and lubricating oils for vehicles used by the principal use;;
 - C. Maintenance and utility shops for equipment used by the principal use;
 - D. Central heating, air conditioning and refrigeration plants;
 - E. Buildings for storage of documents, records, testing and research equipment, experimental models and other personal property related to the principal use;
 - F. Clinics, cafeterias, lounges and recreational facilities for employees;
 - G. Day care facilities primarily for employees;
 - H. Electrical substations; and
 - I. Administrative Office.
- 314-3.41 Parking not in conjunction with a Permitted Use - Section 430-91.
- 314-3.42 Tree removal in areas identified in the applicable Community Plan as Significant Natural Resources, subject to Section 407-3.

ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

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314-3.43 Drive-in or Drive-up Establishment (includes beverage venders, film sales, locksmith and other similar uses) - Section 430-41.

314-3.44 Co-located antennas, not otherwise allowed through a Type I Procedure – Section 430-109.

314-4 Uses Which May Be Permitted Through a Type III Procedure

The following uses may be permitted subject to the specific standards for the use set forth below and in applicable Special Use Sections of Section 430, as well as the general standards for the District, the Development Standards of Article IV and all other applicable standards of the Code. Approval may be further conditioned by the Review Authority pursuant to Section 207-5.

314-4.1 Amusement Park - Section 430-11.

314-4.2 Auditorium, Stadium, Convention Center, Exhibition Hall or Hospital when:

- A. The use will not unduly duplicate an existing use;
- B. The location will best serve the public interest;
- C. The use will not detrimentally impact existing uses in the County; and
- D. The proposed use is reviewed as a Type III planned development.

314-4.3 Campground - Section 430-25.

314-4.4 Heliport - Section 430-59.

314-4.5 Solid Waste Transfer Station - Section 430-129.

314-4.6 Communication Towers greater than two-hundred (200) feet in height - Section 430-109.

314-4.7 Broadcast Towers – Section 430-109.

314-5 Prohibited Uses

314-5.1 Structures or uses of land not specifically authorized by this District unless the structure or use has substantially similar use and impact characteristics to a use listed, as determined through the provisions of Section 202-2.2.

314-5.2 The use of a manufactured dwelling except as provided by Section 430-135.1 - Temporary Uses and Section 430-1.2 D. - Accessory Use.

314-5.3 New dwelling units.

314-5.4 Office Uses except in office structures existing on June 28, 1983, or as an accessory to a permitted use as provided in Section 430-1.2.

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ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

314-5.5 Shopping Centers.

314-5.6 The location of service facilities such as high schools, hospitals, nursing homes, public assembly and high density residential development in airport approach zones. Location of these facilities shall be avoided within any existing (June, 1983) airport year 2000 LDN fifty-five (55) contour.

314-5.7 Auto wrecking yards.

314-6 Dimensional Requirements

314-6.1 Lot Area:

The minimum lot area shall be fifteen-thousand (15,000) square feet.

314-6.2 Yard Requirements:

The minimum yard requirements shall be as follows:

A. Twenty (20) foot front yard;

B. Side and Rear Yards:

- (1) Abutting a Residential or Office Commercial District, the side and rear yard shall be no less than that required by the abutting district;
- (2) Except on corner lots and as in one (1) above, there are no required side or rear yards;
- (3) On a corner lot, the side or rear yard abutting the street shall be twenty (20) feet; and

C. Additional setbacks may be required as specified in Sections 411 and 418.

314-6.3 Height:

A. The maximum height for structures shall be sixty-five (65) feet except as modified by other Sections of this Code.

B. Normal building appurtenances and projections such as spires, belfries, cupolas, chimneys, ventilators, elevator housings or other structures placed on or extending above roof level may exceed the sixty-five (65) foot building height limit to a maximum height of eighty (80) feet.

C. The height of telecommunication facilities are regulated by the Permitted Use sections of this Land Use District, Sections 201, 430-1, 430-109 and other applicable provisions of this Code.

314-6.4 Lot Dimensions:

A. The minimum average lot width shall be eighty-five (85) feet;

ARTICLE III: LAND USE DISTRICTS
314 - GENERAL COMMERCIAL DISTRICT (GC)

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- B. The lot width at the street shall be forty (40) feet; and
- C. The minimum average lot depth shall be eighty-five (85) feet.

314-7 Article IV - Development Standards

In addition to the requirements of this District, the standards of Article IV - Development Standards, including Section 422 (Significant Natural Resources), are applicable as required by Subsection 403-3.

Attachment B
TriMet Transit Route and Schedule Data



58-Canyon Rd				
Weekday		To Portland City Center		
Beaverton Transit Center Stop ID 8376	SW Canyon & 7th Stop ID 913	Hwy 26 On-Ramp & SW Skyline Stop ID 834	SW Columbia & 14th Stop ID 10168	SW Jefferson & 5th Stop ID 12791
5:01	5:07	5:11	5:16	5:20
5:31	5:37	5:41	5:46	5:50
6:00	6:06	6:11	6:16	6:20
6:26	6:33	6:38	6:45	6:50
6:39	6:47	6:52	6:59	7:05
6:53	7:01	7:07	7:14	7:20
7:06	7:15	7:21	7:29	7:35
7:19	7:28	7:35	7:44	7:50
7:37	7:46	7:54	8:03	8:08
7:50	7:59	8:07	8:15	8:20
8:22	8:30	8:36	8:43	8:48
8:54	9:02	9:07	9:13	9:18
9:26	9:34	9:38	9:43	9:48
9:56	10:04	10:08	10:13	10:18
10:28	10:34	10:38	10:43	10:48
10:56	11:04	11:08	11:13	11:18
11:26	11:34	11:38	11:43	11:48
11:55	12:04	12:08	12:13	12:18
12:24	12:34	12:38	12:43	12:48
12:54	1:04	1:08	1:13	1:18
1:24	1:34	1:38	1:43	1:48
1:55	2:04	2:08	2:13	2:18
2:30	2:39	2:43	2:48	2:53
2:46	2:55	2:59	3:04	3:09
3:14	3:23	3:27	3:33	3:38
3:34	3:43	3:47	3:53	3:58
4:01	4:09	4:15	4:22	4:27
4:11	4:21	4:25	4:32	4:37
4:34	4:41	4:45	4:51	4:56
5:04	5:11	5:15	5:21	5:26
5:22	5:31	5:35	5:41	5:46
5:44	5:53	5:57	6:03	6:08
6:15	6:23	6:27	6:33	6:38
6:46	6:54	6:58	7:04	7:08
7:19	7:28	7:33	7:39	7:43
7:49	7:56	8:00	8:04	8:08
8:19	8:26	8:30	8:34	8:38
9:04	9:11	9:15	9:19	9:23
10:04	10:11	10:15	10:19	10:23
11:06	11:11	11:15	11:19	11:23
12:06	12:11	12:15	12:19	12:23
1:06	1:11	1:15	1:19	1:23

Times in darker print are p.m.

Please note: Schedules may change without notice by up to three minutes to relieve overcrowding or adjust to traffic conditions. Service can also be affected by construction, accidents and weather conditions. You can check for any current detours or service disruptions at trimet.org/alerts or call 503-238-RIDE (7433) for real-time arrival information from TransTracker™. All buses, MAX trains and streetcars are accessible to people with disabilities.



See where it takes you.

