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

07/23/2012

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 004-12

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: Tuesday, August 07, 2012

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 Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Paul Schaefer, Washington County
Gordon Howard, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative

<paa> YA

FORM 2

DLCD Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

☐ In person ☐ electronic ☐ mailed

DATE STAMP

DEPT OF

JUL 18 2012

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **Washington County**

Local file number: **11-309-PA**

Date of Adoption: **7/11/2012**

Date Mailed: **7/16/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: 4/4/2012

☐ 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".

Changes the existing R-15 Residential (12-15 units per acre) land use designation to Neighborhood Commercial (NC) designation for a vacant 0.97 acre parcel

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

Plan Map Changed from: **R-15** to: **NC**

Zone Map Changed from: **N/A** to: **N/A**

Location: **18430 SW Kinnaman Road (1S118BC / 3900)** Acres Involved: **0.97**

Specify Density: Previous: **15 units per acres** New: **N/A**

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...

35-days prior to first evidentiary hearing? ☒ **Yes** ☐ **No**

If no, do the statewide planning goals apply? ☐ **Yes** ☐ **No**

If no, did Emergency Circumstances require immediate adoption? ☐ **Yes** ☐ **No**

DLCD file No. 004-12 (19375) [17109]

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Tualatin Valley Water District, Clean Water Services, Tualatin Valley Fire & Rescue, Metro, TriMet, Beaverton School District, Tualatin Hills Park & Recreation District

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Local Contact: **Paul Schaefer** Phone: **(503) 846-8817** Extension:

Address: **155 N. 1st Avenue, Suite 350-1** Fax Number: **503-846-4412**

City: **Hillsboro** Zip: **97124-** E-mail Address: **paul_schaefer@co.washington.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 working days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)
per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting the adopted amendment, please print a completed copy of Form 2 on light **green paper if available**.
3. Send this Form 2 and **one complete paper copy** (documents and maps) of the adopted amendment to the address below.
4. Submittal of this Notice of Adoption must include the final signed ordinance(s), all supporting finding(s), exhibit(s) and any other supplementary information (ORS 197.615).
5. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) by DLCD of the adoption (ORS 197.830 to 197.845).
6. In addition to sending the Form 2 - Notice of Adoption to DLCD, please also remember to notify persons who participated in the local hearing and requested notice of the final decision. (ORS 197.615).
7. Submit **one complete paper copy** via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.
8. Please mail the adopted amendment packet to:

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

9. **Need More Copies?** Please print forms on **8½ -1/2x11 green paper only if available**. If you have any questions or would like assistance, please contact your DLCD regional representative or contact the DLCD Salem Office at (503) 373-0050 x238 or e-mail **plan.amendments@state.or.us**.

http://www.oregon.gov/LCD/forms.shtml **Updated December 30, 2011**

BEFORE THE PLANNING COMMISSION

FOR WASHINGTON COUNTY, OREGON

In the Matter of a Proposed Plan Amendment Casefile 11-309-PA	))	RESOLUTION AND ORDER No. 2012-2

This matter having come before the Washington County Planning Commission (Commission) at its meetings of June 6, June 20, and July 11, 2012; and

It appearing to the Commission that the above-named applicant applied to Washington County for a Plan Amendment to change the plan designation for certain real property described in the Notice of Public Hearing (Exhibit "A"), attached and incorporated herein, from R-15 Residential (R-15) to Neighborhood Commercial (NC); and

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

It appearing on June 6, 2012, the Commission opened the public hearing and, after taking public testimony of those present, continued the hearing to June 20, 2012 at the applicant's request; and

It appearing on June 20, 2012, the Commission heard the staff report including staff's recommendation that the plan amendment be denied. The Commission thereafter invited the applicant to offer testimony in support of the request and heard testimony from the public, after which the Commission directed the applicant to prepare findings in support of the request and continued their deliberations to the July 11, 2012 meeting; and

It appearing that on July 11, 2012 the Planning Commission voted 4-3 to approve the applicant's findings in support of the request; and

It appearing to the Commission from testimony provided by the applicant and his representative, evidence and findings in the staff report with attachments (Exhibit "B"), and the information set forth in the Application (Exhibit "C"), attached and incorporated herein, that the aforementioned application should be tentatively approved, subject to conditions of approval

WASHINGTON COUNTY COUNSEL
155 N. FIRST AVE, SUITE 340 ~ MS #24
HILLSBORO, OR 97124
PHONE (503) 846-8747 - FAX (503) 846-8636

ensuring compliance with certain applicable policies of the Comprehensive Plan for such a Plan Amendment, as described in Exhibit "E"; now, therefore, it is

RESOLVED AND ORDERED that Casefile No. 11-309-PA for a Plan Amendment for property described in Exhibit "A" is hereby approved subject to certain Conditions of Approval (Exhibit "E"). The Commission further adopts the applicant's supplemental findings in Exhibit "D" and as summarized in the Summary of Decision (Exhibit "E"), both exhibits attached and incorporated herein.

4 votes Aye, 3 votes Nay.

PLANNING COMMISSION FOR
WASHINGTON COUNTY, OREGON

CHAIRMAN MARC SAN SOUCIE

Connie J McCracken
RECORDING SECRETARY

WASHINGTON COUNTY COUNSEL
155 N. FIRST AVE, SUITE 340 ~ MS #24
HILLSBORO, OR 97124
PHONE (503) 846-8747 - FAX (503) 846-8636

CASEFILE No. 11-309-PA
CONDITIONS OF APPROVAL
BASED ON THE JUNE 20, 2012
PLANNING COMMISSION HEARING

PROPERTY IDENTIFICATION:

OWNER: SAIID BEHOODI
SITE ADDRESS: 18430 SW KINNAMAN ROAD
OWNERS ADDRESS: 13777 MELROSE PLACE
LAKE OSWEGO, OR 97035

LAND USE PROCEDURE: TYPE lll
CPO: 6
COMMUNITY PLAN: ALOHA-REEDVILLE COOPER MTN.

RECOMMENDATION FOR APPROVAL BY THE PLANNING COMMISSION:
COMPREHENSIVE PLAN CHANGE

FROM THE EXISTING LAND USE DISTRICT:
The existing land use designation for the subject property is R-15 Residential(Residential -15 units per acre).

TO THE PROPOSED LAND USE DISTRICT:
NEIGHBORHOOD COMMERCIAL (NC)

At the June 20, 2012 Planning Commission hearing it was discussed and approved to change the existing land use district to the proposed use district, with stipulated conditions as set forth herein.

1. The Neighborhood Commercial use on the subject property shall include a mix of service commercial type establishments on the ground floor with living units above provided in accordance with CDC Section 311-3.6. . The floor area and type of commercial use will determine the parking requirements to serve those uses and will be reviewed through the land development process. The number of living units shall be between 8 and 15 units with the minimum required number of parking stalls as determined by the development code.

2. A restrictive covenant will be filed in the Washington County records stating that the development of this property may not include commercial establishments that operate a drive through facility such as fast food service and dry cleaners and gas pumps.

3. 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.

APPROVAL FINDINGS AND REQUIREMENTS:

POLICY 1:
The Planning Commission determined during their review and discussion that the Aloha-Reedville-Cooper Mountain Plan did not reflect changes in the way services are now envisioned to serve the neighborhoods because the Plan is about 30 years old and periodic reviews and updates have not been completed. The proximity of these services needs to be close enough to encourage pedestrian and bicycle travel for small convenience shopping needs. It was agreed that land uses as indicated on the existing land use plan have not kept pace with the evolving needs of the neighborhood and that this proposed change in land use will further the use of the neighborhood zone as intended by the code.

The Planning Commission stated that the Neighborhood Commercial designation was appropriate for the site, but determined that businesses featuring drive-through or drive-up facilities were incompatible with encouraging pedestrian and bicycle travel between neighborhoods and the commercially-designated site. Because of this reason, the Planning Commission required that a condition of approval be applied to the subject property to prohibit businesses with drive-through and drive-up facilities. The applicant assented to the condition and agreed to file a restrictive covenant on the property prohibiting these facilities on the site.

POLICY 18:
The intent of this policy is to provide for various types of medium density residential uses at densities of between 12 and 15 units per acre. These types of developments should be located near neighborhood transportation collectors and arterials providing for access to public transportation and services.

The Neighborhood Commercial zone as proposed will provide for necessary services as well as residential living units to be constructed pursuant to Condition of Approval 1.

POLICY 20:
As stated the existing 30 year old plan have not kept up with the changing needs of the neighborhoods and how residents access services. As reviewed and discussed, the changing of the land use designation of this site will not significantly affect the economic development of the other sites within the general area as designated on the Aloha-Reedville-Cooper Mountain Plan. Most of the sites that were considered are designated CBD and are located north of T.V. Highway, not within reasonable walking distances of the subject property.

POLICY 21:
The intent of policy 21 is to provide for and encourage the housing industry to provide an adequate supply of affordable housing for all households.

The comprehensive land use plan change from R-15 Residential to Neighborhood Commercial will allow the development of neighborhood commercial uses as well as a residential component, thereby complementing the intent of Policy 21. Condition of Approval 1 will ensure that housing is provided consistent with this policy.

POLICY 22:
This policy is intended to encourage the housing industry to provide for a variety of housing types in sufficient quantities and choices for the housing consumers.

The Neighborhood Commercial zone will provide the services for close in neighborhood uses as well as residential living units constructed pursuant to Condition of Approval 1; thereby satisfying the intent of the policy

POLICY 36:
The intent of this policy is to encourage energy-saving building practices in existing and future commercial structures.

The Neighborhood Commercial use of this site will, as stated and as conditioned provide for commercial and residential units located above the commercial. The heat from the commercial units will assist the warmth of the residential units above. The residential units being at the top of the structure will shield the commercial uses from

high solar heat as well as cold thereby making the heating and cooling of these structures more energy efficient.

POLICY 39:
The intent of this policy is to encourage land development strategies which take advantage of density and location to reduce the need to travel by automobile and provide access to transit and encourage alternative modes of travel.

The Neighborhood Commercial use of this site will not only provide for close in shopping and services needs but it will encourage pedestrian and other modes of transportation to access these services. Walking and bicycle use will provide for neighbors to meet, interact and become more aware of their surrounding neighborhoods, activities and their neighbors' safety.

POLICY 40:
The site as proposed will implement in part the requirements of this policy by establishing close to neighborhoods shopping as well as onsite residential living, commercial services, all adjacent to existing TRI-MET transit. The mixed land use of this site as required will encourage pedestrian and bicycle travel to and from the neighborhoods as well as a meeting and waiting place for the use of the transit facilities.

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
www.co.washington.or.us

NOTICE OF PLANNING COMMISSION DECISION (Plan Amendment)

CASE FILE NO.: 11-309-PA

APPLICANT:
Saiid Behboodi
13777 Melrose Place
Lake Oswego, OR 97035

APPLICANT'S REPRESENTATIVE:
Harris McMonagle and Associates, Inc.
8740 SW Scoffins Street
Tigard, OR 97224

CONTACT PERSON: Steve Bloomquist / Bill McMonagle

OWNER:
(Applicant)

PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mountain

EXISTING LAND USE DISTRICT(S):
R-15 (Residential – 15 units per acre)

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): **1S1-18BC**
TAX LOT NO(S): **3900**
SITE SIZE: **0.97 Acres**
ADDRESS: **18430 SW Kinnaman Rd.**
LOCATION: **Beaverton, OR 97007**

PROPOSED PLAN AMENDMENT:
Change the current R-15 District designation (Residential – 15 units per acre) to Neighborhood Commercial (NC) District

DATE OF NOTICE MAILING: July 16, 2012

A SUMMARY OF THE DECISION OF THE PLANNING COMMISSION IS ATTACHED.

THE COMPLETE ORDER, FINDINGS, AND FILES ARE ON RECORD AT THE DEPARTMENT OF LAND USE AND TRANSPORTATION AND ARE AVAILABLE FOR REVIEW.

THIS DECISION MAY BE APPEALED AND A PUBLIC HEARING HELD BY FILING AN ASSIGNED PETITION FOR REVIEW (APPEAL), AS DESCRIBED ON THE ATTACHED SHEET, WITHIN 14 CALENDAR DAYS OF THE DATE THIS NOTICE WAS PROVIDED. A MOTION FOR RECONSIDERATION MAY BE FILED, AS PROVIDED IN SECTION 208 OF THE COMMUNITY DEVELOPMENT CODE, WITHIN 7 CALENDAR DAYS OF THE DATE THIS NOTICE WAS PROVIDED BUT DOES NOT STOP THE APPEAL PERIOD FROM RUNNING AND IS AVAILABLE ONLY AS AN EXTRAORDINARY REMEDY WHEN A MISTAKE OF LAW OR FACT HAS OCCURRED. ONLY THOSE PERSONS WHO MADE AN APPEARANCE OF RECORD (INCLUDING SUBMISSION OF WRITTEN COMMENTS OR TESTIMONY) ARE ENTITLED TO FILE A PETITION FOR REVIEW (APPEAL) OR MOTION FOR RECONSIDERATION OF THE DECISION.

THIS DECISION WILL BE FINAL IF NO APPEAL IS FILED BY THE DUE DATE AND A MOTION FOR RECONSIDERATION IS NOT GRANTED BY THE REVIEW AUTHORITY.

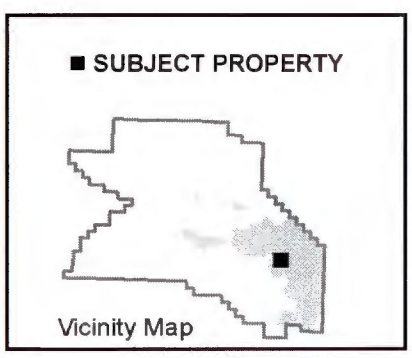
THE COMPLETE APPLICATION, REVIEW STANDARDS, RECORD OF PROCEEDINGS, FINDINGS FOR THE DECISION AND DECISION ARE AVAILABLE AT THE COUNTY FOR REVIEW.

FOR FURTHER INFORMATION, PLEASE CONTACT:

Paul Schaefer, Senior Planner

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

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.



SUMMARY OF DECISION OF CASEFILE 11-309-PA

At its meeting on June 6, 2012, the Washington County Planning Commission (Commission) met to hear a request for a plan amendment to the Comprehensive Framework Plan to change the plan map designation from to R-15 Residential (12-15 units per acre) to Neighborhood Commercial (NC) for property described as Assessor Map Number 1S1 18BC / Tax Lot 3900.

On June 6, 2012, the Commission opened the public hearing and received public testimony of those present. The staff report was not presented as the applicant was not present but had submitted a written request for continuance to June 20, 2012. The hearing was continued to June 20.

On June 20, 2012, the Commission continued the public hearing at which time staff summarized the basis for staff's recommendation that the plan amendment be denied. Staff found that the applicant did not adequately demonstrate compliance with Policies 1 and 20 of the Comprehensive Framework Plan for the Urban Area (CFP). The fundamental deficiencies are that the applicant failed to: demonstrate that there is a lack of appropriately designated suitable alternative sites within the vicinity for a proposed use (Policy 1); and demonstrate why the conversion of residential lands to commercial lands is consistent with Policy 20. The Commission also received additional public testimony as well as that of the applicant.

The Commission agreed with the applicant's testimony and voted 7-0 to tentatively approve the request, with the applicant to prepare findings in support of the request. The public hearing portion of the meeting was closed and the matter continued to July 11 for consideration of the applicant's findings.

On July 11, the Commission approved the requested Plan Amendment, subject to the Conditions of Approval listed below. The Commission adopted the applicant's findings in support of their decision.

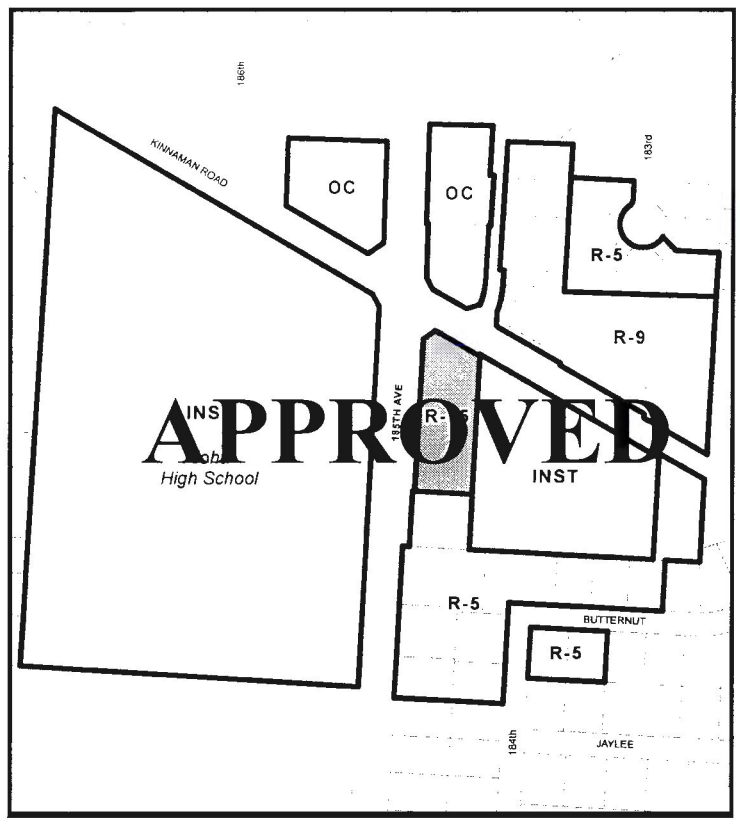
1. The Neighborhood Commercial use on the subject property shall include a mix of service commercial type establishments on the ground floor with living units above provided in accordance with CDC Section 311-3.6. . The floor area and type of commercial use will determine the parking requirements to serve those uses and will be reviewed through the land development process. The number of living units shall be between 8 and 15 units with the minimum required number of parking stalls as determined by the development code.

2. A restrictive covenant shall be filed in the Washington County records stating that the development of this property may not include commercial establishments that operate a drive through facility such as fast food service and dry cleaners and gas pumps.

3. 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.

4. Any development of the subject property shall comply with all conditions of Casefile 10-320-AMP.

Tax Map: 1S118BC, Tax Lot 3900
Case File Number: 11-309-PA



Legend: Area of Consideration

Applicable Land Use Districts:

R-15 (12-15 units per acre)

NC (Neighborhood Commercial)

Applicable Goals, Policies & Regulations:

A. Washington County Urban Plan Policies and Implementing Strategies: 1, 2, 14, 18, 20, 21, 22, 30, 31, 32, 33, 36, 39, & 40
B. Washington County Aloha-Reedville-Cooper Mountain Community Plan, General Design Elements 7, 9, 10, 11, 12, 13, 15, 16, 17, and 21 and the Central Neighborhood Subarea requirements
C. Washington County Community Development Code: Article III, Section 305 (R-15) and 311 (NC)
D. OAR 660-012-0060 – Transportation Planning Rule
E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6,10,12, 14, 15, and 19
F. Metropolitan Housing Rule – (OAR 660-007)
G. Metro Regional Urban Growth Management Functional Plan Policies (Titles 1, 6, 8, and 12)

APPEAL INFORMATION
CASEFILE 11-309-PA

A PETITION FOR REVIEW (APPEAL) TO THE BOARD OF COUNTY COMMISSIONERS SHALL CONTAIN THE FOLLOWING:

1. The name of the applicant and the County case file number;

2. The name and signature of each petitioner and statement of interest of each petitioner to determine party status.

   Multiple parties may join in filing a single petition for review, but each petitioner shall designate a single Contact Representative for all contact with the Department. All Department communications regarding the petition, including correspondence, shall be with this Contact Representative;

3. The date that notice of the decision was sent as specified in the notice (date mailed);

4. The nature of the decision and the specific grounds for appeal. Unless otherwise directed by the Board, the appeal shall be limited to the issue(s) raised in the petition;

5. If desired, a request for a partial or full de novo hearing as provided in Section 209-5.4 of the Community Development Code (CDC);

6. A statement listing the number of pages of the petition and that all pages are present.

7. A statement setting forth the appeal fee as specified in the notice of decision; and

8. The appeal fee adopted by the Board of County Commissioners of $725, which is a deposit on the cost for processing the appeal. The appellant will be required to pay the actual cost, which may be more or less than $725. A transcript will be prepared for all appeals pursuant to CDC Section 209-4. The appellant will be provided a written estimate of the cost for preparation of the transcript by the County after the petition is accepted. Within fourteen (14) days of notification of the estimated transcript fee, the appellant must either pay the estimated cost or notify the Director in writing that the appellant will prepare the transcript. The appellant must also reimburse the County for time and materials cost over eight hours.

Failure to file a signed original petition with the Department of Land Use and Transportation by 5:00 p.m. on the due date, with the proper fee, shall be a jurisdictional defect. Please call the Long Range Planning Division at 503-846-3519 if you have any questions.

For further information, please contact: Paul Schaefer, Senior Planner,
Washington County, Department of Land Use and Transportation,
(503) 846-3519.

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

CASEFILE NO. 11-309-PA STAFF REPORT & RECOMMENDATION FOR THE JUNE 6, 2012 PLANNING COMMISSION HEARING

PROCEDURE TYPE: III

CPO: 6 **COMMUNITY PLAN:** Aloha Reedville-Cooper Mtn

EXISTING LAND USE DISTRICT(S):

R-15 Residential (12-15 units per acre)

APPLICANT & OWNER:
Saiid Behboodi
13777 Melrose Place
Lake Oswego, OR 97035

APPLICANT'S REPRESENTATIVE:
Harris McMonagle and Associates, Inc.
8740 SW Scoffins Street
Tigard, OR 97224

CONTACT PERSON: Steve Bloomquist
Phone: 503-639-3453

ASSESSOR MAP NO.: 1S1 18BC
TAX LOT NO(S): 3900

SITE SIZE: 0.97 acres
ADDRESS: 18430 SW Kinnaman Road
LOCATION: Southeast corner of SW 185th Avenue and SW Kinnaman Road

REQUEST:
Remove the R-15 Residential plan designation and designate the property Neighborhood Commercial (NC).

RECOMMENDATION:
Based upon the findings in Section III of this report and the summary and conclusions found in Section IV of this report, staff finds that the applicant has **not** adequately demonstrated compliance with Policies 1 and 20 of the Comprehensive Framework Plan for the Urban Area (CFP). The fundamental deficiencies are that the applicant **failed** to:

1. *Demonstrate that there is a lack of appropriately designated suitable alternative sites within the vicinity for a proposed use (Policy 1):* As staff indicated on pages 7 through 14 of this staff report, there are numerous sites currently designated NC and CBD – many of which are entirely vacant or underdeveloped – that can accommodate the uses proposed by the applicant on the subject property as well as other uses allowed in the Neighborhood Commercial (NC) District and Community Business District (CBD).

2. *Demonstrate why the conversion of residential lands to commercial lands is consistent with Policy 20.* As staff indicated on pages 17 and 18, adding additional vacant commercial land to the existing supply of commercial lands would likely cause further delay in the development of any one of the appropriately designated suitable alternative sites (see also Policy 1 and Attachment B). Approval of the plan amendment would adversely impact economic development within the identified study area.

The findings summarized above and in Section IV. of this report clearly demonstrate why the plan amendment **does not** comply with the requirements noted in Section I. (on the following page). Therefore, staff recommends that the Planning Commission **deny** this plan amendment request.

I. APPLICABLE REGULATIONS:

A. LCDC Statewide Planning Goals 1, 2, 10, 11, and 12

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

C. Metropolitan Housing Rule (OAR 660-007)

D. Urban Growth Management Functional Plan: Titles 1, 6, 8, and 12

E. Washington County Comprehensive Framework Plan Policies (and Implementing Strategies): 1, 2, 14, 18, 20, 21, 22, 30, 31, 32, 33, 36, 39, and 40

F. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15 and 19

G. Aloha Reedville-Cooper Mountain Community Plan, General Design Elements 7, 9, 10, 11, 12, 13, 15, 16, 17, and 21 and the Central Neighborhood Subarea

H. Washington County Community Development Code:

1. Article III, Land Use Districts
   Section 305 R-15 Residential District
   Section 311 Neighborhood Commercial (NC) District

II. AFFECTED JURISDICTIONS AND AGENCIES:

Washington County Department of Land Use and Transportation
Tualatin Valley Fire and Rescue (TVF&R)
Tualatin Valley Water District (TVWD)
Clean Water Services (CWS)
Washington County Sheriff
Beaverton School District #48J
Tualatin Hills Park & Recreation District (THPRD)
Metro
TriMet

III. FINDINGS

A. General

Applicant: See Section 6, pages 4-5 of the applicant's narrative.

Staff: The applicant is requesting that the current R-15 Residential plan designation for a 0.97 acre tax lot (1S1 18BC / 3900 (hereafter referred to as "property") be changed to the Neighborhood Commercial (NC) plan designation.

Property Description: The property is located on the southeast corner of SW 185th Avenue and SW Kinnaman Road in unincorporated Washington County and is located near the center of the Aloha-Reedville Study Area. The property is further identified as tax map and lot number 1S1 18BC / 3900. The property is currently vacant and generally flat. There are a few large trees but no significant vegetation on the property, nor are there any mapped significant natural resources on the property.

Neighboring Properties: The property abuts lands designated R-5 to the south, Institutional to the west (across 185th Avenue) and east. Across Kinnaman to the north/northeast are lands designated Office Commercial and R-9 (7-9 units per acre) Residential.

The Institutional land to the west supports Aloha High School; while the Institutional lands to the east support Aloha Church of God. The R-5 lands to the south are developed with detached single family residences.



Office Commercial lands to the north along 185th Avenue currently support predominately office and personal service uses; while the R-9 lands to the northeast are developed with detached single family residences.

Land Use History: The property was designated R-15 Residential in 1983 (D-Engrossed Ordinance 265, adopted June 28, 1983). The 1983 Aloha-Reedville-Cooper Mountain Community Plan addressed several factors including community issues & related citizen

comments, Comprehensive Framework Plan policies (largely location criteria) and existing community character (e.g., existing development patterns).

Key features of the 1983 plan, which are largely intact today in the updated community plan maps, include: 1) Retain the predominantly residential character of the planning area, with little in the way of commercial uses, 2) Provide opportunities for more attached dwelling units, 3) Locate higher intensity land uses (commercial and industrial and higher density residential lands) along major transportation routes and at/near major intersections and transit – (noting that the plan in many instances reinforced this feature by recognizing existing commercial development, such as Farmington Mall), and 4) Take advantage of larger residential lots by designating them for slightly higher residential densities.

Prior to 1983 the property was designated RU-4 (in 1980) and prior to the RU-4 zoning, the property was zoned R-7 in 1975. The higher intensity land uses envisioned by the plan for the section of the 185th Avenue corridor in this area of the community extended from TV Highway south to Kinnaman Road, a Collector, and then at the intersection of 185th Avenue and Farmington Road, an Arterial and ODOT facility. Less intense uses were planned between these two areas.

The property has long been planned for residential development consistent with plan policies and estimated long-term needs of the community. The RU-4 (R-7) district was a single family residential zone with a minimum lot size of 7,000 square feet.

Density Issues: Under the current R-15 designation, a minimum density of 12 units per acre is required and a maximum residential density of 15 units per acre is allowed.

Housing is allowed when developed as part of a mixed-use development in the NC district. The same maximum density requirements would apply if the property were developed as part of a mixed-use development (with neighborhood commercial uses occupying the ground floor) – but no minimum density is required in the NC District.

The applicant proposes to develop 12 attached housing units above ground floor retail. However, the NC district only allows, rather than requires, housing. Therefore, a change from R-15 to NC could potentially result in a loss of as many as 15 units (0.97 x 15 units per acre). There is no guarantee that the applicant will provide any housing as part of a commercial development of the property. Any commercial use allowed in the NC district could be developed on the property if the plan amendment were approved.

Testimony: No letters were received pertaining to the request prior to the completion of the Staff Report. Written testimony submitted after the completion of the Report and preparation of the Planning Commission (Commission) packet will be presented to the Commission for review and inclusion in the casefile at the public hearing.

B. Statewide Planning Goals

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

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

Applicant: See Section 5, page 35 of the applicant's narrative.

Staff: See Attachment "A." The findings in Attachment "A" also pertain to Statewide Planning Goals 11, Public Facilities and Services and 12, Transportation.

D. Metropolitan Housing Rule (OAR 660-0007)

"The purpose of this division is to ensure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary, to provide greater certainty in the development process and so to reduce housing costs. OAR 660-007-0030 through 660-007-0037 are intended to establish by rule regional residential density and mix standards to measure Goal 10 Housing compliance for cities and counties within the Metro urban growth boundary, and to ensure the efficient use of residential land within the regional UGB consistent with Goal 14 Urbanization. OAR 660-007-0035 implements the Commission's determination in the Metro UGB acknowledgment proceedings that region wide, planned residential densities must be considerably in excess of the residential density assumed in Metro's 'UGB Findings'. The new construction density and mix standards and the criteria for varying from them in this rule take into consideration and also satisfy the price range and rent level criteria for needed housing as set forth in ORS 197.303."

Staff: The Metropolitan Housing Rule requires that the county maintain plan designations that allow for at least fifty (50) percent of the housing as attached housing units. The applicant proposes to provide 12 attached housing units developed as part of a mixed-use development. However, housing is not required in the NC district.

Approval of the plan amendment - and the resulting loss of R-15 lands – could potentially result in a loss of attached housing. There is no guarantee that future development would comply with this Rule. The current R-15 plan designation contemplates that future development of the property will include attached housing– similar to that which was previously approved for the subject property through Casefile 07-200-S/D(R) in 2007.

If the plan amendment was approved, any number of possible NC-permitted uses could be developed on the property, including a gas station, convenience market, and fast food restaurants. Consequently, approval of the plan amendment may not result in the development of attached dwellings on this site as currently proposed by the applicant. Approval of this plan amendment may also not *"...ensure opportunity for the provision of adequate numbers of needed housing units and the efficient use of land within the Metropolitan Portland (Metro) urban growth boundary, to provide greater certainty in the development process and so to reduce housing costs." (*See also staff findings under Policies 21 & 22 below.)

E. Urban Growth Management Functional Plan

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

1. Title 1, Housing Capacity, states:

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

Applicant: See Section 5, pages 31 and 32 of the applicant's narrative.

Staff: Under the proposed designation, a maximum residential density of 15 units per acre is allowed if developed as part of a mixed-use development; while no minimum number of dwelling units is required. Consequently, approval of a plan amendment is not necessary to permit residential uses on the property; however, housing is not required in the NC district.

Title 1 was updated by Metro in 2010 when Metro Council adopted Ordinance No. 10-1244B. Table 1 housing allocations of Title 1 are no longer applicable. The adopted Metro ordinance replaced Table 1 of Title 1 with a "no net loss" provision. As the Planning Commission was informed at its May 16th work session, the county has until December 16, 2012 to amend its Comprehensive Plan to implement Ordinance No. 10-1244B (see also Policies 21 and 22 below.)

Inclusion of the 12 attached housing units proposed by the applicant as part of the mixed-use development would be consistent with Ordinance No. 10-1244B. Housing is not required in the NC district and pursuant to ORS 197.796, requiring that the future development contain housing through a condition of approval is not advised by County Counsel.

Development of the property under the current R-15 designation would comply with Title 1; while development under the proposed plan amendment would not unless housing is constructed as part of the proposed mixed-use development.