58-Canyon Rd

Saturday To Portland City Center

Beaverton Transit Center Stop ID 9976	SW Canyon & 8th Stop ID 913	Hwy 26 On Ramp & SW Skyline Stop ID 894	SW Columbia & 14th Stop ID 10168	SW Columbia Between 8th & 14th Stop ID 12793
5:59	6:06	6:10	6:14	A8:18
6:59	7:06	7:10	7:14	7:17
8:13	8:20	8:24	8:29	8:34
8:46	8:55	8:59	9:04	9:09
9:23	9:30	9:34	9:39	9:44
9:56	10:04	10:09	10:14	10:19
10:30	10:39	10:44	10:49	10:54
11:05	11:14	11:19	11:24	11:29
11:40	11:49	11:54	11:59	12:04
12:14	12:24	12:29	12:34	12:39
12:49	12:59	1:04	1:09	1:14
1:24	1:34	1:39	1:44	1:49
1:58	2:09	2:14	2:19	2:24
2:33	2:44	2:49	2:54	2:59
3:08	3:19	3:24	3:29	3:34
3:43	3:54	3:59	4:04	4:09
4:19	4:29	4:34	4:39	4:44
4:54	5:04	5:09	5:14	5:19
5:30	5:39	5:44	5:49	5:54
6:08	6:16	6:20	6:25	6:29
6:43	6:51	6:55	7:00	7:04
7:19	7:26	7:30	7:35	7:39
7:54	8:01	8:05	8:10	8:14
8:29	8:36	8:40	8:45	8:49
9:12	9:19	9:23	9:28	9:32
10:12	10:19	10:23	10:28	10:32
11:03	11:09	11:13	11:18	A11:22
12:04	12:10	12:14	12:19	A12:23
1:05	1:11	1:15	1:19	A1:23

A Arrives at SW Jefferson & 5th (Stop ID 12791).

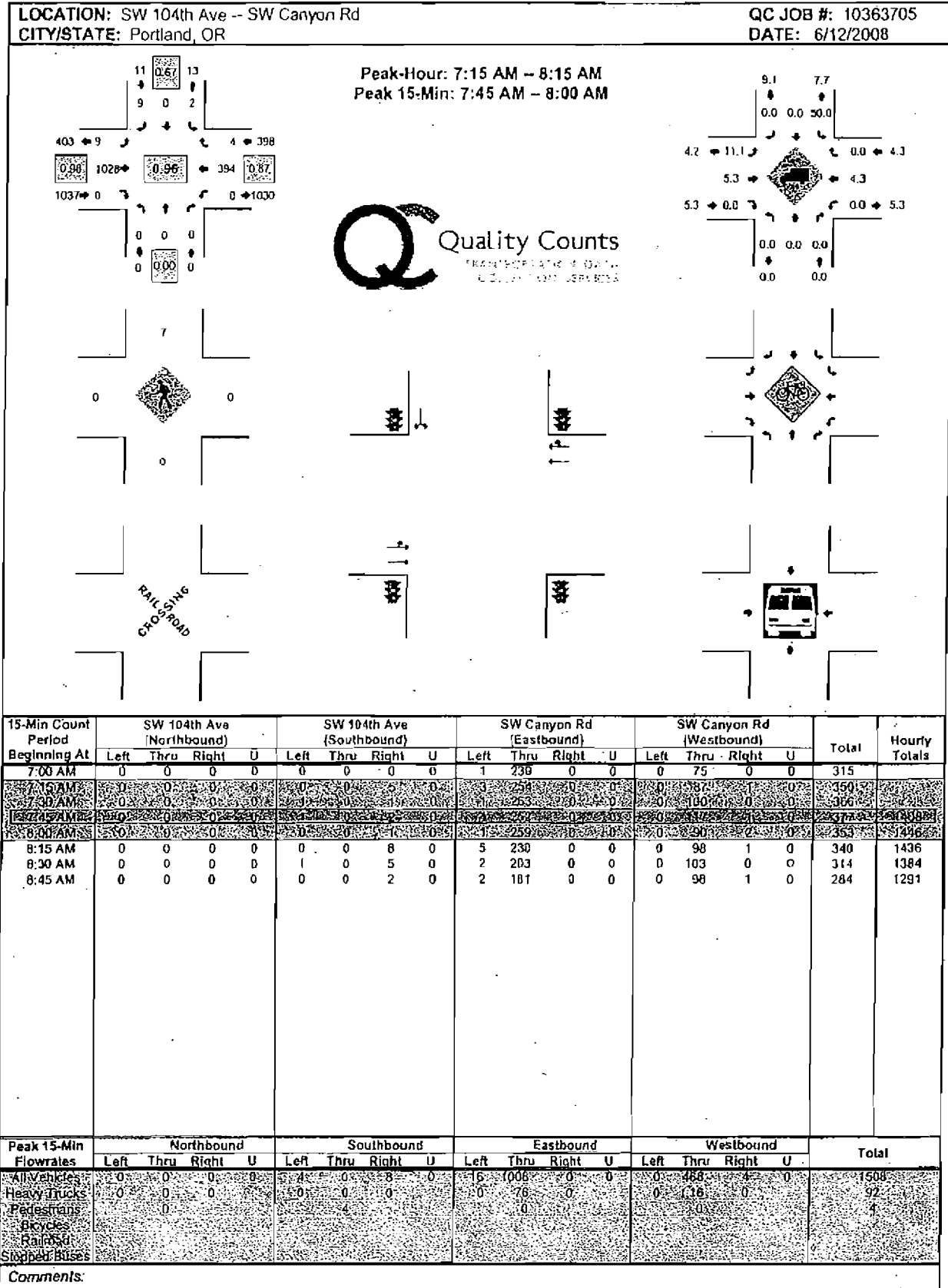
Times in darker print are p.m.

Please note: Schedules may change without notice by up to three minutes to relieve overcrowding or adjust to traffic conditions. Service can also be affected by construction, accidents and weather conditions. You can check for any current detours or service disruptions at trimet.org/alerts or call 503-238-RIDE (7433) for real-time arrival information from TransitTracker™. All buses, MAX trains and streetcars are accessible to people with disabilities.