2. Title 6, Centers, Corridors, Station Communities and Main Streets states:

THE REGIONAL FRAMEWORK PLAN IDENTIFIES CENTERS, CORRIDORS, MAIN STREETS AND STATION COMMUNITIES THROUGHOUT THE REGION AND RECOGNIZES THEM AS THE PRINCIPAL CENTERS OF URBAN LIFE IN THE REGION. TITLE 6 CALLS FOR ACTIONS AND INVESTMENTS BY CITIES AND COUNTIES, COMPLEMENTED BY REGIONAL INVESTMENTS, TO ENHANCE THIS ROLE. A REGIONAL INVESTMENT IS AN INVESTMENT IN A NEW HIGH CAPACITY TRANSIT LINE OR DESIGNATED A REGIONAL INVESTMENT IN A GRANT OR FUNDING PROGRAM ADMINISTERED BY METRO OR SUBJECT TO METRO'S APPROVAL.

Applicant: See Section 5, page 34 of the applicant's narrative.

Staff: The property maintains approximately 370 feet of frontage along SW 185th Avenue, which is designated as a Corridor. The property as well as the corridor is served by transit. TriMet bus route #52 provides frequent service along SW 185th Avenue and maintains a bus stop along the property near the intersection of 185th Avenue and Kinnaman Road.

Centers, Corridors, Station Communities and Main Streets need a mix of uses *"to be vibrant and walkable"* and a mix of housing types *"to be vibrant and successful."* The current R-15 plan designation ensures that a medium-density residential development will be constructed on the property. The relatively small parcel size is not conducive to a school or another church or other allowed non-residential R-15 uses for instance. In fact, as recent as 2007, Monticello Homes, LLC (former applicant) obtained land use approval to develop the property with a 12 lot residential subdivision consisting of 6 duplex structures.

Consequently, staff finds that the R-15 designation continues to be appropriate for this Corridor. The property was designated R-15 prior to 185th Avenue having been designated as a Corridor by Metro. Development of a mixed-use retail shopping center with housing (above retail) would also be appropriate in a Corridor. The existing R-15 and proposed NC districts both satisfy Title 6.

3. Title 8, Compliance Procedures states:

   Applicant: See Section 5, page 34 of the applicant's narrative.

   Staff: The county provided notice to Metro as required by Section 3.07.810 F. of the Metro Code. Notification was provided on April 4, 2012.

4. Title 12, Protection of Residential Neighborhoods states:

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

   Applicant: See Section 5, page 35 of the applicant's narrative.

   Staff: Community Development Code Section 411 provides screening and buffering requirements, in particular between land use districts (e.g., between R-5 and NC, and between R-5 and R-15 districts). The R-9 and R-15 land use districts were typically located to 'buffer' R-5 lands from more intensive land uses (e.g. commercial uses). Policy 18 states that if appropriate design features are in place to protect R-5 lands, the adjacent uses may be more intense (e.g. commercial). The existing regulations required by CDC Section 411 should ensure that the established residential neighborhood to the south of the property is protected in accordance with this title, if the subject property is developed under the proposed NC district.

   The site egress as approved through the AMP will be located near the south property line of the subject property, close to the adjoining R-5 uses. Consequently, screening and buffering features will be needed to mitigate impacts that the commercial uses, in particular the exiting vehicles, may have on the adjoining R-5 neighborhood. Provision of adequate screening and buffering will be addressed through development review.

F. Washington County Comprehensive Framework Plan for the Urban Area

1. Policy 1, the Planning Process, states:

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

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

AMENDMENTS AT ANY TIME DEEMED NECESSARY AND A LANDOWNER OR HIS/HER AGENT MAY INITIATE A QUASI-JUDICIAL MAP AMENDMENT IN A NEW URBAN AREA AT ANY TIME DURING THE YEAR.
Applicable Implementing Strategy:

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

Applicant: See Section 5, pages 5 and 6 of the applicant's narrative.

Staff: The property is currently located within the service boundaries of the Urban Road Maintenance District, Enhanced Sheriff Patrol District and the Tualatin Hills Park & Recreation District as required by Policy 1. (Analysis of applicant's responses to applicable plan policies identified in f., such as Policy 40, is presented in the following sections.)

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.

Applicant: See Section 5, pages 5 and 6 of the applicant's narrative.

Staff: It is important to first correct the opening statement on page 5 of the applicant's narrative in which it is stated that "Policy 1 does not contain mandatory approval criteria".

The policy does not contain development standards, such as dimensional standards contained in the Community Development Code. However, quasi-judicial plan amendment applications must successfully demonstrate that the request complies with, satisfies, or otherwise implements each applicable plan policy as noted in Implementing Strategies f. (discussed above) and f. 2 (discussed below). Compliance with policies referenced in 1.f. **must be** demonstrated to qualify for plan amendments from one plan designation to another.

When analyzing a request under this plan policy it is helpful to describe the proposed use in order to determine the locational characteristics (e.g., market area of use or influence) and to identify the site characteristics needed to accommodate the use, and finally review vacant and underdeveloped land inventories to determine whether or not suitable alternative sites exist. These factors are discussed below. However, the analysis also takes into strong consideration other land uses permitted in the land use district being sought through the plan amendment.

It is important to keep in mind that approval of a plan amendment does not by itself approve, require, nor can it limit any land use allowed in the proposed land use district. The uses proposed by an applicant are in some respects for illustrative purposes. The applicant could submit a development proposal to include any land use permitted in NC land use district, if the plan amendment were approved. It is for this reason that the transportation analysis conducted for plan amendments evaluates the "worst case scenario", with the "worst case scenario" being the land use(s) that would generate the most Average Daily Trips (ADTs) – that is vehicle trips to/from the site.

Description of Proposed Use: According to the application narrative, the applicant proposes a mixed-use commercial retail development if the plan amendment is approved. According to the applicant's submittal, the proposed development would consist of three structures (two mixed-use buildings with housing above and one stand alone commercial retail building). However, as noted previously, the applicant would not be bound by the plan amendment to construct a mixed-use development, let alone construct any housing.

Locational Characteristics (Study/Analysis Area): The purpose of identifying the study area is to limit the area in which alternative sites are to be inventoried. Applicants typically have a market study prepared that defines the study area boundaries as the limits of the "primary trade area" for the subject property. The applicant did not submit a separate market study but did identify a study boundary consisting of a 1-mile radius from the property, as shown in Section 6 of the applicant's narrative. A radius of 1-mile is in keeping with the Locational Criteria of Policy 18 for Neighborhood Commercial lands (see staff response under Policy 18 below). Given the relative size and location of the property, the identified market area appears reasonable.

The primary purpose of a market study/analysis is to determine whether a lack of appropriately designated suitable alternative sites exists within the study area **(Implementing strategy f. 2.)** The study is not intended to conclude whether a demand exists for a particular use or whether a need exists for said use. County staff has consistently interpreted that the *"lack of alternative sites"* criterion means that there are no appropriately designated suitable alternative sites for a proposed use within the defined vicinity (study area), not whether a demand or need exists.

Under this criterion, whether or not a demand exists for one or more sites for a proposed use is irrelevant. In other words, a demand that may exist for land for a proposed use is not the same as a lack of appropriately designated alternative sites for a proposed use. 'Need'

and 'demand' do not demonstrate a 'lack of appropriately designated suitable alternative sites'.

The applicant contends that the location of the subject property *"…is in an excellent location for this proposal because it is currently vacant land and the location and size make it a very desirable place for the development of a small neighborhood/residential commercial area, being a full service lot within the UGB."* Staff believes that the property is appropriately located and suited to residential development. Additionally, other commercial and retail uses as well as schools are in close proximity to the subject property, which is also conveniently served by transit.

The applicant contends that there are no appropriately designated suitable alternative sites that are **sized** appropriately to accommodate the proposed use (see page 6, of Section 6 of the applicant's narrative). The applicant asserts that *"…there is a lack [of] readily available sites that are similar in size that would allow for similar development opportunities."* However, the findings adopted by the Planning Commission in its approval of Casefile 07-049-PA acknowledged that "availability" is **not** a criterion and that the term "available" is not found in Policy 1, Implementing Strategy f. 2.

There are 15 suitable alternative sites (12 designated CBD and 3 designated NC) within the study area, all of which are vacant, underutilized, or underdeveloped. Some sites consist of completely unoccupied buildings, which have a very low current market value (see also Attachment B). These alternatives could accommodate the applicant's proposed use – without needing a plan amendment and without likely causing further delay in the development of existing alternative sites (see also Policy 20 findings below.)

For this reason, all site(s) that are appropriately designated (land use district or city zoning) and of comparable sizes are considered to be suitable alternative site(s) if located within the identified study boundary.

For the purpose of the analysis, the application included an analysis of lands designated Neighborhood Commercial (NC), which permits dwelling units (see pages 4 through 6 of Section 6 of the application narrative). Numerous lots identified in the study (some of which were only identified by staff) possess the same site characteristics, including size, as that of the subject property and would support a mixed-use commercial retail development with housing above the retail similar to that proposed by the applicant.

The application included an inventory of lands designated Community Business District (CBD) as it also allows dwelling units. However, the information regarding CBD lands did not include any substantive analysis demonstrating why the CBD lands should not be considered suitable alternative sites. Staff's analysis of the applicant's findings regarding NC lands is provided below, while staff's analysis of CBD lands is provided both below and in Attachment B.


AREA A

Appropriately Designated Suitable Alternative Sites (**Neighborhood Commercial**): The applicant identified alternative sites designated NC in three areas (Area A, B and C) – *see Section 6 of the applicant's narrative.*

Area A: Area A consists of two tax lots currently owned by Intel Corporation and improved with accessory surface parking for the convenience of

contractors conducting business on the high-tech campus (located to the west across 198th Avenue, on the south side of TV Highway).

The applicant *"...concluded that there are no additional development potentials within the boundaries of Area "A", with consideration of its current use".* The applicant did not provide any factual documentation in support of these findings. Staff is of the opinion that surface parking lots, such as the two parking lots in Area A, can provide excellent redevelopment opportunities for commercial uses.

To this point, either of the two parking lots could be redeveloped with NC uses. In fact, in some cases redeveloping existing surface parking lots may be easier than developing vacant land in that the new commercial uses could be integrated within the site in such a manner as to utilize the existing surface parking (and not have to create new impervious surface parking).

For these reasons, staff believes that Area A possesses significant commercial retail capacity to serve the applicant's identified market study area; and therefore qualifies as an appropriately designated suitable alternative site.


AREA B

Area B: Area B consists of a single tax lot (1S212DD00104) under private ownership and currently vacant. The parcel is comparable in size (0.74 acres).

The applicant stated that the property is not currently "for sale", which is not an approval criterion. The applicant further stated that based on testimony of an *adjacent property owner,* the property has never been for sale. "Availability" (e.g., for sale or for lease) is not a criterion.

For these reasons, staff believes that Area B has the commercial retail capacity to serve the applicant's identified market study area; and therefore qualifies as an appropriately designated suitable alternative site.


AREA C

Area C: Area C consists of the NC "node" located at the intersection of 185th Avenue and Farmington Road (south of the subject property). This NC node is comprised of the southwest, northwest, and northeast quadrants of the intersection.

The applicant concluded that all three quadrants are fully developed with a wide range of commercial uses and that there are no vacant lands to develop (i.e., commercial pads), no commercial retail space for lease or future redevelopment opportunities in Area C.

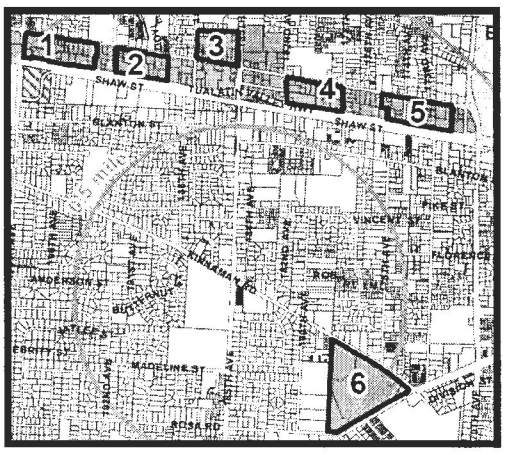
Commercial uses (structures) are developed on lands within each of the quadrants. During a recent site visit, staff noticed what appeared to be some vacant commercial retail space in the commercial building in the northeast quadrant; yet no signage was present to indicate how much square footage was unoccupied.

For these reasons, staff believe that Area C possesses limited commercial retail capacity (i.e., leasable commercial retail space) to serve the applicant's identified study area; and therefore the leasable commercial retail space *may* qualify as an appropriately designated suitable alternative site.

Appropriately Designated Suitable Alternative Sites (**Community Business District**): The applicant identified alternative sites designated CBD located southeast of the property (Area D) as well as all CBD lands within 1-mile of the site located along the Tualatin Valley Highway Corridor. The applicant then deduced that only 12 of the tax lots should be considered in the analysis; and then further concluded that none of the 12 lots should be considered as appropriately designated suitable alternative sites *(see Section 6 of the applicant's narrative.)*

The application narrative did not, however, contain any substantive written analysis demonstrating why the CBD lands, outside of Area D, should not qualify as suitable alternative sites. Staff's responses below and in Attachment B clearly demonstrate that there are several CBD sites that should be considered as suitable alternatives.

Staff finds that the applicant failed to not only identify a number of other viable sites for consideration as suitable alternatives but also failed to demonstrate why the identified sites along this corridor should not be considered appropriately suitable alternatives. Staff identified numerous tax lots qualifying as appropriately designated suitable alternative sites within this corridor (see Attachment B).



All of the CBD sites identified by staff as well as the applicant's Area D (a.k.a. staff's Area 6) and shown in Attachment B in greater detail are located within 6 analysis areas shown at right. Staff has focused its attention on the 12 CBD sites that most closely compare to the subject property.

It is important to remember that while Policy 1. f. 2. limits factors used to determine the suitability of the alternative sites to **size** or **location,** the county has historically concluded that where the size of identified alternative sites are smaller or larger from that which is needed for the intended use; that alternative sites could be provided by either lot consolidation (of smaller sites) into a larger more comparably-sized parcel or subdividing (or partitioning) a larger parcel into a smaller more comparably-sized parcel. This is important to know and understand given the presence of several larger lots and numerous smaller parcels. Lot consolidation and land divisions (e.g. partitions) are very common practice in the land development process.

As staff has shown in Attachment B, there are numerous parcels or combination of smaller parcels or reconfiguring of larger parcels (via a property line adjustment) that have been identified as appropriately designated suitable alternative sites. Historically, the county has determined that even if a single site qualified as an appropriately designated suitable alternative site, then Policy 1. f. 2. would not have been met.

At the present time within Areas 1 through 6, there are 12 alternative CBD sites (see Attachment B). Staff finds that there a lot of appropriately designated suitable alternative

sites within the 1-mile study area boundary. Consequently, staff further finds that there is no lack of appropriately designated suitable alternative sites, either designated NC or CBD.

The applicant concludes the response to Policy 1 by stating that *"The proposed future site development would make efficient use of vacant land inside the UGB with existing services and facilities as an alternative to extending new facilities to other less serviced areas in the County for similar purposes."* Staff agrees that developing 'infill' sites is more efficient than developing land on the urban fringe that requires extension of costly infrastructure and urban services. However, development of any of the suitable alternative sites identified by staff would be a more efficient use of vacant, underutilized, and underdeveloped commercial land; while preserving the housing capacity long-planned for this Corridor (see Policy 20 below).

The 12 identified alternative CBD sites are suitable options for the subject property. These sites were further categorized into two tiers: Tier 1 Alternative Sites (**most suitable**), and Tier 2 Alternative Sites (**more suitable**). Staff considers for reasons listed in the following tables as well as Attachment B, Tier 1 sites to be the most appropriate and suitable alternatives to the subject property.

	LAND USE DISTRICT	LOCATION	SIZE	NOTES
TIER 1				
	NC	Area A – Two Intel parking lots at 198th & Shaw Street	1.61 acres and 3.41 acres	Underutilized commercial land suitable for redevelopment
	NC	Area B – SW corner of Shaw Street & 185th Ave	0.74 acres	Vacant corner commercial land of comparable size
	CBD	Area 3 b. – North of the intersection of 185th Avenue and Alexander Street	1.33 acres	Underutilized commercial land located on 185th Avenue with a low combined market land/building value and suitable for redevelopment
	CBD	Area 3 c. – Near the intersection of 185th Avenue and Alexander (south of Area 3 b.)	0.90 acres	Underutilized 'corner' commercial land located on 185th Avenue and Alexander Street suitable for redevelopment
	CBD	Area 4 a. – Just north of TV Highway on the east side of 182nd Avenue	0.85 acres	Vacant commercial land with a low market land value and good visibility to the TV Highway corridor. There are opportunities for shared parking with the commercial shopping center (to the south).
	CBD	Area 5 b. - Located NW corner of Alexander and TV Highway	1.14 acres	Underutilized corner commercial land located on TV Highway with a low combined market land/building value suitable for redevelopment
	CBD	Area 5 d. - Located NE corner of	1.0 acre	Underutilized corner commercial land located on TV Highway with a low

		Alexander and TV Highway		combined market land/building value suitable for redevelopment
	CBD	Area 6 a.– Located on Kinnaman Road, west of Farmington Road	5 acres	Vacant commercial building with full site improvements (parking, direct access to Kinnaman, landscaping & street improvements); plus ¾ acres of land that could support additional development
TIER 2				
	NC	Area C- Located at the intersection of 185th Avenue and Farmington Road	11.45 acres	Underutilized commercial center located near the NE corner of 185th Avenue and Farmington
	CBD	Area 1 a. – Located on Alexander, east of 198th Avenue	0.80 acres	Underutilized commercial land located on Alexander Street with a low market building value and suitable for redevelopment. There are also opportunities for shared parking with the commercial use to the south.
	CBD	Area 2 a. – Located on Alexander Street, east of 192nd Avenue	0.80 acres	Underutilized commercial land located on Alexander Street with a low combined market land/building value and suitable for redevelopment
	CBD	Area 3 a. – Located on 187th Avenue, north of Alexander Street	2.25 acres (1.91 and 0.34 acres)	Vacant commercial land with frontage along 187th Avenue, just north of Alexander Street; site could be easily configured to support development similar to that proposed by the applicant
	CBD	Area 5 a. – Located SW corner of Alexander and 174th Avenue	1.27 acres	Underutilized commercial land located on Alexander Street, one block north of TV Highway with a low combined market land/building value and suitable for redevelopment
	CBD	Area 5 c. - Located SE corner of Alexander and 174th Avenue	1.25 acres	Vacant commercial land located on Alexander Street, one block north of TV Highway with a low market land value and suitable for redevelopment
	CBD	Area 5 e. - Located on Alexander, east 174th Avenue	0.87 acres	Underutilized commercial land located on Alexander Street, located east of Area 5 c. with a low combined market land/building value and suitable for redevelopment

Based upon an analysis of the applicant's narrative and the above findings, staff finds that the applicant has **not** demonstrated that there is a lack of appropriately designated suitable alternative sites within the vicinity. Consequently, staff finds that the requirements of Policy 1 have **not** been met.

(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.

Applicant: See Section 5, pages 6 and 7 of the applicant's narrative.

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III procedure. In accordance with Code Section 204-1, the County placed a legal notice of the hearing in a newspaper of general circulation (The Oregonian) at least ten days prior to the June 6, 2012 Planning Commission hearing date (published May 24, 2012). And pursuant to Code Section 204-4, a notice of the public hearing for this application was sent to all owners of record of property within 500 feet of the subject property. This notice was sent at least 20 days prior to the hearing (mailed May 17, 2012).

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

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

3. Policy 14, Managing Growth, states:

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

Applicant: See Section 5, pages 7 through 9 of the applicant's narrative and Section 4, Services and Facilities.

Staff: Copies of statements of service availability from the service providers to the site are included in the applicant's submittal. These statements are from the Tualatin Valley Water District (TVWD), Tualatin Valley Fire & Rescue (TVF&R), Clean Water Services (CWS), Beaverton School District #48J (BSD #48J), the Washington County Sheriff's Office, Tualatin Hills Park & Recreation District (THPRD), and TriMet. Comments provided along with a staff response are provided below for those services noting either an inadequate level of service in their response or other concerns with the proposed plan amendment.

BSD #48J Comments: The service provider letter completed by Beaverton School District #48J included a supplemental Service Provider Statement. The Service Provider Statement contains a service analysis for the school district describing present enrollments and capacity of the district's schools that serve the site. Information obtained from the Beaverton School District shows the site is located within the following school attendance areas: Kinnaman Elementary School, Mountain View Middle School, and Aloha High School. The service provider letter analyzed a total of 15 dwelling units.

The school district projects a total of 2 future elementary age children to be educated at Kinnaman Elementary School and 1 future middle school age child to be educated at Mountain View Middle School. No high school students are projected. The analysis contained in the Service Provider Statement is based upon several factors: 1) The School

District's capacity data, 2) Current enrollment, 3) Projected student impact of county and city-approved, yet unbuilt dwelling units, and 4) Projected student impact from the proposed conversion from R-15 to NC – with up to 15 attached housing units.

The school district noted that the plan amendment would have a 'moderate impact' on school capacity. Development under the current plan designation would also have similar impacts on school capacity. However, school impacts may be greater under the R-15 designation than the proposed NC designation, more so, if housing is not developed at all as part of a mixed-use commercial development.
Of the service providers commenting, only water (TVWD), sanitary sewer & drainage (CWS), fire (TVF&R) are classified as critical services. Schools (BSD #48J) and police (Washington County Sheriff) constitute essential services, while transit service (TriMet) and parks (THPRD) are desirable services.

All of the critical and essential services are or can be provided to serve the property as well as future residential development should the plan amendment be approved. The plan amendment appears to satisfy Policy 14.

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

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

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

R15
Characterization: This class of uses includes attached residences, mobile home parks and subdivisions and detached residences, and appropriate accessory uses. These uses will occur at a density of no more than 15 units per acre and no less than 12 units per acre. When allowed by a legislative or quasi-judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should be located on or near Neighborhood Routes and Arterials both to allow ready access to transit and discourage the use of local streets for through traffic. If residences are located at or near Collector-Arterial intersections, construction and design features to buffer the impact of noise and air pollution must be provided. This class of uses should not be located at the intersection of two Arterials unless particular care is taken to minimize potential environmental impacts.

If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include detached and attached residences, retail commercial, office commercial, and industrial uses, and mobile home parks and mobile home subdivisions.

Applicant: See Section 5, pages 9 through 11 of the applicant's narrative.

Staff: As stated previously, the property was designated R-15 in 1983 through the community planning process (Ordinance 265) that adopted the Aloha-Reedville-Cooper Mountain Community Plan. No appeals of the ordinance (and the designation of the property as R-15) were filed. The ordinance was subsequently acknowledged by the state.

The applicant requests that the property's current plan designation of R-15 be converted to NC. One of the considerations in locating R-15 lands under the Location Criteria is that the location *"...allows ready access to transit."* According to the service provider letter from TriMet, the property is considered to be served by transit. Staff finds that the current R-15 plan designation is appropriate for the property.

Neighborhood Commercial (NC)
Characterization: This district provides for small to medium-sized shopping facilities, including food markets, up to 35,000 square feet in gross floor area, and limited office use. Food markets with between 35,000 and 50,000 square feet in gross floor area may be allowed in the district consistent with quasi-judicial public review procedures and criteria established in the Community Development Code. The intent is to provide for the shopping and service needs of the immediate urban neighborhood and as such should be readily accessible by car and foot from the surrounding neighborhoods. The scale, operation and types of uses permitted in this district are in keeping with the neighborhood character and the capacity of public facilities and services. The principal tenant is likely to be a food market.

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

Applicant: See Section 5, pages 9 through 11 of the applicant's narrative.

Staff: The property is located at the intersection of an Arterial (185th Avenue) and a Collector (Kinnaman) and could provide for the shopping and service needs of the surrounding established residential neighborhoods. However, the property is located a little over half a mile from existing Neighborhood Commercial uses to the south along 185th Avenue, including an older commercial center located on 185th Avenue, just north of Farmington Road that currently has some retail spaces for lease, and a suitably designated vacant, alternative site (applicant's Area B) to the north at Shaw Street and 185th Avenue.

After a review of the location criteria staff finds that the NC district may not be appropriate for the property as it involves the Location Criteria. New neighborhood commercial uses at this location may be too close to other existing and future NC uses. According to the applicant's Zoning Study map (Section 6 of the application narrative), the subject property is nearly ½ mile from the NC lands of Areas B and C. In staff's opinion, proximity of nearly a ½ mile does not provide an adequate separation from neighborhood commercial uses (see also staff findings under Policy 1, above).

For the reasons stated above, staff finds that the NC District may not be the appropriate land use designation for the property pursuant to Policy 18.

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

5. **Policy 20, Urban Area Economy, States:**

   IT IS THE POLICY OF WASHINGTON COUNTY TO ENCOURAGE AND PARTICIPATE IN ACTIVITIES WHICH STRENGTHEN THE LOCAL ECONOMY THROUGH:

(1) Retention and expansion of existing businesses and industry;

(2) Provision of diverse employment opportunities;

(3) Education and training of the local labor force; and

(4) Continued diversification of the County's economic base.

Implementing Strategies

The County will:

b. Help create a healthy climate for economic development by designating an adequate amount of serviced commercial and industrial land to ensure choice in the regional market place. The supply will be subject to periodic review to ensure that the economy is not harmed due to the fact that there is not enough land or that the size and location of remaining land does not meet market needs.

Applicant: See Section 5, pages 11 and 12 of the applicant's narrative.

Staff: Converting existing R-15 land to Neighborhood Commercial would increase the amount of vacant, underutilized, and redevelopable commercial land into the market place and would likely cause further delays in the redevelopment of existing NC and CBD properties, including the suitable alternative sites along the TV Highway corridor identified in Attachment B.

Designating additional commercial lands while a substantial supply of developable opportunities for commercial properties exists within the study area does not promote a healthy climate for economic development in the community. Developing newly designated commercial lands before currently designated commercial lands perpetuates the "blighted" conditions of many existing commercial areas – such as exists along certain stretches of Tualatin Valley Highway (see findings under Policy 1 above and Attachment B.)

Staff notes that comments expressed by the community through the Aloha-Reedville and Livable Community Plan work substantiate staff's opinion that the TV Highway corridor has potential for development. Throughout the public involvement process, a recurring theme expressed is the need for the abandoned gas station and Reo's Ribs area (Area 5) to be cleaned up and redeveloped. Comments expressed at May 8th Aloha-Reedville Study Open House described the existing conditions of TV Highway where the abandoned gas station and Reo's Ribs area is situated as a "horrible blight of boarded up businesses" and that this situation conveys a bad message regarding livability and encourages "broken window" syndrome with increased graffiti.

Conversion of less-expensive residential lands (e.g., to CBD or NC designations) to facilitate commercial or mixed-use development while a large supply of suitably designated alternative sites remains undeveloped in the study area is not in the economic "best interest" of the community. When residential lands are converted for commercial uses and developed accordingly, the vacant and underdeveloped commercial lands are passed-over. Many alternative sites shown in Attachment B, in particular Area 5, have been "ripe for redevelopment" for a very long time. There is no shortage of suitable alternative sites.

Furthermore, given the size and location of the neighborhood commercial development, it is unlikely that it will create any new retail sales that will bring income from outside of Washington County. Rather, more of its revenue is likely to be diverted from existing merchants. Consequently, the applicant's proposed mixed-use development would not be consistent with sub-policy (1), which emphasizes existing businesses. Staff finds that the creation of new commercial land works against retaining and expansion of existing businesses located within the study area.

For these reasons, the proposed plan amendment does **not** satisfy Policy 20.

6. Policy 21, (Urban Area Housing) Housing Affordability, States:

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

Applicant: See Section 5, pages 12 and 13 of the applicant's narrative.

Staff: As stated previously, under the current designation a maximum residential density of 15 units per acre is allowed. The plan amendment would result in a decrease in the availability of land for residential development. The applicant proposes to include 12 attached housing units as part of a mixed-use development. However, as stated previously, housing is optional in the NC District, and cannot be counted toward minimum residential density requirements.

Implementing strategy a. calls for the county to plan residential lands appropriately to provide new housing at an average overall density of at least 8 units per acre, and at least 10 units per net buildable acre in New Urban Areas (the property is not located in a New Urban Area). The majority of the remaining planned residential capacity of urban unincorporated Washington County will be provided significantly through development and redevelopment (infill) of high density residential lands.

In Washington County's Final Periodic Review Order for the Urban Area, it was calculated that in 1989 there was an opportunity to construct new housing on the remaining residential land in the urban unincorporated area, given 1989 designations, at an overall density of 8.6 units per acre (110,842 potential units divided by 12,848 vacant acres).

Urban plan amendments since 1989 have only resulted in a relatively small number of acres of residential land lost to non-residential plan designations. However, recent urban plan amendments, in particular, Casefile 07-049-PA, have resulted in increases to housing capacity. With the approval of Casefile 07-049-PA, a range of 91 to 129 additional housing units, were authorized, which results in between 482 to 520 additional units county-wide since 1989.

It is staff's opinion that a potential loss of as many as 15 units would be mitigated by increases in planned residential densities achieved through recently approved urban plan amendments, as noted previously. Staff finds that the proposed plan amendment complies with Implementing strategy a. Policy 21.

Implementing strategy h. calls for the county to *"Encourage the housing industry and both public and private housing agencies to build a sufficient number of new affordable housing units within unincorporated Washington County to meet Metro's voluntary affordable housing production goal."*

The conversion of R-15 to NC could result in a loss of new housing capacity in the urban unincorporated area since housing is not a required use in the NC district. The mixed-use development proposed by the applicant is not required under the proposed plan designation. And the potential loss of either existing housing (on the ground) or land planned for housing (residentially designated vacant or underdeveloped residential land) could result in less affordable housing. However, the proposed use could result in attached dwelling units which could potentially be affordable units.

Since housing is not required in the NC District, approval of the plan amendment could potentially result in a reduction in the overall housing supply, which in turn could affect housing affordability. A reduction in the housing supply (that could result from the plan amendment) and an increasing demand for housing could result in the price of the existing housing "supply" to increase. Thus, conversion of nearly one acre of R-15 lands could have an adverse impact on the cost of housing in urban unincorporated Washington County and in particular in the Aloha-Reedville Community.

Comments expressed at public outreach events for the Aloha-Reedville Study also include a community interest in affordable housing. Of particular note, several attendees at the May 8, 2012 open house considered a range of housing that is affordable to everyone in the community to be a real benefit to the community. The comments went to suggest that housing is needed that is affordable to those making less than 30% of the median family income, those making between 50 and 80%, and those making over 120%. Noting that even market rate housing is considered affordable to those who can afford it.)

For these reasons, staff finds that the plan amendment may be consistent with Implementing strategy h. of Policy 21.

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

7. Policy 22, (Urban Area Housing) Housing Choice and Availability, states:

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

Applicant: See Section 5, page 13 of the applicant's narrative.

Staff: The subject of this policy is the potential ratio of attached and detached dwelling units developed on vacant residential land in the urban unincorporated area. In the Final Periodic Review Order for the Urban Area, it was calculated that in 1989 the potential ratio was 47.3 percent single-family residences to 52.7 percent multi-family residences (52,416 single-family units/58,426 multi-family units, a difference of 6,010 units).

Urban plan amendments since 1989 have not changed this ratio significantly. Multi-family dwelling units are allowed outright in the R-15 District and in the NC District when provided as part of a mixed-use development. The applicant has indicated that the subject property would be developed as a mixed-use project with retail and attached housing.

The overall percentage of multi-family dwellings would increase should the plan amendment be approved and the proposed mixed-use (retail and residential) development is constructed (see also Policy 21.)

Staff finds that this plan amendment may be consistent with Policy 22.

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

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

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

Applicant: See page 7of the applicant's narrative.
Staff: In 1994, the Beaverton School District adopted a school facility plan (plan) to comply with ORS 195.110. The District updated the plan in 2002 and 2010. The updates were in response to the periodic review requirements of ORS 195.110.