Attachment C
Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume



Report generated on 7/15/2008 7:14 AM

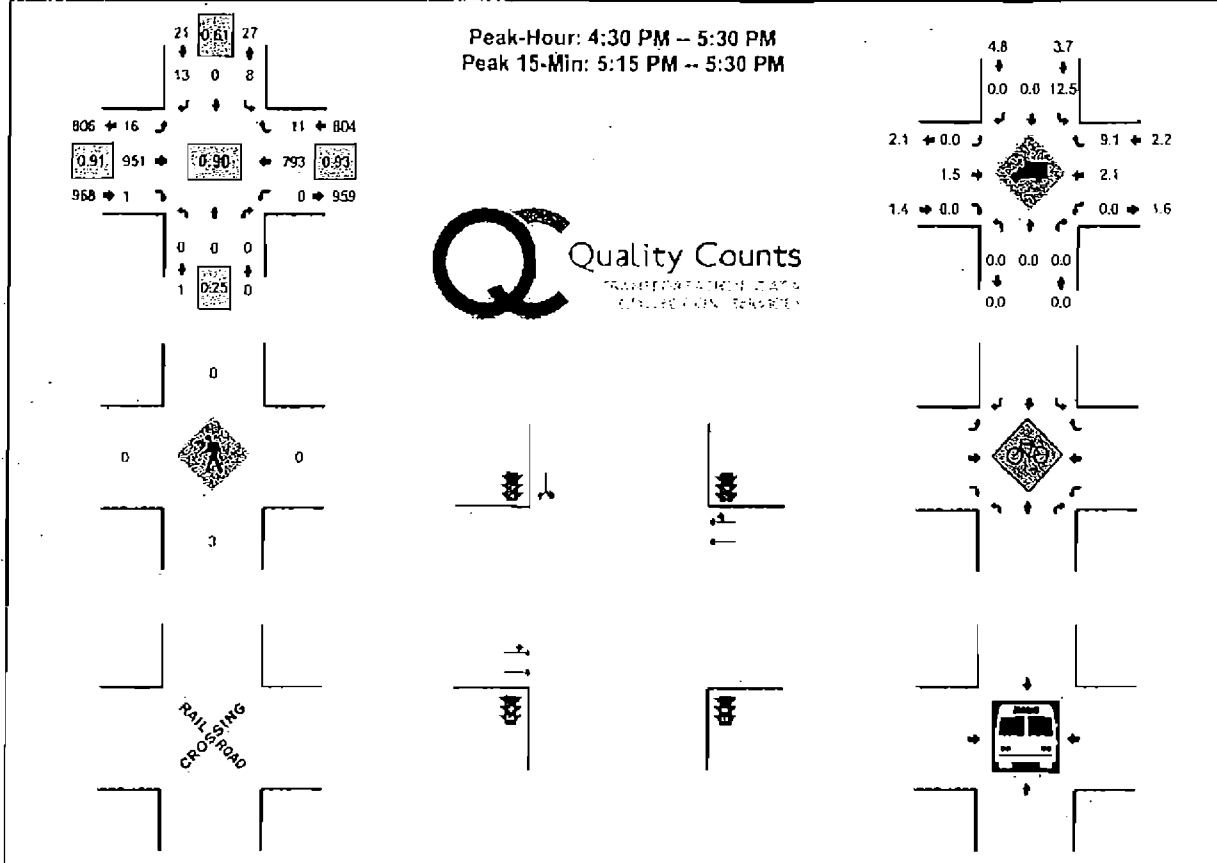
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 104th Ave -- SW Canyon Rd
CITY/STATE: Portland, OR

QC JOB #: 10363706
DATE: 6/11/2008



15-Min Count Period Beginning At	SW 104th Ave (Northbound)				SW 104th Ave (Southbound)				SW Canyon Rd (Eastbound)				SW Canyon Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	2	0	2	0	2	0	6	193	0	0	1	178	2	0	386	
4:15 PM	0	0	0	0	2	0	7	0	3	206	0	0	0	185	0	0	403	
4:30 PM	0	0	0	0	2	0	0	0	5	233	0	0	0	190	0	0	445	1650
4:45 PM	0	0	0	0	0	0	0	0	3	218	0	0	0	187	0	0	405	1616
5:00 PM	0	0	0	0	0	0	0	0	0	240	0	0	0	187	0	0	427	1699
5:15 PM	0	0	0	0	0	0	0	0	0	240	0	0	0	187	0	0	427	1703
5:30 PM	0	0	0	0	1	0	4	0	4	231	0	0	0	197	1	0	438	1786
5:45 PM	0	0	0	0	2	0	1	0	2	203	0	0	0	212	1	0	421	1791
Peak 15-Min Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Total	
All Vehicles	0	0	0	0	12	0	20	0	28	1040	0	0	0	880	8	0	1948	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	0	0	0	8	0	0	24	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Report generated on 7/15/2008 7:14 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

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Attachment D
Description of Level-of-Service
Methods and Criteria

Attachment D

Level of Service Concept

Level of service (LOS) is a concept developed by traffic engineers to gauge the overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler. Six categories are used to denote the various levels of service, which range from A to F.¹

Signalized Intersections

At signalized intersections, level of service is defined by a single performance measure: average control delay per vehicle. Control delay is defined to include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table D1 provides a qualitative description of each LOS category as it applies to signalized intersections, and Table D2 identifies the average control delay threshold point used as the boundary for each LOS category. LOS thresholds for the specific reviewing jurisdiction(s) are described in the body of the report.

Table D1
Level of Service Definitions (Signalized Intersections)

Level of Service	Average Delay per Vehicle
A	Very low average control delay, less than 10 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Average control delay is greater than 10 seconds per vehicle and less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for a level of service A, causing higher levels of average delay.
C	Average control delay is greater than 20 seconds per vehicle and less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Average control delay is greater than 35 seconds per vehicle and less than or equal to 55 seconds per vehicle. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle length, or high volume/capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Average control delay is greater than 55 seconds per vehicle and less than or equal to 80 seconds per vehicle. This is usually considered to be the limit of acceptable delay. These high delay values generally (but not always) indicate poor progression, long cycle lengths, and high volume/capacity ratios. Individual cycle failures are frequent occurrences.
F	Average control delay is in excess of 80 seconds per vehicle. This is considered unacceptable to most drivers. This condition often occurs with oversaturation. It may also occur at high volume/capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also contribute to such high delay values, even when the volume/capacity ratio is significantly below 1.0.

¹ Most of the material in this attachment is adapted from the Transportation Research Board, *Highway Capacity Manual*, (2000).

Table D2
Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

Unsignalized Intersections

Unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The 2000 Highway Capacity Manual provides models for estimating average control delay at both TWSC and AWSC intersections. Table D3 provides a qualitative description of each LOS category as it applies to unsignalized intersections, and Table D4 identifies the average control delay threshold point used as the boundary for each LOS category. LOS thresholds for the specific reviewing jurisdiction(s) are described in the body of the report.

Table D3
Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Delay per Vehicle to Minor Street
A	- Nearly all drivers find freedom of operation with very little time spent waiting for an acceptable gap. - Very seldom is there more than one vehicle in queue.
B	- Some drivers begin to consider the average control delay an inconvenience, but acceptable gaps are still very easy to find. - Occasionally there is more than one vehicle in queue.
C	- Average control delay becomes noticeable to most drivers, even though acceptable gaps are found on a regular basis. - It is not uncommon for an arriving driver to find a standing queue of at least one additional vehicle.
D	Average control delay is long enough to be an irritation to most drivers. Average control delay is long because acceptable gaps are hard to find, because there is a standing queue of vehicles already waiting when the driver arrives, or both.
E	- Drivers find the length of the average control delay approaching intolerable levels. - Average control delay is long because acceptable gaps are hard to find, because there is a standing queue of vehicles already waiting when the driver arrives, or both. - There may or may not be substantial excess capacity remaining at the intersection when this condition is encountered.
F	- Most drivers encountering this condition consider the length of the average control delay to be too long. - Average control delay is long because acceptable gaps are hard to find, because there is a standing queue of vehicles already waiting when the driver arrives, or both. - There may or may not be substantial excess capacity remaining at the intersection when this condition is encountered.

Table D4
Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (Seconds)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

It should be noted that the level of service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an unsignalized intersection. Additionally, there are a number of driver behavior considerations that combine to make delays at signalized intersections less onerous than at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, while drivers on the minor street approaches to TWSC intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections than signalized intersections. For these reasons, the control delay threshold for any given level of service has been set to be less for an unsignalized intersection than for a signalized intersection. While overall intersection level of service is calculated for AWSC intersections, level of service is only calculated for the minor approaches and the major street left turn movements at TWSC intersections. No delay is assumed to the major street through movements. For TWSC intersections, the overall intersection level of service remains undefined: level-of-service is only calculated for each minor street lane.