The County's *Comprehensive Framework Plan for the Urban Area* was amended in 2002 through Ordinance No. 598 (adopted 09/24/02) to include the updated school facility plan, including amendments to Appendix D, Criteria for School Capacity. Consequently, the school district's methodology for determining school capacity contained in their service provider analysis is the same as Washington County's adopted methodology, since it is based upon the criteria set forth in Appendix D, as amended by Ordinance No. 598 *(see also staff findings addressing Policy 14 above)*.

The 2010 updates have not yet been adopted by the county. The county as part of its 2012 Work Program identifies updating the Comprehensive Plan to incorporate the 2010 Beaverton School Facility Plan. This item is listed as a Tier 2 task.

According to the District's service provider letter, the proposed plan amendment would have a 'moderate impact' on school capacity if housing is constructed as part of a mixed-use development. Staff believes, however, that impacts to school capacity from the proposed mixed-use development may be less than that of a residential-only development constructed under the current R-15 designation (noting that single family attached townhouses would likely generate more students than multi-family housing (apartment) proposed to be constructed above the retail.

For these reasons, staff finds that the proposed plan amendment complies with Policy 30.

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

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

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

Applicant: See Section 5, page 14 and Section 4, Services and Facilities, of the applicant's narrative.

Staff: The service provider letters from Tualatin Valley Fire & Rescue and the Washington County Sheriff's Department stating that these providers could adequately serve the property *(see also staff findings addressing Policy 14 above)*. The proposed plan amendment complies with Policy 31.

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

10. 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 Section 5, pages 14 through 16 of the applicant's narrative.

    Staff: The application included a copy of the Notice of Decision & Staff Report for an Access Management Plan (AMP) that was proposed for 185th Avenue and Kinnaman Road (see Attachment "A" to this report). The AMP was approved subject to certain conditions of approval. The AMP approved the following accesses:

    SW 185th Avenue: Outbound-only access (exit only, no site entrance) located approximately 310 feet south of its intersection with SW Kinnaman Road near the south property line adjoining R-5 lands.

    SW Kinnaman Road: No new/additional access to the site is approved to/from Kinnaman Road. Instead, access to the site will be provided by a consolidated/shared access with the church (located approximately 205 feet east of 185th Avenue). The consolidated access will also allow trips leaving the site.

    Development of the proposed mixed-use development – if the plan amendment were approved – would be subject to these conditions of approval *(see Attachment "A", which includes the Transportation Staff Report for this plan amendment).*

    Staff finds that this request complies with Policy 32.

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

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

    Applicant: See Section 5, pages 14 through 16 of the applicant's narrative.

    Staff: The property is located within the Tualatin Hills Park & Recreation District (THPRD) service boundaries. In its service provider letter, THPRD stated that the property is considered to be adequately served by the district. In fact, the Aloha Swim Center is located across 185th Avenue. Additionally, the district would receive park SDC's when the property is developed, whether as stand-alone attached housing or as a commercial retail development.

    Staff finds that this request complies with Policy 33.

12. Policy 36, Commercial Conservation, states:

    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.**

Applicant: See Section 5, page 16 of the applicant's narrative.

Staff: The applicant proposes to develop a mixed-use development with attached dwelling units, consistent with strategy a. However, dwelling units are not required in the NC District. Absent the inclusion of attached dwelling units provided as part of a mixed-use development, the resulting retail commercial shopping center likely would constitute a strip-commercial development.

The applicant further asserted that development of the uses proposed by the applicant, if the plan amendment were approved, would result in the benefit of increased energy conservation through reduced reliance on automobiles. However, employees, customers as well as residents would all have access to transit (bus) regardless of plan designation. New commercial uses are not needed to serve the surrounding residential neighborhoods. There are other existing, well-established retail uses within about a ½ mile walk of the subject property. For these reasons, staff finds that the proposed plan amendment may not satisfy Policy 36.

13. Policy 39, Land Use Conservation, states:

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

Implementing Strategies

The County will:

c. **Plan for higher density urban development in areas with convenient access to public transportation.**

d. **Encourage close locational relationships between living, working, shopping, and recreation areas in accord with the development concept.**

e. **Encourage development of compact communities containing a range of commercial and residential uses.**

Applicant: See Section 5, pages 16 and 17 of the applicant's narrative.

Staff: The subject property is located along a major transportation corridor and is readily served by transit. Consistent with Implementing Strategy c., the property was designated medium density residential (R-15, 12-15 units per acre). 185th Avenue is also designated as a Transit Corridor by Metro (2040 Design Type).

The location, size and limited site access reasonably assures that the property will be developed with residential uses, such as was approved in 2007 (Casefile 07-200-S/D(R)), rather than allowed non-residential uses (e.g., schools, churches). Development of the property under the current land use designation satisfies Policy 39; while development of the property under the proposed NC district would satisfy Policy 39 only if attached housing were incorporated as part of a mixed-use development.

And since there is no guarantee that housing will be provided, staff finds that the proposed plan amendment may not satisfy Policy 39. However, since medium density residential housing is reasonably assured to be developed under the current plan designation, staff finds that retaining the R-15 plan designation more clearly satisfies Policy 39.

(These findings also pertain to Statewide Planning Goal 12, Transportation, Goal 13, Energy Conservation, and Goal 14, Urbanization.)

14. Policy 40, Regional Planning Implementation, states:

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

Applicant: See Section 5, pages 17 through 19 of the applicant's narrative.

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

The property maintains street frontage along 185th Avenue, which is designated as a Transit Corridor and the Transit Corridor design type is defined in Policy 40 as:

"...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 offices 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."

While this area is designated as a Corridor, the county has not undertaken specific Corridor planning along this section of 185th Avenue. Staff finds that the lack of specific planning on this section complicates decisions regarding how to treat plan amendments in Corridors.

The proposed multi-family uses are anticipated under the current plan designation, as well as the attached housing proposed as part of the mixed-use retail shopping center proposed for the property should the plan amendment be approved. Housing is not required in the NC district, while it is reasonably certain to be provided if the property developed under the R-15 designation. It is worth noting that the 2040 Growth Concept Plan designates these

major transportation routes simply as 'Corridors' and not 'Transit Corridors' (both terms generally refer to the same major transportation corridors.)

For these reasons, staff finds that the current R-15 plan designation more clearly complies with Policy 40 than does the proposed NC designation.

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

G. Washington County Transportation Plan and Transportation Planning Rule

Applicant: See Section 5, page 36 of the applicant's narrative.

Staff: Attachment "A" (by this reference incorporated into this staff report) contains discussions of whether the plan amendment complies with the Transportation Plan and the Transportation Planning Rule. Based on the applicant's written materials and the findings in this report, staff concludes that this proposed plan amendment will not "significantly affect" a transportation facility as defined in OAR 660-012-0060.

Staff finds the proposed plan amendment is consistent with the Transportation Planning Rule and the applicable Transportation Plan policies *(see Attachment "A").*

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

H. Aloha Reedville-Cooper Mountain Community Plan

Community Plan Overview, Applicable General Design Elements:

Applicant: See Section 5, pages 25 through 30 of the applicant's narrative.

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

Staff: Sidewalks currently exist along both street frontages. Public access through the development will be addressed through a subsequent land use process.

8. Pedestrian/bicycle pathways identified in the County's Transportation Plan and this community plan shall be included in the design of road improvements that are required of new developments to meet the County's growth management policies.

Staff: A striped bike lane exists along 185th Avenue, but not along Kinnaman Road. The applicant will be required to provide any other improvements in accordance with this design element under either plan designation as part of future development.

9. The County shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.

Staff: The property is adequately served by transit. A bus stop (and shelter) currently exists along 185th Avenue, near its intersection with Kinnaman. Additionally, a striped bike lane exists

on 185th Avenue; while sidewalks along both street frontages accommodate pedestrians. The applicant will be required to provide any other pedestrian/bicycle improvements in accordance with this design element under either plan designation as part of future development.

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

Staff: The applicant will be required to comply with this design element under either plan designation at such time that the property is developed.

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

Staff: The applicant would be required to comply with this design element as implemented by the Code under the proposed plan designation, if approved, at such time that the property is developed.

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

Staff: Development to occur on the property will be required to connect to public water and sewer, regardless of plan designation. Both TVWD and CWS indicate that they can adequately serve the property.

13. **New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation Plan or the Aloha-Reedville-Cooper Mountain Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.**

Staff: The applicant will be required to comply with this design element under either plan designation. Pursuant to the Traffic Impact Statement (TIS), the applicant is required to dedicate additional rights-of-way to provide a minimum of 49 feet from centerline along the subject property's frontage of 185th Avenue, including adequate corner radius, and a minimum of 37 feet along the Kinnaman Road frontage, including adequate corner radius.

Additional right-of-way may be needed for necessary turn lanes because of the property's location at an intersection of an Arterial and a Collector. This will be determined during the development review process. Dedication would be required prior to issuance of final land use approval and/or prior to issuance of the building permit.

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

Staff: The applicant obtained approval of an Access Management Plan for the property allowing outbound (exit only) access from the property onto 185th Avenue and no direct access to the

property from Kinnaman. Access to Kinnaman will be provided from the existing church access (to the east) via an access easement.

16. **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.**

Staff: The applicant will be required to comply with this design element under the NC plan designation at time of development review.

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

Staff: The area around the property to the east and south is developed: to the east with a church, and to the south with a detached single family residence. The other two frontages consist of street rights-of-way. Development of the property can occur without being affected by or without affecting the development potential of surrounding properties.

The adjoining parcel to the south is developed with a detached single family residence and is of sufficient size to be partitioned into two lots, should the property owner desire to further develop the property. The existing property maintains access to 185th Avenue. Access for a future redevelopment of this property through the subject property (if developed with commercial uses) would not likely be recommended as doing so would "break" the screening and buffering (required under CDC Section 411) would be required between the R-5 and NC lands.

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

Staff: The applicant will be required to comply with this design element and CDC Standards under either plan designation at time of development review.

CENTRAL RESIDENTIAL AREA
***This area lies between the Tualatin Valley Highway and Farmington Road corridors and* is generally bounded on the east by 160th Avenue and by the properties to the west of 209th Avenue. The area is transected by several arterial and Collector roads, including 160th, 170th, 185th, 198th, 209th and Kinnaman. The properties to the west of 209th Avenue, between McInnis Lane and Rosedale Road, were added to the Regional Urban Growth Boundary in 2002. This area is designated Future Development - 20 Acres (FD-20) and is approximately 200 acres in size. The predominant land use is agricultural and residences on small acreage.**

Residences east of 185th tend to be older than those west of 185th. Many are located on larger lots which have good redevelopment potential. Because of proximity to Farmington Road, Tualatin Valley Highway, the Aloha Community Business District, Farmington Mall and the St. Mary's property, these larger, unplatted properties are given

a slightly higher density residential designation (R-9) than under the previous plan of development.

Most of the area west of 185th is planned to remain low density residential (R-5 or R-6 designations), reflecting its present character and lotting pattern as well as its greater distance from activity centers and transportation corridors. The exceptions to this are the large properties along 209th and 198th that are designated for low-medium or medium (R-9 or R-15 designations) density residential development because of their direct access to a Collector or arterial street.
The properties west of 209th Avenue shall maintain the FD-20 designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Staff: The property is currently designated R-15, which is consistent with the Central Residential Area description concerning properties along 185th Avenue in the southern sections of the subarea. Kinnaman Road effectively serves as a boundary between the medium intensity uses (Office Commercial) located generally along both sides of 185th Avenue and the higher intensity uses (Community Business District) located along TV Highway.

Approval of the plan amendment would effectively allow higher intensity Neighborhood Commercial lands (generally more intense uses than Office Commercial) to "cross" Kinnaman and encroach into the established low density residential neighborhoods. Converting R-15 to NC at this location may not be consistent with the defined character of the Central Residential Area in that it would extend commercial uses south across Kinnaman Road.

I. Washington County Community Development Code

1. Article III, Land Use Districts:

Section 305, R-15 Residential District (Residential 12-15 units per acre):

305-1 Intent and Purpose

The intent and purpose of the R-15 District is to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than fifteen (15) units per acre and no less than twelve (12) units per acre, except as otherwise specified by Section 300-2 or Section 300-5.

Applicant: See Section 5, page 30 of the applicant's narrative.

Staff: The R-15 plan designation is appropriate for the property, given its location along a Corridor and fronting an Arterial and a Collector. In 2007, the county issued land use approval on the subject property for a 12-lot residential subdivision consisting of 6 duplexes. Approval of the residential development appears to support the property's current R-15 plan designation.

311 Neighborhood Commercial District - (NC)

311-1 Intent and Purpose

The purpose of the Neighborhood Commercial District is to allow small to medium sized shopping and service facilities and limited office use in Neighborhood Commercial Centers. This District is intended to provide for the shopping and

service needs of the immediate urban neighborhood. Neighborhood Commercial locations should be easily accessible by car and foot from neighborhoods in the area. Centers should have minimal negative impact on surrounding residential properties.

Applicant: See Section 5, page 31 of the applicant's narrative.

Staff: The property encompasses approximately 0.97 acres, which is greater than the minimum lot area established by the Code of 8,500 square feet. A neighborhood commercial center located on this property could contain any combination of Type II uses, such as a convenience grocery store, up to 5,000 square feet per use (Section 311-3.3), eating and drinking establishments, up to 3,500 square feet per use (Section 311-3.8), financial institutions, up to 5,000 square feet per use (Section 311-3.9), personal service establishments, such as a dry cleaner or a barber, up 5,000 square feet per use, (311-3.11) and professional offices, up to 3,500 square feet per use (311-3.12).

The applicant proposes to develop a small mixed-use retail shopping center with attached housing units on the property if the plan amendment is approved. However, the applicant is not bound by the proposal described in the plan amendment application. Any of the allowed NC uses could be developed on the property if the plan amendment is approved and the applicant (or future applicant) chooses to revise the development proposal. Land uses cannot be limited through the plan amendment process.

IV. SUMMARY AND CONCLUSIONS

Evidence and analysis provided by the applicant and this report demonstrate that the proposed plan amendment is **not** consistent with all applicable policies and strategies of the Comprehensive Framework Plan for the Urban Area. As noted in this report, the proposed plan amendment **does not** satisfy the requirements of Implementing Strategy f. 2 of Policy 1 nor does it comply with Policy 20. *Furthermore, evidence and analysis provided by the applicant and this staff report demonstrate* that the proposed plan amendment **may not** comply with Policies 18, 21, 22, 36, and 39.

Based on information submitted by the applicant and contained in this report, including Attachment B, staff finds that the R-15 District is the most appropriate designation for the subject property. Staff's primary recommendation for denial is based on the large number of appropriately designated suitable alternative sites within the vicinity that can accommodate the proposed mixed-use development.

There are 15 appropriately designated suitable alternative sites within the vicinity for a proposed use: 12 designated CBD and 3 designated NC. And of the 12 CBD sites, staff categorized 6 as Tier 1 and 6 as Tier 2; while 2 of the NC sites are Tier 1 and 1 is Tier 2. Tier 1 sites are considered to be the most suitable of all identified alternatives sites. Additionally, the community could be negatively impacted if development of the subject property with commercial uses further delayed the revitalization of certain commercial lands along the TV Highway corridor located within the study area boundary, which is likely to occur in the plan amendment is approved. For this reason, staff finds that the request **does not** comply with Policy 20.

The proposed plan amendment would be consistent with the Transportation Planning Rule and Policies 1, 2, 4, 5, 6, 8, 10, 12, 13 and 16 of the Transportation Plan. The proposed plan amendment was also found to not "significantly affect" a transportation facility as defined in OAR 660, Division 12.

Local service providers currently can provide or have the ability to provide an adequate level of public facilities and services for the property. Specifically, Clean Water Services, Tualatin Valley Water District, Tualatin Hills Park & Recreation District, Tualatin Valley Fire & Rescue, and the Enhanced Sheriff's Patrol District, can serve the property.

V. RECOMMENDATION

For the reasons outlined in this report and summarized in Section IV of this report, staff recommends that the plan amendment be **DENIED**.

Staff's recommendation is based on the findings in the staff report. Staff finds that the application **does not** comply with Policy 1, Implementing Strategy f. 2. Additionally, staff finds it **does not** comply with Policy 20 of the County's *Comprehensive Framework Plan for the Urban Area,* and **may not** comply with Policies 18, 21, 22, 36, and 39 of the CFP.

Attachment "A"

May 25, 2012

TRANSPORTATION REPORT
CASEFILE NO. 11-309-PA

Applicant: Saiid Behboodi

Location: At the SW corner of SW Kinnaman and SW 185th Avenue

Tax Map/Lot: 1S1 18BC Tax Lot 3900

Site Size: 0.97 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 R-15 (Residential 12-15 Units per Acre) to NC (Neighborhood Commercial).
2. The subject property is located at the southwest corner of SW Kinnaman Road and SW 185th Avenue. SW 185th Avenue is an arterial and SW Kinnaman Road is a collector, both under Washington County jurisdiction. The applicant intends to develop a mixed-use commercial and residential project on the subject property.
3. Due to site conditions and access needs, the applicant submitted and was granted approval of a Type II Access Management Plan (Casefile 10-320-AMP) by Development Services Division on March 4, 2011. The Notice of Decision includes specific conditions of approval which are binding on the applicant and development of the subject site. A copy of the Notice of Decision and Staff Report for Casefile 10-320-AMP is attached to this Transportation Staff Report and is incorporated by reference herein (Attachment 1 of Attachment A).
4. 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 185th Avenue, SW Kinnaman Road and/or the surrounding transportation network if it does any of the following as measured at the end of the planning period identified in the adopted TSP (year-2020) – note that the county is using a planning horizon of year -2030 in evaluating this plan amendment as it is consistent with the analysis performed for the access management plan (see Casefile 10-320-AMP):

   - Changes the functional classification of an existing or planned transportation facility;
   - Changes the standards implementing a functional classification system;
   - Allow types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; or
   - Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the Transportation System Plan or comprehensive plan; or
   - Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the Transportation System Plan or comprehensive plan.

3. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a reasonable worst-case development of a site under current and proposed land use designations. A 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site over the planning horizon of the adopted Transportation Plan.

4. The county evaluates roadway performance based on the volume to capacity ratios (V/C), measured at signalized intersections. Table 5 of the 2020 Transportation Plan sets forth the applicable performance criteria for plan amendment requests. For this plan amendment, performance of the SW Kinnaman Road/SW 185th Avenue intersection was considered (see findings below). Evaluation and traffic analysis of unsignalized intersections is not required by the 2020 Transportation Plan.

5. The applicant provided a traffic analysis with the plan amendment request. In addition, a traffic analysis was required in order to obtain Access Management Plan approval (see Casefile 10-320-AMP) prior to the processing of the plan amendment request. This traffic information has been reviewed by both transportation planning and traffic engineering staff. According to the traffic analysis, with the proposed plan amendment, the subject site would generate approximately 1,560 ADT on the nearby roadway system.

   However, planning staff expressed concern that the applicant did not use a more conservative reasonable worst-case scenario. The applicant's proposed zoning analysis uses ITE codes 820 (Shopping Center) and 220 (Apartments) for the basis

of the reasonable worst case scenario resulting in 23 AM Peak Hour and 84 PM Peak Hour of additional trip generation. Potentially higher traffic generators like convenience stores, service stations and drive-in restaurants are an allowed use in the NC District. However, the applicant's engineer, in a memo submitted May 24, 2012 (Attachment 2 of Attachment A), found that a convenience store and fast-food restaurant would generate fewer trips than the reasonable worst case scenario presented above.

6. The applicant's traffic analysis indicates that with the proposed plan amendment, the nearest signalized intersection (SW Kinnaman Road and SW 185th Avenue) will function at LOS C (V/C of 0.85) in the PM Peak Hour in year- 2030. The county's performance measures identify a V/C ratio of 0.99 (LOS E) as the minimum acceptable threshold. Impacts to the transportation system associated with the proposed plan amendment will therefore comply with the adopted performance criteria found in the 2020 Transportation Plan. The intersection where the largest impact from the plan amendment will occur will operate substantially better than the minimum performance threshold set in the 2020 Transportation Plan.
7. 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.
8. 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 is required to comply with the conditions of Casefile 10-320-AMP which will ensure safe operation on the affected transportation facilities.

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

STAFF: 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 under the proposed plan designation due to the relatively minor increase in trips. The proposal is therefore consistent with Policy 5.0.

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

STAFF: 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). The plan amendment request is therefore consistent with Policy 19.0.

CONCLUSION

Based on the findings in this report, staff concludes that this plan amendment proposal will not "significantly affect" a transportation facility as defined in OAR 660, Division 12. However, the conditions of Casefile 10-320-AMP shall continue to apply to any future development of the subject property in order to ensure consistency with the county's standards for access to arterial roadways.

Washington County
Department of Land Use &Transportation
Development Services Division
Current Planning Section
155 N First Ave, Suite 350-13
Hillsboro, OR 97124
503-846-8761 fax 503-846-2908
www.co.washington.or.us/lut

CASEFILE: 10-320-AMP

APPLICANT:
Saiid Behboodi
13777 Melrose Pl
Lake Oswego, OR 97035

NOTICE OF DECISION & STAFF REPORT

APPLICANT'S REPRESENTATIVE:
Harris McMonagle Associates Inc.
Jay Harris
8740 SW Scoffins Street
Tigard, OR 97223

PROCEDURE TYPE II

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mountain

LAND USE DISTRICT:
R-15 (Residential 15 units/acre)

PROPERTY DESCRIPTION:
ASSESSOR MAP: 1S1 18BC **TAX LOT NUMBER(S):** 3900

PROJECT LOCATION: At the southeast corner of the intersection of SW 185th Avenue and SW Kinnaman Road. NOTE: The access to SW Kinnaman Road will actually be located on Taxlot 1S1 18BC 4001, owned by Aloha Church of God.

PROPOSED DEVELOPMENT ACTION: Access Management Plan for Access to SW 185th Avenue and SW Kinnaman Road.

DECISION:

Preliminary Review Approval for an Access Management Plan for Access to SW 185th Avenue and SW Kinnaman Road:

Approval ☐ **Approval with Conditions** ☑ **Denial** ☐

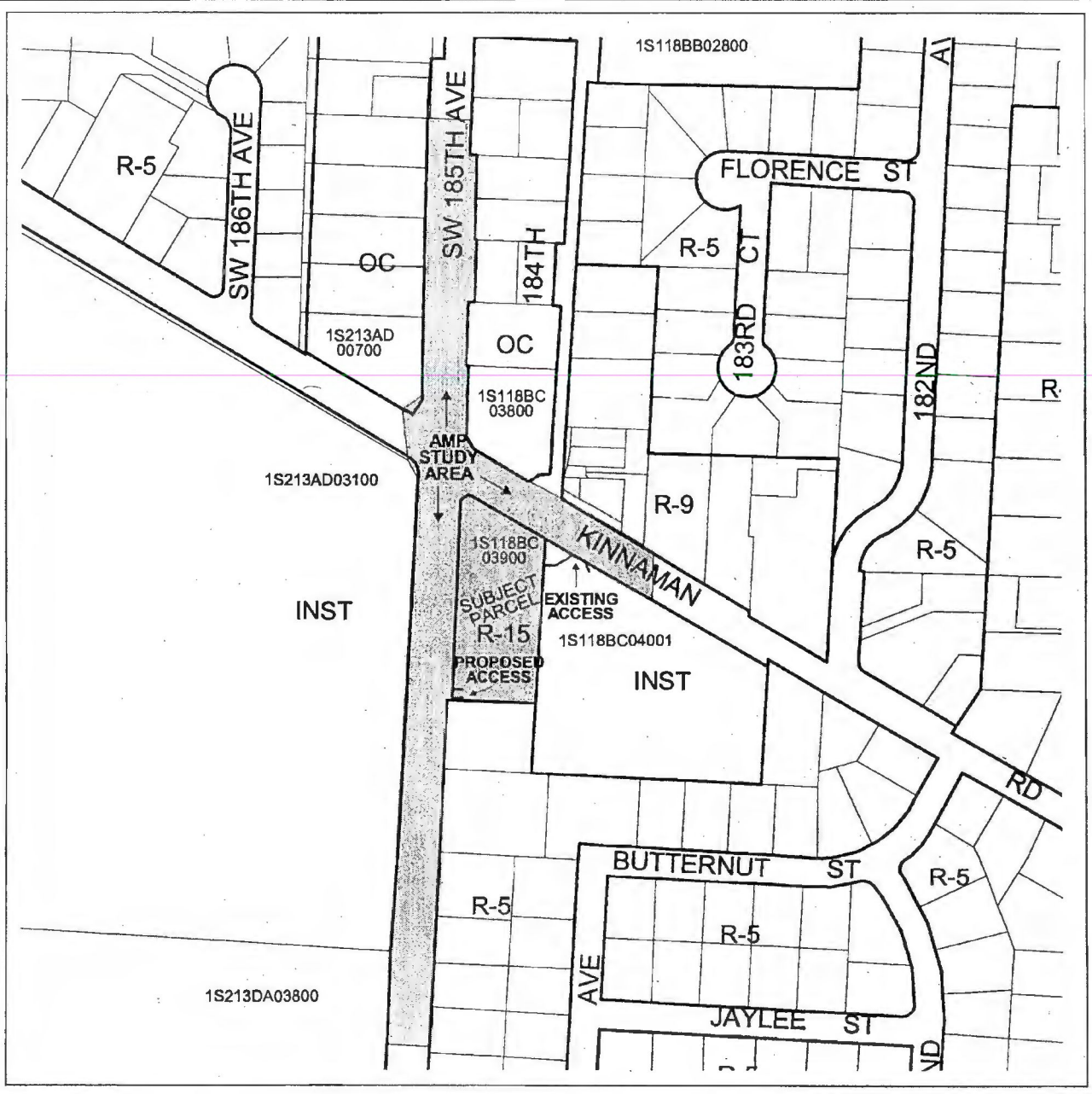
Signature Nadine Smith Cook **Date** 3/3/11
Nadine Smith Cook, Principal Planner

Project Planner: Stephen Roberts, 503-846-3842

Attachments:
A. – Vicinity Map
B. – CONDITIONS OF APPROVAL
C. – Staff Report
D. – Traffic Staff Report (Review of Proposed Access Management Plan)
E. – Appeal Information

ATTACHMENT A VICINITY MAP

TAX MAP/LOT NO. 1S1 18 BC 03900 CASE FILE NO. 10-320-AMP



⇧ **NORTH**

AREA OF CONSIDERATION

SCALE: 1" TO 250'

SITE & SURROUNDING LAND USE DISTRICTS:

R15 (Residential 12-15 units/acre)
R5 (Residential 4-5 units/acre)
INST (Institutional)
OC (Office Commercial)
R9 (Residential 7-9 units/acre)

REVIEW STANDARDS FROM CURRENT OR APPLICABLE ORDINANCE OR PLAN

A. WASHINGTON COUNTY COMPREHENSIVE PLAN
B. APPLICABLE COMMUNITY PLAN (See Front of Notice)
C. TRANSPORTATION PLAN
D. WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE:
   - ARTICLE I, INTRODUCTION & GENERAL PROVISIONS
   - ARTICLE II, PROCEDURES
   - ARTICLE III, LAND USE DISTRICTS
   - ARTICLE IV, DEVELOPMENT STANDARDS
   - ARTICLE V, PUBLIC FACILITIES AND SERVICES
   - ARTICLE VI, LAND DIV. & LOT LINE ADJUSTMENTS
   - ARTICLE VII, PUBLIC TRANSPORTATION FACILITIES

E. R & O 86-95 TRAFFIC SAFETY IMPROVEMENTS
F. ORD. NO. 524, UNIFORM ROAD IMPROVEMENT STANDARDS
G. ORD. NO. 691-A, TRANSPORTATION DEVELOPMENT TAX
H. R & O 07-20 DESIGN AND CONSTRUCTION STANDARDS

~~Casefile 10-320-AMP~~

Attachment B
CONDITIONS OF APPROVAL

I. PRIOR TO FINAL DEVELOPMENT REVIEW APPROVAL AND/OR ISSUANCE OF A BUILDING PERMIT FOR ANY DEVELOPMENT OF THE SUBJECT SITE, THE APPLICANT MUST PROVIDE FINANCIAL ASSURANCE AND OBTAIN A FACILITY PERMIT FROM THE ASSURANCES SECTION OF THE DEPARTMENT OF LAND USE AND TRANSPORTATION FOR THE FOLLOWING IMPROVEMENTS:

1. Construction of a right-in/right-out/left-in only access to SW Kinnaman Road, to be located approximately 250 feet east of SW 185th Avenue. The design of the turning movement restrictions shall be coordinated with and subject to approval by the Washington County Engineering Division.

    a. Provide adequate illumination at the proposed site access onto SW Kinnaman Road. Adequate illumination shall consist of at least one 200-watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet, on **existing utility poles if available**. The fixture shall have a full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the access. The fixture shall be oriented at 90 degrees to centerline of SW Kinnaman Road. **If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision.** Illumination provided within the prescribed intersection area shall be a minimum of 1.5 times the required illumination on SW Kinnaman Road. Washington County may require illumination in addition to the above-stated minimums.

    b. If a raised median is constructed in SW Kinnaman Road to restrict turning movements:

        i. It is the responsibility of the applicant to ensure that sufficient roadway width exists for the raised median, striping, lane markers, and shy distances;

        ii. The roadway within the limits of the raised median shall be adequately illuminated satisfying the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision.

    Direct technical questions concerning illumination conditions or the Roadway Illumination Standards to the Traffic Engineering Section at (503) 846-7950.

2. Construction of an outbound only access to SW 185th Avenue, to be located approximately 350 feet south of SW Kinnaman Road. The design of the outbound only directional restrictions shall be coordinated with and subject to approval by the Washington County Engineering Division.

3. Closure of the existing site access to SW Kinnaman Road, which is located approximately 90 feet east of SW 185th Avenue (approximately aligned opposite from SW 184th Avenue).

II. THE FACILITY PERMIT REQUIRED IN CONDITION I. ABOVE SHALL NOT BE ISSUED PRIOR TO PRELIMINARY DEVELOPMENT REVIEW APPROVAL FOR THE PROPOSED DEVELOPMENT ON THE SUBJECT SITE.

NOTE: IT IS INTENDED THAT THE CONDITIONS IN I. ABOVE WILL BE INCORPORATED INTO THE CONDITIONS OF APPROVAL OF A SUBSEQUENT DEVELOPMENT REVIEW APPLICATION ON THE SUBJECT SITE.

Attachment C
STAFF REPORT

I. APPLICABLE STANDARDS:

A. Washington County Comprehensive Framework Plan
B. Aloha-Reedville-Cooper Mountain Community Plan
C. Washington County Community Development Code:
1. Article II, Procedures:

Section 202-2	(Type II)
Section 202-5	(Determination of Proper Procedure Type)
Section 204	(Notice of Type I, II or III Development Actions)
Section 207-5	(Conditions of Approval)

2. Article IV, Development Standards:

Section 404	(Master Planning)
Section 408	(Neighborhood Circulation)

3. Article V, Public Facility Standards:

Section 501-8.5	(Access to County and Public Roads)

D. 2002 Washington County Transportation Plan
E. Ordinance 524 – Washington County Uniform Road Improvement Design Standards

II. AFFECTED JURISDICTIONS

Washington County Dept. of Land Use and Transportation

III. FINDINGS

A. Background

1. The subject site is currently designated 'R-15' (Residential 15 units/acre) per the Aloha-Reedville-Cooper Mountain Community Plan. Casefile No. 07-200-S/D(R) authorized development of the subject site with 12 townhome units having a single point of access to SW Kinnaman Road (access located on adjacent parcel 1S1 18BC 4001, owned by Aloha Church of God). However, the site has not yet developed. The current property owner, Saiid Behboodi, has proposed submitting a Comprehensive Plan Amendment to change the land use designation of the subject site from the current 'R-15' to 'NC' Neighborhood Commercial in order to facilitate a potential mixed use retail and residential development.