In the performance evaluation of unsignalized intersections, it is important to consider other measures of effectiveness (MOE's) in addition to delay, such as v/c ratios for individual movements, average queue lengths, and 95th-percentile queue lengths. By focusing on a single MOE for the worst movement only, such as delay for the minor-street left turn, users may make inappropriate traffic control decisions.

1	Introduction
2	Methodology
3	Survey Data
4	Analysis
5	Results
6	Conclusions
7	Appendix A
8	Appendix B
9	Appendix C
10	Appendix D
11	Appendix E
12	Appendix F
13	Appendix G
14	Appendix H
15	Appendix I
16	Appendix J
17	Appendix K
18	Appendix L
19	Appendix M
20	Appendix N
21	Appendix O
22	Appendix P
23	Appendix Q
24	Appendix R
25	Appendix S
26	Appendix T
27	Appendix U
28	Appendix V
29	Appendix W
30	Appendix X
31	Appendix Y
32	Appendix Z

Attachment E
2008 Existing Traffic Conditions
Level-of-Service Worksheets

Kittelson & Associates, Inc. - Project #9409
Northwest Jeep Parking Expansion - Beaverton, OR
Year 2008 Existing Traffic Conditions, Weekday AM Peak Hour
Impact Analysis Report

Impact Analysis Report

Intersection	Base			Future			Change In
	LOS	Vel/	V/C	LOS	Vel/	V/C	
1 SW 110th Ave / SW Canyon Rd	B	15.2	0.448	B	18.2	0.448	+ 0.000 D/V
2 SW 107th Ave / SW Canyon Rd	B	12.5	0.457	B	12.6	0.457	+ 0.000 D/V
3 SW 104th Ave / SW Canyon Rd	C	11.2	0.000	B	11.2	0.000	+ 0.000 D/V
4 SW Walker Rd / SW Canyon Rd	C	21.2	0.567	C	21.2	0.567	+ 0.000 D/V
5 SW 104th Avenue/Site Drive-way	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V

AM	Mon Aug 11, 2008 17:20:46	Page 3-1
Kittelson & Associates, Inc. - Project #9409 Northwest Jeep Parking Expansion - Beaverton, OR Year 2008 Existing Traffic Conditions, Weekday AM Peak Hour		
Level of Service Computation Report		
2000 HCM Operations Method (Base Volume Alternative)		
Intersection #1 SW 110th Ave / SW Canyon Rd		
Cycle (sec):	120	Critical Vol./Cap.(X): 0.448
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh): 18.2
Optimal Cycle:	38	Level of Service: B
Street Name: SW 110th Ave SW Canyon Rd		
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 Protected Protected	
Rights:	Include Include Include Include Include Include	
Min. Green:	1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0	
Lanes:	1 0 0 1 0 1 0 0 1 0 1 0 1 0 1 0	
Volume Module: >> Count Date: 7:30 AM to 8:30 AM		
Base Vol:	58 21 64 54 24 40 47 896 97	22 381 31
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:	58 21 64 54 24 40 47 896 97	22 381 31
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:	0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96 0.96	0.96 0.96 0.96
PHF Volume:	56 20 62 52 23 39 46 833 101	23 397 34
Reduced Vol:	0 0 0 0 0 0 0 0 0	0 0 0
Reduced Vol:	60 22 67 56 25 42 49 933 101	23 397 34
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	60 22 67 56 25 42 49 933 101	23 397 34
Saturation Flow Module:		
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900	
Adj/Lane:	0.91 0.95 0.85 0.90 0.86 0.86 0.91 0.90 0.90	0.90 0.89 0.89
Adjustment:	1.00 0.25 0.75 1.00 0.37 0.62 1.00 1.80 0.20	1.00 1.84 0.16
Lanes:	1735 399 1215 1718 615 1024 1736 3086 334	1718 3125 271
Final Sat:		
Capacity Analysis Module:		
Vol/Sat:	0.03 0.05 0.05 0.03 0.04 0.04 0.03 0.30 0.30	0.01 0.13 0.13
Crit Moves:		
Green/Cycle:	0.09 0.12 0.12 0.07 0.11 0.11 0.11 0.67 0.67	0.03 0.58 0.58
Volume/Cap:	0.39 0.45 0.45 0.45 0.39 0.39 0.22 0.45 0.45	0.45 0.22 0.22
Delay/Veh:	53.1 50.5 50.5 55.6 51.5 51.5 47.5 9.2 9.2	63.4 12.4 12.4
User Delay:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
Adj Delay/Veh:	53.1 50.5 50.5 55.6 51.5 51.5 47.5 9.2 9.2	63.4 12.4 12.4
LOS by Move:	D O D D D D D R A A	E E B B
HCMXAVQ:	2 4 4 3 3 3 2 5 5	1 4 4
Note: Queue reported is the number of cars per lane.		

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H:\pdf\file\9409 - NW Jeep Parking Expansion\traffic\2008 existing base am.doc

AM	Mon Aug 11, 2008 17:20:47	Page 5-1
Kittelton & Associates, Inc. - Project #9409		
Northwest Jeep Parking Expansion - Beaverton, OR		
Year 2008 Existing Traffic Conditions, Weekday AM Peak Hour		
Level Of Service Computation Report		
2000 HCM Unsignalized Method (Base Volume Alternative)		
Intersection #4 SW Walker Rd / SW Canyon Rd		
Cycle (sec):	120	Critical Vol./Cap.(X): 0.567
Loss Time (sec):	12 (YPR=4.0 sec)	Average Delay (sec/veh): 21.2
Optimal Cycle:	47	Level Of Service: C
Street Name: SW Walker Rd SW Canyon Rd		
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 Protected Protected		
Rights: Include Include Include Include Include Include		
Man. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
Lanes: 0 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0		
Volume Module: >> Count Date: 12 Jun 2008 << 7:30 AM to 8:30 AM		
Base Vol:	0 0 1 321 1 17 23 979 0 0 397 242	
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:	0 0 1 321 1 17 23 979 0 0 397 242	
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:	0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94 0.94	
PHF Volume:	0 0 1 341 1 18 24 1041 0 0 422 257	
Reduced Vol:	0 0 0 0 0 0 0 0 0 0 0 0	
Reduced Vol:	0 0 1 341 1 18 24 1041 0 0 422 257	
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
MUF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Final Volume:	0 0 1 341 1 18 24 1041 0 0 422 257	
Saturation Flow Module:		
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900	
Adj Adj:	1.00 1.00 0.87 0.93 0.93 0.93 0.93 0.90 0.90 0.95 1.00 0.90	
Lanes:	0.00 0.00 1.00 0.94 0.01 0.03 1.00 2.00 0.00 1.00 2.00 1.00	
Final Sat:	0 0 1644 1672 5 89 1762 3404 0 1900 3437 1420	
Capacity Analysis Module:		
Vol/Sat:	0.00 0.00 0.00 0.20 0.20 0.20 0.01 0.31 0.00 0.00 0.12 0.18	
Crit Moves:	0.00 0.00 0.00 0.36 0.36 0.36 0.04 0.54 0.00 0.00 0.50 0.50	
Green/Cycle:	0.00 0.00 0.00 0.57 0.57 0.57 0.36 0.57 0.00 0.00 0.25 0.36	
Volume/Cap:	0.00 0.00 0.00 0.57 0.57 0.57 0.36 0.57 0.00 0.00 0.25 0.36	
Delay/Veh:	0.0 0.0 0.0 32.1 32.1 32.1 59.4 16.7 0.0 0.0 17.2 18.6	
User Delay:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	
Adj Del/Veh:	0.0 0.0 0.0 32.1 32.1 32.1 59.4 16.7 0.0 0.0 17.2 18.6	
LOS by Move:	A A A A C C C E B A A B B	
HC2KavgQ:	0 0 0 11 11 11 13 0 0 0 5 6	
Note: Queue reported is the number of cars per lane.		