   However, the subject of the current application is an Access Management Plan only – not the proposed change to the land use designation, which must be reviewed through a subsequent review process.

2. Access Management Plans (AMPs) provide an opportunity to request exceptions to the County's access spacing standards, which are found in Community Development Code (CDC) Section 501-8.5 (specifically, ref. CDC 501-8.5 C. for AMP provisions). AMPs are typically processed in conjunction with Land Division or Development Review applications;

however, the Long-Range Planning Division will not process the proposed Comprehensive Plan Amendment application until a decision has been rendered on this AMP, which is intended to establish the feasibility of access for the proposed 'NC' use(s) on the site. Once a decision on the current AMP application is rendered, then findings regarding access and compliance with the Transportation Planning Rule can be made for the future Plan Amendment.

3. Two points of access are proposed to the subject site:
   a. an access to SW 185th Avenue, located approximately 350 feet south of SW Kinnaman Road; and
   b. an access to SW Kinnaman Road, located approximately 250 feet east of SW 185th Avenue (located on adjacent parcel 1S1 18BC 4001, owned by Aloha Church of God).

4. The applicant requests approval of an Access Management Plan for access to SW 185th Avenue and SW Kinnaman Road. The AMP is necessary because:
   a. the site is not able to comply with the access spacing standard for SW 185th Avenue and the proposed access to SW 185th Avenue is a private driveway – not an Arterial or Collector roadway [ref. CDC Section 501-8.5 B.(4)]; and
   b. the site is not able to comply with the access spacing standard for SW Kinnaman Road [ref. CDC Section 501-8.5 B.(3)].

5. As noted above, the purpose of this Access Management Plan application is solely to establish the feasibility of providing access for a potential 'NC' development on the subject site. The applicant submitted an Access Management Plan ['Behboodi Zone Change Access Management Plan (Updated Sept. 2010)'] prepared by Massoud G. Saberian, a registered Oregon professional engineer. The AMP analysis was based on a "reasonable worst-case" development/trip generation scenario under the proposed 'NC' plan designation, consistent with the Transportation Planning Rule. The potential trip generation is necessary for evaluating the proposed Access Management Plan.

6. Public notice of the Access Management Plan application was provided as required by Section 204 of the Community Development Code (CDC). One letter of comment was submitted prior to preparation of this Staff Report, by the Beaverton School District. The concerns expressed in the District's letter are primarily directed to the impacts of a potential convenience store that could be developed on the site if the proposed Comprehensive Plan Amendment is approved. The letter indicated such a use would be "an attractive nuisance" and "an academic distraction" to Aloha High School, which is located directly opposite the subject site, west of SW 185th Avenue. The letter also expressed concern for the safety of students that might be tempted to cross SW 185th Avenue between the school and the possible convenience store on the subject site. Concerns regarding the potential uses of the

subject property should be addressed through the upcoming Comprehensive Plan Amendment process. More germane to the AMP, Staff finds that adequate pedestrian facilities exist at the intersection of SW 185th Avenue and SW Kinnaman Road (signals and crosswalks) to accommodate safe pedestrian crossings of SW 185th Avenue, regardless of the proposed use(s) of the subject site. Staff notes that there will be additional opportunities for public comment during the upcoming Comprehensive Plan Amendment process, and then again if the applicant proceeds with a Development Review application subsequent to the Comprehensive Plan Amendment process.

B. Washington County Comprehensive Framework Plan

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

C. 2009 Aloha-Reedville-Cooper Mountain Community Plan

In the Community Plan, the subject site is:

- located in the Central Residential Area subarea;
- not located in an Area of Special Concern;
- not designated as a Significant Natural Resource; and
- currently designated 'R-15' (Residential 15 units per acre).

STAFF: Until a Comprehensive Plan Amendment is approved, the site is subject to the requirements of the 'R-15' Plan designation. The purpose of this application is to establish the feasibility of access to the site based on the proposed 'NC' land use designation. The Access Management Plan analysis was based on a "reasonable worst-case" development scenario and its associated trip generation under the proposed 'NC' land use designation, which is necessary for evaluating the proposed access points in advance of the proposed Comprehensive Plan Amendment.

Community Plan General Design Element No. 15 states, in part:

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

STAFF: The proposed site access to SW Kinnaman Road is an existing access on the adjacent Aloha Church of God property, which will be shared by both properties. Due to outbound left-turn movement restrictions that are necessary to insure safe operation of the SW Kinnaman Road access, an outbound only access from the site to SW 185th is also deemed warranted. Staff finds that it is neither feasible nor desirable to share the proposed SW 185th Avenue site access with the adjacent property to the south, which is currently designated 'R-5' (Residential 5 units per acre) and currently supports one single-family detached dwelling, which

has its own direct access to SW 185th Avenue. Staff finds that this criterion has been met to the extent feasible.

When developed in conformance with the Conditions of Approval, the proposed site accesses will be in compliance with the Community Plan. Should the applicant choose to move forward with a subsequent land use approval application on the subject property, additional Community Plan elements may be applicable to that review.

D. 2009 Washington County Community Development Code (CDC):

1. Article II, Procedures:

Section 202-2 Type II
Section 202-5 Determination of Proper Procedure Type

STAFF: The Type II review procedure provides opportunity for public notice and comment on a development proposal prior to issuance of a decision. Access Management Plans are typically processed in conjunction with a land division or development review application. In those cases, the AMP is processed using the same procedure type specified by the CDC for the land division or development review; generally the Type II procedure, at a minimum.

The Community Development Code (CDC) does not specifically establish that Access Management Plans (AMPs) must be processed using the Type II procedure; however, pursuant to CDC Sections 202-5 and 202-2.1, the Director has determined that AMPs should be processed via the Type II procedure at a minimum, in order to insure opportunity for public notice and comment, and to facilitate the potential need to impose protective conditions of approval. This application is being processed under the Type II procedure.

Section 203-3 Neighborhood Meeting

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

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

STAFF: A Public Notice for this Access Management Plan request was provided in accordance with CDC Section 204-3.

Section 207-5 Conditions of Approval

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

STAFF: Conditions of approval are being imposed to ensure compliance with the standards of the CDC and other County regulations, and to mitigate any potential adverse impacts the AMP proposal may have on the surrounding area.

2. Article IV, Development Standards:

Section 404 Master Planning

STAFF: The Master Planning section describes the site plans required for review of development proposals. Development of the property will not be approved until an application for Development Review is submitted in a subsequent review process. The purpose of this request is to establish the feasibility of proposed access locations for a future development. Given the limited scope of review, the plans submitted and contained within the casefile are adequate.

Section 408 Neighborhood Circulation

STAFF: The site will be reviewed for compliance with CDC Section 408-5 at the time an application for Development Review is submitted for the subject site. It does not appear that approval of the proposed Access Management Plan will preclude compliance with Section 408.

3. Article V, Public Facilities and Services:

Section 501-8.5 Access to County and Public Roads

All developments shall have legal access to a County or public road. Except for interim access as provided in Section 501-8.5 E. [Interim Access], access onto any County road in the unincorporated or incorporated urban area shall be permitted only upon issuance of an access permit upon demonstration of compliance with the provisions of the County road standards and the standards of Section 501.

A. Roadway Access

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

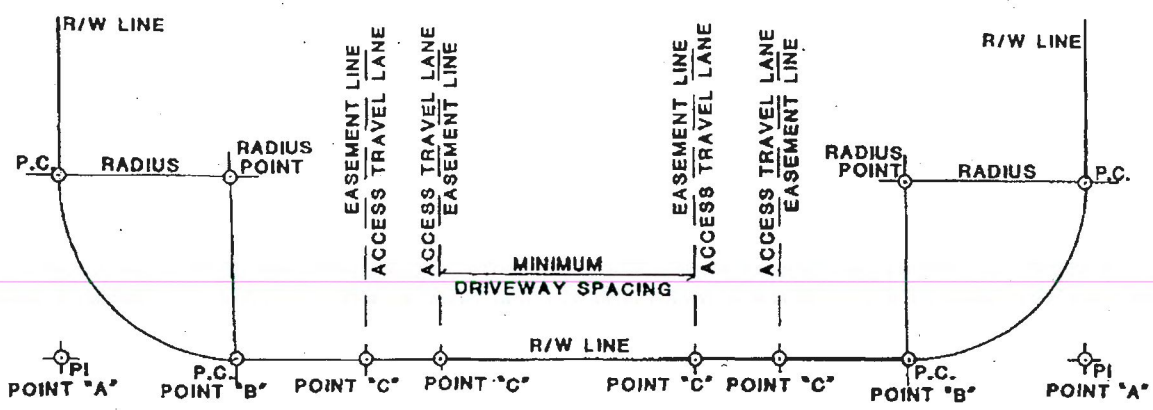
(1) Minimum right-of-way radius at intersections shall conform to the County Road Standards.

(2) All minimum distances stated in the following sections shall be governed by sight distance requirements according to County Road Standards.

(3) All minimum distances stated in the following sections shall be measured to the nearest easement line of the access or edge of travel lane of the access on both sides of the road.

(4) All minimum distances between accesses shall be measured from existing or approved accesses on both sides of the road.

(5) Minimum spacing between driveways shall be measured from Point "C" to Point "C" as shown below:



B. Roadway Access:

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

(3) Collectors

All commercial, industrial and institutional uses with one-hundred-fifty (150) feet or more of frontage will be permitted direct access to a Collector. Uses with less than one-hundred-fifty (150) feet of frontage shall not be permitted direct access to Collectors. Interim access which does not preclude future common entrance with adjacent property may be permitted pursuant to the standards of Section 501-8.5 E. (Interim Access). Where a common access is available it shall be used, provided that such use will not result in serious operational or safety problems. No use will be permitted direct access to a Collector within one-hundred (100) feet of any present Point "A"; or future "P.I." as designated in the Transportation Plan. In the case of a private Collector which is entirely within a single development and which provides circulation only within that development, double aisle parking areas will be permitted access to that Collector. Minimum spacing between driveways (Point "C" to Point "C") shall be one-hundred (100) feet. In all instances, access points near an intersection with a Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. Additionally, access shall be located to provide adequate left turn refuge as required by Resolution and Order No. 86-95 as modified or updated. This requirement may result in an access spacing greater than one hundred (100) feet.

STAFF: SW Kinnaman Road is classified as a 3-lane Collector roadway per the 2020 Transportation Plan. If the proposed Comprehensive Plan Amendment for the

subject site is approved, the site will have a commercial designation, and the site has a minimum of 150 feet of frontage on SW Kinnaman Road. The proposed Kinnaman access will be a common access, shared with the adjacent Aloha Church of God site.

The proposed SW Kinnaman Road access does not conform to the 100-foot access spacing standard between streets and driveways on both sides of the road. The applicant's Access Management Plan (AMP) report notes that the westbound through/right-turn lane standing queue length on SW Kinnaman Road is anticipated to extend past the proposed site access in 2030 (the horizon year analyzed in the report); however, westbound left-turn standing queue lengths at the Kinnman/185th intersection are not anticipated to interfere with the proposed site access. Staff finds that adequate left-turn refuge can be provided for westbound traffic at both the Kinnaman/185th intersection and at the Kinnaman/site access intersection. However, to eliminate potential access conflicts with the westbound through/right-turn lane standing queue on SW Kinnaman Road, staff finds that the Kinnaman site access should be restricted to prevent left turn movements onto SW Kinnaman Road from the proposed access, as reflected in the proposed Conditions of Approval (Attachment B).

(4) Arterials

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

(a) Arterials

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

STAFF: In part due to the recommended left-turn movement restriction at the SW Kinnaman Road access, an additional outbound-only site access to SW 185th Avenue is also proposed in order to facilitate egress from the site to northbound SW 185th Avenue and to westbound SW Kinnaman Road. The proposed access to SW 185th Avenue does not meet the 600 foot access spacing requirement and does not meet the requirement that access to an arterial be only from a collector or arterial.

C. Exception to Access Criteria

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

(2) An application for an Access Management Plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. References to standards or

publications used to prepare the Access Management Application shall be included with the application.

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

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

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

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

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

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

STAFF: The applicant's Access Management Plan report was prepared by a registered Oregon traffic engineer, and it has been reviewed by the County's Traffic Engineer, whose review findings and recommendations are found in the attached memorandum 'REVIEW OF PROPOSED ACCESS MANAGEMENT PLAN, BEHBOODI, WASHINGTON COUNTY' (Attachment D). Those findings and recommendations are adopted herein by reference. The County's review concludes that the proposed Access Management Plan will maintain the classified function and integrity of SW 185th Avenue and SW Kinnaman Road, subject to the construction of certain improvements as identified in the County Traffic Engineer's memorandum (Attachment D) and the Conditions of Approval (Attachment B).

Should the applicant choose to move forward with a subsequent land use approval application on the subject property, additional Community Development Code sections will be applicable to that review.

E. 2020 Washington County Transportation Plan

STAFF: Transportation Plan polices and objectives such as access management are implemented primarily through demonstrating compliance with the standards of the Community Plan and Community Development Code (CDC). The Transportation Plan establishes the functional classification designations of the two abutting roadways, which then dictates the applicable access spacing standard for each in CDC Section 501-8.5:

- SW 185th Avenue is designated as a 5-lane Arterial roadway; and
- SW Kinnaman Road is designated as a 3-lane Collector roadway.

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

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

IV. SUMMARY & CONCLUSION:

The applicant proposes to submit a Comprehensive Plan Amendment to change the land use designation on the subject property from 'R-15' Residential 15 units per acre to 'NC' Neighborhood Commercial. In preparation for the Comprehensive Plan Amendment submittal, the applicant has requested approval of an Access Management Plan (AMP) to establish the feasibility of obtaining access to the subject property from SW 185th Avenue and SW Kinnaman Road. The AMP was based on a 'reasonable worst-case' development scenario for a proposed development under the proposed 'NC' Neighborhood Commercial land use designation.

The County Traffic Engineer has reviewed the proposed AMP and has found that it will maintain the classified function and integrity of SW 185th Avenue and SW Kinnaman Road, subject to the improvements as outlined in the County Traffic Engineer's Memorandum (Attachment D) and in the Conditions of Approval (Attachment B). Based on the findings in this report and the materials in the casefile, staff concludes that the request for an Access Management Plan should be **APPROVED**, subject to the Conditions of Approval contained in Attachment B.

RECEIVED
JAN 0 3 2011
LAND DEVELOPMENT SERVICES
LAND USE & TRANSPORTATION

WASHINGTON COUNTY

Inter-Office Correspondence

ATTACHMENT D
CASEFILE 10-320-AMP

Date: December 30, 2010

TO : Stephen Roberts, Senior Planner

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

SUBJECT: **REVIEW OF PROPOSED ACCESS MANAGEMENT PLAN**
BEHBOODI
WASHINGTON COUNTY

This report examines the submitted Access Management Plan conducted for the proposed Behboodi development, consisting of 9,590 square foot neighborhood commercial and 12 apartment units. Access to the proposed development will be via an access easement to the neighboring church property to the east along SW Kinnaman Road and an outbound access onto SW 185th Avenue. SW Kinnaman Road is classified as a collector with a minimum access spacing standard of 100 feet while SW 185th Avenue is classified an arterial with a minimum access spacing standard of 600 feet. Neither of the proposed accesses on SW Kinnman Road and SW 185th Avenue meets the county's access spacing requirements. This submitted Access Management Plan is intended to fulfill the requirements of Washington County CDC Section 501-8.5C "Exception to Access Criteria".

The Access Management Plan analysis is contained in the report, "Behboodi Zone Change Access Management Plan", SABA, C.E.S., September 2010. The findings and recommendations given below are based, in part, on information provided in this Access Management Plan report.