AM	Mon Aug 11, 2008 17:20:47	Page 5-1
Kittelton & Associates, Inc. - Project #9409		
Northwest Jeep Parking Expansion - Beaverton, OR		
Year 2008 Existing Traffic Conditions, Weekday AM Peak Hour		
Level Of Service Computation Report		
2000 HCM Unsignalized Method (Base Volume Alternative)		
Intersection #3 SW 104th Ave / SW Canyon Rd		
Average Delay (sec/veh):	0.2	Worst Case Level Of Service: B (11.2)
Street Name: SW 104th Ave SW Canyon Rd		
Approach: North Bound South Bound East Bound West Bound		
Movement: L - T - R L - T - R L - T - R L - T - R		
Control: Stop Sign Stop Sign Stop Sign Stop Sign		
Rights: Include Include Include Include		
Lanes: 0 0 1 0 0 0 0 1 0 0 1 0 1 0 1 0		
Volume Module: >> Count Date: 12 Jun 2008 << 7:30 AM to 8:30 AM		
Base Vol:	0 0 0 2 0 10 11 1004 0 0 405 4	
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:	0 0 0 2 0 10 11 1004 0 0 405 4	
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:	0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	
PHF Volume:	0 0 0 2 0 11 12 1057 0 0 426 4	
Reduced Vol:	0 0 0 0 0 0 0 0 0 0 0 0	
Final Volume:	0 0 0 2 0 11 12 1057 0 0 426 4	
Critical Gap Module:		
Critical Gap:	7.5 6.5 6.9 7.3 7.0 7.4 4.2 4.2 4.2 4.2 4.2 4.2	
Followup Time:	3.5 4.0 3.3 3.8 4.3 3.6 2.3 2.3 2.3 2.3 2.3 2.3	
Capacity Module:		
Conflic Vol:	1302 1511 529 980 1508 224 431 1097 1097 1097 1097 1097	
Potent Cap:	120 121 500 210 57 713 1097 1097 1097 1097 1097 1097	
Move Cap:	117 120 500 208 96 709 1097 1097 1097 1097 1097 1097	
Total Cap:	196 224 1000 329 199 1000 1000 1000 1000 1000 1000 1000	
Volume/Cap:	0.00 0.00 0.00 0.01 0.00 0.01 0.01 0.01 0.01 0.01 0.01 0.01	
Level Of Service Module:		
2Way95thQ:	xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx	
Control Del:xxxx	xxxx xxxx xxxx xxxx xxxx 8.3 xxxx xxxx xxxx xxxx xxxx	
LOS by Move:	A A A A A A A A A A A A	
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT		
Shared Cap:	xxxx 0 xxxx 594 xxxx 594 xxxx 594 xxxx 594 xxxx 594 xxxx	
Shared Queue:	xxxx xxxx xxxx 0.1 xxxx 0.1 xxxx 0.1 xxxx 0.1 xxxx 0.1 xxxx	
Shrd ConDel:xxxx	xxxx xxxx 11.2 xxxx 11.2 xxxx 11.2 xxxx 11.2 xxxx 11.2 xxxx	
Shared LOS:	B B B B B B B B B B B B	
ApproachDel:	xxxx 11.2 xxxx 11.2 xxxx 11.2 xxxx 11.2 xxxx 11.2 xxxx	
ApproachLOS:	B B B B B B B B B B B B	
Note: Queue reported is the number of cars per lane.		

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Kittelson & Associates, Inc. - Project #9409
Northwest Jeep Parking Expansion - Beaverton, OR
Year 2008 Existing Traffic Conditions. Weekday AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #5 SW 104th Avenue/Site Driveway

Average Delay (sec/veh): C.O Worst Case Level Of Service: A 0.0
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Uncontrolled Uncontrolled
Lanes: 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0 0 1 0 0
Volume Module:
Base Vol: 0 15 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj: 1.00
Initial Bze: 0 15 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00
PHF Adj: 1.00
PHF Volume: 0 15 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol: 0
Final Volume: 0 15 0 0 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Critical Gap Module:
Critical Gap: 6.4 6.5 6.2 6.4 6.5 6.2
FollowUpTime: 3.5 4.0 3.3 3.5 4.0 3.3
Capacity Module:
Conflict Vol: 27 27 12 27 12 27 15
Potential Cap: 993 870 1074 993 870 1074
Move Cap: 993 870 1074 993 870 1074
Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00

Level Of Service Module:
2Way95th: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
Control Del: XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX XXXX
LOS by Move: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: XXX XXX XXX XXX XXX XXX XXX XXX XXX XXX
Shared Queue: XXX XXX XXX XXX XXX XXX XXX XXX XXX XXX
Shrd Condel: XXX XXX XXX XXX XXX XXX XXX XXX XXX XXX
Shared LOS: XXX XXX XXX XXX XXX XXX XXX XXX XXX XXX
ApproachDel: XXXX XXXX XXXX XXXX
ApproachLOS: XXXX XXXX XXXX XXXX
Note: Queue reported is the number of cars per lane.

PM		Mon Aug 11, 2008 17:20:14		Page 1-1	
		Kittelton & Associates, Inc. - Project #9409		Page 2-1	
		Northwest Jeep Parking Expansion - Beaverton, OR			
		Year 2008 Existing Traffic Conditions, Weekday PM Peak Hour			
		Scenario Report			
		Impact Analysis Report			
		Level Of Service			
		Intersection			
		Base Del/ LOS Veh C		Future Del/ LOS Veh C	
		Change in			
		1 SW 110th Ave / SW Canyon Rd		13.5 0.496 B 13.5 0.496 + 0.000 D/V	
		2 SW 107th Ave / SW Canyon Rd		17.5 0.000 C 17.5 0.000 + 0.000 D/V	
		3 SW 104th Ave / SW Canyon Rd		28.5 0.611 C 28.5 0.611 + 0.000 D/V	
		4 SW Walker Rd / SW Canyon Rd		0.0 0.000 A 0.0 0.000 + 0.000 D/V	
		5 SW 104th Avenue/ Site Driveway			

PM	Mon Aug 11, 2008 17:20:14	Page J-1
Kittelson & Associates, Inc. - Project #9409 Northwest Jeep Parking Expansion - Beaverton, OR Year 2008 Existing Traffic Conditions, Weekday PM Peak Hour		
Level of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)		
Intersection #1 SW 110th Ave / SW Canyon Rd		
Cycle (sec):	120	Critical Vol./Cap. (X): 0.636
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh): 10.5
Optimal Cycle:	53	Level of Service: C
Street Name:	SW 110th Ave	SW Canyon Rd
Approach:	North Bound	East Bound
Movement:	L - T - R	L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0
Volume Module: >> Count Date: 11 Jun 2008 << 5:00 PM to 6:00 PM		
Base Vol:	142 53 71 71 56 117 88 852 142	78 772 41
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 Adj:	142 53 71 71 56 117 88 852 142	78 772 41
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:	128 59 79 79 56 130 98 847 128	87 858 46
Reduced Vol:	0 0 0 0 0 0 0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	128 59 79 79 56 130 98 847 128	87 858 46
Saturation Flow Module:		
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900	1900 1900 1900
Adjustment:	0.92 0.89 0.89 0.93 0.88 0.88 0.93 0.91 0.91	0.94 0.93 0.93
Lanes:	1.00 0.43 0.57 1.00 0.32 0.68 1.00 1.71 0.29	1.00 1.50 0.10
Final Sat:	1753 718 962 1765 540 1129 1759 2967 494	1787 3369 179
Capacity Analysis Module:		
Vol/Sat:	0.09 0.08 0.08 0.09 0.12 0.12 0.06 0.32 0.32	0.05 0.25 0.25
Crit Moves:		
Green/Cycle:	0.14 0.21 0.21 0.11 0.18 0.18 0.10 0.50 0.50	0.08 0.47 0.47
Volume/Cap:	0.64 0.39 0.39 0.39 0.64 0.64 0.59 0.64 0.64	0.84 0.54 0.54
Delay/Veh:	54.0 41.6 41.6 50.6 49.9 49.9 54.2 22.7 22.7	63.4 22.6 22.6
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:	54.0 41.6 41.6 50.6 49.9 49.9 54.2 22.7 22.7	63.4 22.6 22.6
LOS by Move:	D D D D D D D C C	E C C
HCM2kAVQ:	7 5 5 3 8 7 4 16 4	12 12 12
Note: Queue reported is the number of cars per lane.		

PM	Mon Aug 11, 2008 17:20:14	Page J-1
Kittelson & Associates, Inc. - Project #9409 Northwest Jeep Parking Expansion - Beaverton, OR Year 2008 Existing Traffic Conditions, Weekday PM Peak Hour		
Level of Service Computation Report 2000 HCM Operations Method (Base Volume Alternative)		
Intersection #2 SW 107th Ave / SW Canyon Rd		
Cycle (sec):	120	Critical Vol./Cap. (X): 0.496
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh): 13.5
Optimal Cycle:	41	Level of Service: B
Street Name:	SW 107th Ave	SW Canyon Rd
Approach:	North Bound	East Bound
Movement:	L - T - R	L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	1 0 0 0 1	1 0 0 1 0
Volume Module: >> Count Date: 11 Jun 2008 << 5:00 PM to 6:00 PM		
Base Vol:	103 0 75 0 0 1 1 885 110	88 772 0
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 Adj:	103 0 75 0 0 1 1 885 110	88 772 0
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:	0.86 0.88 0.88 0.88 0.88 0.88 0.88 0.88 0.88	0.86 0.88 0.88
PHF Volume:	117 0 85 0 0 1 1 1006 125	100 877 0
Reduced Vol:	0 0 0 0 0 0 0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	117 0 85 0 0 1 1 1006 125	100 877 0
Saturation Flow Module:		
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900	1900 1900 1900
Adjustment:	0.94 1.00 0.81 1.00 1.00 0.87 0.29 0.92 0.91	0.94 0.94 1.00
Lanes:	1.00 0.00 1.00 0.02 0.00 1.00 1.00 1.78 0.72	1.00 2.00 0.00
Final Sat:	1787 0 1546 0 0 1644 549 3093 384	1787 3574 0
Capacity Analysis Module:		
Vol/Sat:	0.07 0.00 0.06 0.00 0.00 0.00 0.00 0.33 0.33	0.06 0.25 0.00
Crit Moves:		
Green/Cycle:	0.11 0.00 0.11 0.00 0.00 0.00 0.66 0.66 0.66	0.11 0.77 0.00
Volume/Cap:	0.50 0.00 0.42 0.00 0.00 0.00 0.00 0.32 0.32	0.50 0.32 0.00
Delay/Veh:	50.0 0.0 49.2 0.0 0.0 0.0 7.2 10.7 10.7	51.9 4.3 0.0
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00
AdjDel/Veh:	50.0 0.0 49.2 0.0 0.0 0.0 7.2 10.7 10.7	51.9 4.3 0.0
LOS by Move:	D A A 0 0 0 0 0 0	B C A
HCM2kAVQ:	5 0 3 0 0 0 11 4 4	5 4 4
Note: Queue reported is the number of cars per lane.		

PM Mon Aug 11, 2008 17:20:14 Page 3-1
Kittelton & Associates, Inc. - Project #9409
Northwest Jeep Parking Expansion - Beaverton, OR
Year 2008 Existing Traffic Conditions, Weekday PM Peak Hour
Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
Intersection #3 SW 104th Ave / SW Canyon Rd
Average Delay (sec/veh): 0.3 Worst Case Level of Service: C (17.5)
Street Name: SW 104th Ave East Bound SW Canyon Rd West Bound
Approach: North Bound South Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Stop Sign Stop Sign Stop Sign Stop Sign
Lanes: 0 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0
Volume Module: >> Count Date: 11 Jun 2008 << 5:00 PM to 6:00 PM
Base Vol: 0 0 1 14 934 1 0 816 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 1 9 0 21 14 934 1 0 816 6
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89
PHF Volume: 0 0 1 10 0 12 16 1019 1 0 917 7
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 0 0 1 10 0 12 16 1049 1 0 917 7
Critical Gap Module:
Critical Gap: 5.9 7.5 6.5 6.9 4.1 XXXX XXXX XXXX XXXX XXXX
Followup Time: 3.3 3.5 4.0 3.3 2.2 XXXX XXXX XXXX XXXX XXXX
Capacity Module:
Conflict Vol: XXXX XXXX 530 1481 2002 463 924 XXXX XXXX XXXX XXXX
Potential Cap: XXXX XXXX 499 89 50 551 735 XXXX XXXX XXXX XXXX
Available Cap: XXXX XXXX 496 87 59 551 735 XXXX XXXX XXXX XXXX
Total Gap: 175 169 XXXX 203 172 XXXX XXXX XXXX XXXX XXXX XXXX
Volume/Cap: XXXX XXXX 0.00 0.05 0.00 0.02 0.02 XXXX XXXX XXXX XXXX
Level of Service Module:
2WayStop: XXXX XXXX 0.0 XXXX XXXX XXXX 0.1 XXXX XXXX XXXX XXXX
Control Del: XXXX XXXX 12.3 XXXX XXXX XXXX 10.0 XXXX XXXX XXXX XXXX
LOS by Move: A B C B C
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: XXXX XXXX XXXX XXXX 311 XXXX XXXX XXXX XXXX XXXX
Shared Queue: XXXX XXXX XXXX XXXX 3.2 XXXX XXXX XXXX XXXX XXXX
Shared Control: XXXX XXXX XXXX XXXX 17.5 XXXX XXXX XXXX XXXX XXXX
Shared LOS: A B C C C
Approach LOS: 12.3 17.5 XXXXX
Note: Queue reported is the number of cars per lane.

PM Mon Aug 11, 2008 17:20:14 Page 6-1
Kittelton & Associates, Inc. - Project #9409
Northwest Jeep Parking Expansion - Beaverton, OR
Year 2008 Existing Traffic Conditions, Weekday PM Peak Hour
Level of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)
Intersection #4 SW Walker Rd / SW Canyon Rd
Cycle (sec): 120 Critical Vol./Cap. (X): 0.411
Lost Time (sec): 12 (Y+R-4.0 sec) Average Delay (sec/veh): 28.5
Optimal Cycle: 51 Level of Service: C
Street Name: SW Walker Rd East Bound SW Canyon Rd West Bound
Approach: North Bound South Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Protected Protected Protected Protected
Lanes: 0 0 1 0 0 0 1 0 0 1 0 1 0 1 0 2 0 1
Volume Module: >> Count Date: 11 Jun 2008 << 5:00 PM to 6:00 PM
Base Vol: 8 0 11 385 1 39 48 891 2 10 749 249
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: 8 0 11 385 1 39 48 891 2 10 749 249
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 9 0 12 418 1 42 52 983 2 11 814 271
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Volume: 9 0 12 418 1 42 52 983 2 11 814 271
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 9 0 12 418 1 42 52 983 2 11 814 271
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adj Sat: 0.90 1.00 0.90 0.95 0.95 0.94 0.93 0.91 0.93 0.94 0.94 0.84
Lanes: 0.42 0.00 0.58 0.90 0.01 0.09 1.00 1.99 0.01 1.00 2.00 1.00
Final Sat: 720 0 990 1627 4 165 1769 3530 8 1787 3574 1599
Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.26 0.26 0.26 0.03 0.27 0.27 0.01 0.23 0.17
LOS by Move: A B C B C
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap: 0.02 0.00 0.02 0.42 0.42 0.42 0.05 0.45 0.45 0.01 0.41 0.41
Shared Queue: 0.61 0.00 0.61 0.61 0.61 0.61 0.56 0.61 0.61 0.61 0.56 0.42
Shared Control: 86.9 0.0 86.9 28.5 28.5 28.5 63.0 25.8 25.8 108.4 27.9 25.9
Shared LOS: A B C C C
Approach LOS: 12.3 17.5 XXXXX
Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to KITTELSON, BALTIMORE

H:\profile\9409 - NW Jeep Parking Expansion\traffic\2008 existing base pm.doc

Attachment F
Crash Data

SW Canyon Rd-SW 104th Ave

029
TULLA8/7/2003

AUG 05 2008



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: _____

Casefile 09-349-PA
Exhibit C
Page 97 of 105

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: WRG Design Inc.
CONTACT: Ernie Amacher
ADDRESS: 5415 SW Westgate Drive
Portland, OR 97221
PHONE: (503) 419-2500

OWNER(S):

NAME: Bob McGrain, NW Jeep
ADDRESS: 10600 SW Canyon Road
Beaverton, OR 97005
PHONE: (503) 626-1501

Property Desc.: Tax Map(s): 1S 1 11C Lot Number(s): 4400

Site Size: 0.25 AC

Site Address: 10439 SW Canyon Rd., Beaverton, OR, 97005

Nearest cross street (or directions to site):

Located at NW corner of intersection of SW 104th Ave & SW Canyon Rd.

PROPOSED PROJECT NAME: NW Jeep Parking Expansion, Phase 2

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

Regrade existing parking lot, install new retaining walls

EXISTING USE: Parking Lot PROPOSED USE: New Vehicle Storage

IF RESIDENTIAL: IF INDUSTRIAL/COMMERCIAL: IF INSTITUTIONAL:

NO. OF DWELLING UNITS: TYPE OF USE: Parking Lot NO. SQ. FT.:

SINGLE FAM. MULTI-FAM. NO. OF SQ. FT. (GROSS FLOOR AREA) 0 NO. STUDENTS/EMPLOYEES/MEMBERS:

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

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

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

☒ SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT: (Use additional sheets if necessary.)

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

SIGNATURE: [Signature] Lt. Paul Steele POSITION: Patrol OPS DATE: 7-28-08

☐ 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

RECEIVED JUL 31 2008		Clean Water Services 	Clean Water Services File Number 08-002597
Sensitive Area Pre-Screening Site Assessment			
By _____			
1. Jurisdiction: <u>Washington County</u>			
2. Property Information (example 1S234AB01400) Tax lot ID(s): <u>1S111CC04400</u>		3. Owner Information Name: <u>Bob McGrain</u> Company: <u>NW JEEP</u> Address: <u>10600 SW Canyon Road</u> City, State, Zip: <u>Beaverton, OR, 97005</u> Phone/Fax: <u>(503) 526-1501</u> E-Mail: _____	
Site Address: <u>10438 SW Canyon Road</u> City, State, Zip: <u>Beaverton, OR, 97005</u> Nearest Cross Street: <u>104th Ave</u>			
4. Development Activity (check all that apply) ☐ Addition to Single Family Residence (rooms, deck, garage) ☐ Lot Line Adjustment ☐ Residential Condominium ☐ Residential Subdivision ☒ Single Lot Commercial ☐ Minor Land Partition ☐ Commercial Condominium ☐ Commercial Subdivision ☐ Multi Lot Commercial Other _____		5. Applicant Information Name: <u>Ernie Amacher</u> Company: <u>WRG Design Inc.</u> Address: <u>5415 SW Westgate Drive</u> City, State, Zip: <u>Portland, OR 97221</u> Phone/Fax: <u>Ph:(503) 419-2500 Fax:(503) 419-2600</u> E-Mail: <u>ernie.amacher@wrgdesign.com</u>	
6. Will the project involve any off-site work? ☐ Yes ☐ No ☒ Unknown Location and description of off-site work _____			
7. Additional comments or information that may be needed to understand your project _____			
This application does NOT replace 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: <u>Robert J McGrain</u> Print/Type Title: <u>Manager</u> Signature: <u>[Signature]</u> Date: <u>7.29.08</u>			
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 <u>[Signature]</u> Date <u>8/5/08</u>			
2550 SW Hillsboro Highway • Hillsboro, Oregon 97123 • Phone: (503) 681-5100 • Fax: (503) 681-4439 • www.cleanwaterservices.org			



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:

Service Provider: PLEASE RETURN THIS FORM TO 8008
APPLICANT:

COMPANY: WRG Design Inc.
CONTACT: Emily Amacher
ADDRESS: 5415 SW Westgate Drive, Suite 100
Portland, OR 97221
PHONE: (503) 419-2500

OWNER(S):

NAME: Bob McGinnis, NW Seap
ADDRESS: 10600 SW Canyon Road
Beaverton, OR 97005
PHONE: (503) 526-1501
Property Desc.: Tax Map(s): 15 1 1166 Lot Number(s): 4400

Site Size: 0.25 AC

Site Address: 10439 SW Canyon Road, Beaverton, OR, 97005
Nearest cross street (or directions to site):
located at NW corner of intersection of SW 104th Ave & SW Canyon Rd

PROPOSED PROJECT NAME: NW Seap Parking Expansion Phase 2

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

Regrade existing parking lot, install new retaining walls

EXISTING USE: Parking lot

PROPOSED USE: New Vehicle Storage

IF RESIDENTIAL:

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

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: Parking lot
NO. OF SQ. FT. (GROSS FLOOR AREA) 0

IF INSTITUTIONAL:

NO. SQ. FT. _____
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, crooks, 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 ☒ Y ☐ N *depends on analysis* Water Quantity Facility required ☒ Y ☐ N
Hydraulic and hydrological analysis required ☒ Y ☐ N Vegetated corridor required ☐ Y ☒ N

COMMENTS/EXPLANATION: _____

SIGNATURE: Chris Thacker POSITION: ETZ DATE: 8/15/08

Service Pro CWS 2/18/04

**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: _____

Exhibit C

Page 100 of 105

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: WRG Design Inc. JUL 30 2008
CONTACT: Ernie Amacher
ADDRESS: 5415 SW Westgate Drive
Portland, OR 97221
PHONE: (503) 419-2500

OWNER(S):

NAME: Bob McGinnis, NW Jeep
ADDRESS: 10600 SW Canyon Road
Beaverton, OR 97005
PHONE: (503) 526-1501

Property Desc.: Tax Map(s): 15 1 1166 Lot Number(s): 4400

Site Size: 0.25 Ac

Site Address: 10439 SW Canyon Rd, Beaverton, OR 97005
Nearest cross street (or directions to site):

located at NW corner of intersection of SW 104th Ave & SW Canyon Rd.

PROPOSED PROJECT NAME: NW Jeep Parking Expansion, Phase 2

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

Regrade existing parking lot, install new retaining wallsEXISTING USE: Parking LotPROPOSED USE: New Vehicle Storage

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____

SINGLE FAM. _____

MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: Parking LotNO. OF SQ. FT. (GROSS FLOOR AREA) 0

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.

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

SIGNATURE: Brenda Housh POSITION: PARK PLANNER DATE: 7-28-08

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

SIGNATURE: _____ POSITION: _____ DATE: _____

Service 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: West Slope Water District
☐ FIRE DISTRICT: _____
☐ TRI-MET
☐ TUALATIN HILLS PARK & REC. DISTRICT
☐ CITY OF _____
☐ CLEAN WATER SERVICES

PRE-APPLICATION DATE: _____

Caselle 09-349-PA
Exhibit C
Page 101 of 106

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: W.R.G. Design Inc. JUL 23 2008
CONTACT: Ernie Amacher
ADDRESS: 5415 SW Westgate Drive
Portland, OR 97221
PHONE: (503) 419-2500

OWNER(S):

NAME: Bob McGrain, NW Jeep
ADDRESS: 10600 SW Canyon Road
Beaverton, OR 97005
PHONE: (503) 526-1501

Property Desc.: Tax Map(s): 15 1 1166 Lot Number(s): 4400

Site Size: 0.25 ACSite Address: 10439 SW Canyon Rd, Beaverton, OR 97005

Nearest cross street (or directions to site):

located at NW corner of intersection of SW 104th Ave & SW Canyon Rd.PROPOSED PROJECT NAME: NW Jeep Parking Expansion, Phase 2

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

Regrade existing parking lot, install new retaining wallsEXISTING USE: Parking LotPROPOSED USE: New vehicle storage

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____

SINGLE FAM. _____

MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: Parking LotNO. OF SQ. FT. (GROSS FLOOR AREA) 0

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.

Water is available. Please submit three sets of detailed plans for review and approval.
The District will issue a letter of responsibility with approval of plans.

SIGNATURE: Jerry HowellPOSITION: MANAGERDATE: 7/23/08☐ SERVICE LEVEL IS INADEQUATE TO SERVE 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: Tualatin Valley Fire & Rescue
☐ TRI-MET
☐ TUALATIN HILLS PARK & REC. DISTRICT
☐ CITY OF _____
☐ CLEAN WATER SERVICES

PROPOSED PROJECT NAME: NW Jeep Parking Expansion Phase 2.

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

Regrade existing parking lot, install new retaining walls.EXISTING USE: Parking lotPROPOSED USE: New Vehicle Storage

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____

SINGLE FAM. _____

MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: Parking LotNO. OF SQ. FT. (GROSS FLOOR AREA) 0

IF INSTITUTIONAL:

NO. SQ. FT. _____

NO. STUDENTS/EMPLOYEES/MEMBERS: _____

PRE-APPLICATION DATE: _____

Exhibit C

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

JUL 24 2008

COMPANY: WRG Design Inc.CONTACT: Ernie AmacherADDRESS: 5415 SW Westgate Drive, Suite 100
Portland, OR 97221PHONE: (503) 419-2800

OWNER(S):

NAME: Bob McGrain, NW JeepADDRESS: 10600 SW Canyon RoadBeaverton, OR 97005PHONE: (503) 526-1801

Property Desc.: Tax Map(s): _____

15 1 11CC

Lot Number(s): _____

4400Site Size: 0.25 ACSite Address: 10439 SW Canyon Rd., Beaverton, OR 97005

Nearest cross street (or directions to site):

Located at NW corner of intersection of SW 104th Ave & SW Canyon Rd.

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

7-22-08

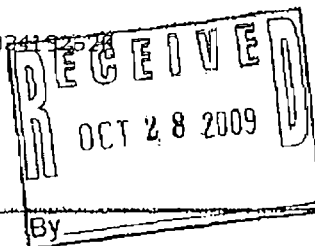
Jerry Renfro
Deputy Fire Marshal II
Tualatin Valley Fire & Rescue

09/28/2009 20:16

5036127003

WRG

PAGE 02/03



WASHINGTON COUNTY
OREGON

Date: 9/29/09

Washington County Fire District Service Analysis

RE: Plan Amendment, changing from CBD to CJC 1511CC Tax Lot 4400
(land use district) (map location)

Fire District: TYF&R

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?

Station # 65 is approx. 1 mile away

2. What will be the average emergency response time to the parcel(s) referenced above?

4 minutes

3. What is the total number of personnel and equipment available for an initial attack on fire spread at the parcel(s) referenced above?

6-8 PERSONNEL MINIMUM
2 ENGINES, 1 TRUCK, 1 TUG BOAT MINIMUM

4. Will the addition of _____ () single family dwellings cause any serious impact on the current services provided?

N/A

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

SIGNATURE: OWD

DATE: 10/22/09

POSITION: DFW II

**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

PROPOSED PROJECT NAME: NW Jeep Parking Expansions Phase 2

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

Regrade existing parking lot, install new retaining wallsEXISTING USE: Parking LotPROPOSED USE: New Vehicle Storage

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____

SINGLE FAM. _____

MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: Parking LotNO. OF SQ. FT. (GROSS FLOOR AREA) 0

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.

This project is on TriMet line 58 and therefore served by transit.

SIGNATURE: [Signature]POSITION: [Signature]DATE: 7/24/08☐ SERVICE LEVEL IS INADEQUATE TO SERVE THE PROPOSED PROJECT.

Please indicate why the service level is inadequate.

SIGNATURE: _____

POSITION: _____

DATE: _____

Service1 12/11/03

PRE-APPLICATION DATE: _____

Exhibit C

Page 104 of 106

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:COMPANY: W.R.G. Design Inc. JUL 25 2008CONTACT: Ernie AmacherADDRESS: 5415 SW Westgate Drive
Portland, OR 97221PHONE: (503) 419-2500

OWNER(S):

NAME: Bob McGrain, NW JeepADDRESS: 10600 SW Canyon Road
Beaverton, OR 97005PHONE: (503) 526-1501Property Desc.: Tax Map(s): 15 1 1100 Lot Number(s): 4400Site Size: 0.25 ACSite Address: 10439 SW Canyon Rd, Beaverton, OR 97005

Nearest cross street (or directions to site):

located at NW corner of intersection of SW 104th Ave & SW Canyon Rd.



SUMMARY OF DECISION

Robert McGrain (McGrain 1996, LLC) applied to Washington County for a plan amendment to change the plan designation for a 0.25 acre property from Community Business District (CBD) to General Commercial (GC). The property is more specifically described as tax map and lot number 1S1 11CC 4400.

At its hearing on December 16, 2009, the Washington County Planning Commission voted to approve the plan amendment request, 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 owner.
2. The requirements of the Community Development Code will apply to specific development applications on each parcel.

Washington County - DLUT
Long Range Planning
155 N. First Avenue, 350-14
Hillsboro, OR 97124



Dept. of Land Conservation and Development
Attn: Plan Amendment Specialist
635 Capitol St. NE
Ste. 150
Salem, OR 97301-2540