FINDINGS:

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

The submitted Access Management Plan proposes one access on SW Kinnaman Road and one access on SW 185th Avenue. Neither of the proposed accesses meets the county access spacing standards. The submitted Access Management Plan addressed the traffic impact of the proposed development.

Section 501-8.5C (2) *An application for an Access Management Plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and*

integrity of the facility. References to standards or publications used to prepare the Access Management Application shall be included with the application.

The access spacing standard for SW Kinnaman Road, a collector, is 100 feet, while for SW 185th Avenue, an arterial, is 600 feet. Neither of the proposed accesses meets the access spacing standards. The report concludes that with the proposed development both the proposed accesses will maintain the classified function and integrity of SW Kinnaman Road and SW 185th Avenue.

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

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

The proposed Access Management Plan has been certified by a registered engineer in the State of Oregon. The study area in the plan extends from the access on SW Kinnaman Road to a point approximately 100 feet west and 100 feet east of the proposed development property line, and from the access on SW 185th Avenue to a point approximately 600 feet north and 600 feet south of the proposed development property line.

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

The engineer estimated that the proposed site will generate 45 and 139 trips during the AM peak hour and PM peak hour respectively.

The report determined that the intersection of SW Kinnaman Road and SW 185th Avenue will operate at Level of Service D or better during the weekday peak hours.

The traffic at the two proposed accesses, one on SW Kinnaman Road and the other on SW 185th Avenue, were estimated to operate at Level of Service D or better during the weekday peak hours.

As also indicated in the report, the westbound through/right turn queues along SW Kinnaman Road during the weekday peak hours were estimated to extend beyond the proposed access. The westbound left turn queues were estimated to be no more than 125 feet during the weekday peak hours, which is less than the distance, 250 feet from the

intersection to the proposed access. Therefore, the proposed access on SW Kinnaman Road is recommended as a right-in/right-out/left-in only access. Due to the restriction of this access on SW Kinnaman Road an outbound only access is also recommended on SW 185th Avenue to accommodate the outbound traffic to the north, west and south.

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

The Access Management Plan did not evaluate feasible locations to locate the site access, simply because there are no locations to meet the county access spacing standards within the study area.

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

The submitted Access Management Plan recommends two accesses, one right-in/right-out/left-in only access on SW Kinnaman Road and one outbound only access on SW 185th Avenue.

RECOMMENDATIONS:

The submitted Access Management Plan is projected to maintain the function and integrity of SW Kinnaman Road and SW 185th Avenue. Neither of the proposed accesses is projected to adversely impact traffic safety on SW Kinnaman Road or SW 185th Avenue, subject to the following conditions:

1. Coordinate with Washington County, design and construct the proposed access on SW Kinnaman Road as a right-in/right-out/left-in only access.

2 Provide adequate illumination at the proposed site access onto SW Kinnaman Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on existing utility poles if available. The fixture shall have a full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaire fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land

Use and Transportation Roadway Illumination Standards, latest revision. Illumination provided within the proscribed intersection area shall be a minimum of 1.5 times the required illumination level of the highest roadway classification at the intersection. Washington County may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering, at (503) 846-7950.

3. Coordinate with Washington County, design and construct the proposed access on SW 185th Avenue as an outbound only access.

JZ:da

c: Greg Miller
Traffic Analysis File/1475
c/File

WASHINGTON COUNTY
Dept. of Land Use & Transportation
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
www.co.washington.or.us

CASEFILE # **10-320-AMP**

APPEAL INFORMATION

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

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

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

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

APPEAL PERIOD: 03/04/11 (Date Mailed) to 5:00 p.m. on 03/16/11 (Appeal Due Date)

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

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

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

1. The name of the applicant and the County case file number;
2. The name and signature of each petitioner filing the petition for review (appeal). If a group consisting of more than one person is filing a single petition for review, one individual shall be designated as the group's representative for all contact with the Department. All Department communications regarding the petition, including correspondence, shall be with this representative;
3. A statement of the interest of each petitioner;
4. The date the Notice of Decision was sent as specified in the notice (date mailed);
5. The nature of the decision and the specific ground for appeal. For applications with multiple requests, specify the particular request(s) and/or specific conditions of approval being appealed;
6. A statement listing the number of pages of the petition and that all pages are present;
7. A statement setting forth the appeal fee as specified in the Notice of Decision; and
8. The appropriate appeal fee of **$250.00**

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

F:\Shared\LDS\LIBRARY\Forms\Private\Type II Appeal Information.doc

To: Dyami Valentine Associate Transportation Planner
Paul Schaefer, Senior Planner
Washington County Department of Land Use and Transportation

From: Massoud G. Saberian, PE, PTOE
Principal Transportation Engineer

RE: Updated/Revised Traffic Impact Analysis



EXP: June 2012

Based on our conversations and requested information and clarification, I would like to provide the following in support of Mr. Behboodi's application.

As stated previously, the Access Management Plan (dated Sept. 2010) is an update to previously prepared and submitted (April 2010) document to satisfy Item F of the County Traffic Impact Statement, which states; *"an Access Management Plan, based on use of the site under the proposed plan designation, is required to be approved by the current Planning Division prior to a decision on the plan amendment request".*

A zone change has been proposed for a parcel of land in Washington County. The parcel is currently zoned R-15 (Residential, 12-15 units/acre) and the zone change would result in the parcel being zoned NC (Neighborhood Commercial). The development would take primary access onto Kinnaman Road via an access easement onto the neighboring church property. In addition, a ¾ access (right-in, right-out, left-in) is proposed along 185th Avenue near the south end of the site (approximately 300 ft south of Kinnaman Road).

Previously, a 12-lot townhome development was approved on the site. The proposed zone change used the 12-lot townhome development as the worst case scenario for the current zoning. A reasonable worst case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors. The proposed zone change is estimated to result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips. Under the premise of the reasonable worst case scenario, a fast food restaurant (without a drive through) (ITE Code 933) and convenient market (ITE Code 851) are possible. A fast food restaurant with a drive through is not proposed nor is feasible given the lot dimensions, site layout and location of the approved accesses. It is, therefore, noteworthy to point that based on the proposed feasible use, a fast food restaurant without a drive through is assumed.

The Summary below show the trip generation rates based on the reasonable worst case scenario using the figure in the ITE Trip Generation Handbook.

ITE Code	851 – Convenient Market -	AM Peak	34(27) in
		PM Peak	33(26) out.
	933 – Fast Food W/O Drive through	AM Peak	26(13)in
		PM Peak	17(12) out

These trip generation rates are less than what was originally assumed, so the impact to all affected intersections are less than presented in the previous traffic report.

In addition, the applicant has used results of a recent market analysis to further conclude that many chain fast food restaurants will not be feasible this proposed development. Furthermore, the combined effect of the site development with the assumption that the reasonable worst case scenario is applied, the trip generation numbers remain in the same level as presented previously, therefore the impact to roadway, intersection and site access capacity and operational level of service remain unchanged.

With the roadway widening project along SW 185th Avenue in place now, the proposed development will operate acceptably both in the near term and at the planning horizon. As presented previously, the proposed development will have a minimal impact on queuing at the intersection and all queues can be accommodated by the existing striped storage. Since the initial preparation of this report, the proposed widening and roadway improvement project has been implemented, and the SW Kinnaman/SW 185th Ave intersection is operating at below capacity, and is expected to maintain an acceptable level of service and v/c ratio through the planning horizon. A quick check at each of the following reaffirms that:

1. The intersection of Kinnaman Road and the site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate acceptably through the planning horizon as well. Queuing at the intersection is minimal and will not have an impact on operations at the intersection.
2. The intersection of Kinnaman Road and the south site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate acceptably through the planning horizon. Queuing at the intersection is minimal and will not impact operations at the intersection.
3. With a left-in access on 185th Avenue provided, less site trips would be forced to travel east on Kinnaman Road when entering the site. This will lead to less operational impact for the high demand problems along Kinnaman Road.

The applicant intends to develop the site as proposed under the zone change criteria, and has little desire to alter the land use plans, which will affect the site layout, access, and site circulation. Under provisions of his agreement with the adjacent land owners, Washington County Department of Land Use and Transportation and stated goals, he has agreed not to alter the plans as presented, and any major shift that will require a re-submittal of an updated Traffic Impact Statement.

It is therefore concluded that the proposed development will continue to function with acceptable level of service, low v/c ration and with minimal impact to the adjacent roadway network.

To: Dyami Valentine Associate Transportation Planner
Paul Schaefer, Senior Planner
Washington County Department of Land Use and Transportation

From: Massoud G. Saberian, PE, PTOE
Principal Transportation Engineer



EXP: June 2012

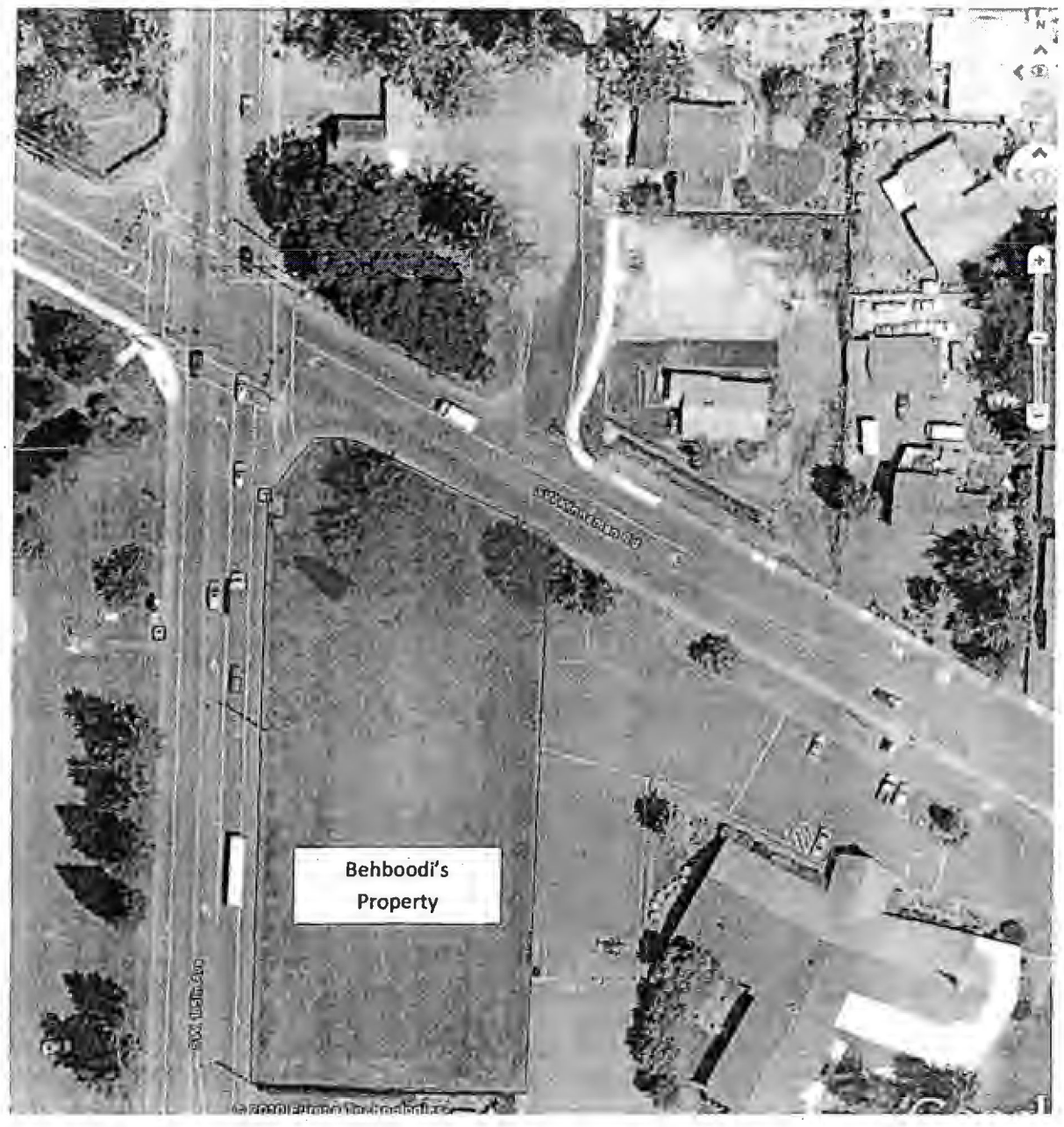
RE: Corrections/Revisions/Clarifications to Sept. 2010 AMP
Behboodi Zone Change (updated Sept. 2010)

Date: May 25, 2012

Please note the following corrections/revisions in the Access Management Plan prepared for the referenced proposed zone change/development.

On page 18, Figure 7 – (Traffic Volumes, Year 2030 Background Conditions, AM & PM peak hours), the southbound through traffic PM volume should be 1005. The Level of Service, and other calculations are not affected by this correction.

Also attached with this memo a copy of the said report is provided.



Behboodi Zone Change

Access Management Plan

(Updated Sept. 2010)

SABA, C.E.S.

P.O. Box 355. Beaverton. OR 97075



EXP: June 2012

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EXECUTIVE SUMMARY

1. This Access Management Plan is an update to previously prepared and submitted (April 2010) document to satisfy Item F of the County Traffic Impact Statement, which states; "*an Access Management Plan, based on use of the site under the proposed plan designation, is required to be approved by the current Planning Division prior to a decision on the plan amendment request*".
2. A zone change has been proposed for a parcel of land in Washington County. The parcel is currently zoned R-15 (Residential, 12-15 units/acre) and the zone change would result in the parcel being zoned NC (Neighborhood Commercial). The development would take primary access onto Kinnaman Road via an access easement onto the neighboring church property. In addition, an outbound only access is proposed along 185th Avenue near the south end of the site (approximately 300 ft south of Kinnaman Road)
3. Previously, a 12-lot townhome development was approved on the site. The proposed zone change used the 12-lot townhome development as the worst case scenario for the current zoning. A worst case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors. The proposed zone change would result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips.
4. A safety analysis was conducted to determine if adequate sight distance is available at the proposed access onto Kinnaman Road. A total of 350 feet of intersection sight distance is required. To the east there is approximately 960 feet of intersection sight distance. To the west, intersection sight distance is available beyond the intersection of Kinnaman Road and 185th Avenue, and sight distance is adequate. At the intersection of the proposed site access and 185th Avenue, sight distance is currently limited due to vegetation on the adjacent property to the south. With an upcoming widening project along 185th Avenue, the layout will be altered. At that time the vegetation will be removed and intersection sight distance will be available.
5. A review of crash history showed that the intersection of Kinnaman Road and 185th Avenue operates with a crash rate of 0.86 crashes per million entering vehicles. The intersection was on the latest SPIS list but a planned construction project at the intersection will add capacity and also install flashing left-turn arrows for both the northbound and southbound approaches. The proposed modifications will materially change in the operation at the intersection, providing improvements that will help mitigate safety deficiencies. No further safety analysis is required at the intersection.
6. The intersection of Kinnaman Road and 185th Avenue currently operates with an acceptable v/c ratio. With the addition of background traffic the intersection will continue to operate acceptably. With the zone change and proposed development built the intersection will continue to operate acceptably both in the near term and at the planning horizon. It should be noted that a planned roadway widening project along 185th Avenue was assumed to be in place for the 2030 year analysis (nearly complete now). The proposed development will have a minimal impact on queuing at the intersection and all queues can be accommodated by the existing striped storage. Since the initial preparation of this report, the proposed project has been mostly implemented and will be in place prior to any development occurring on the site.
7. The intersection of Kinnaman Road and the site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate

acceptably through the planning horizon as well. Queuing at the intersection is minimal and will not have an impact on operations at the intersection.

8. The intersection of Kinnaman Road and the south site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate acceptably through the planning horizon. Queuing at the intersection is minimal and will not impact operations at the intersection.
9. Without the proposed outbound access on 185th Avenue, all site trips would be forced to travel east on Kinnaman Road when exiting the site. This could lead to operational problems along Kinnaman Road as vehicles that want to travel to the north and west of the site make illegal u-turns or turn around at driveways downstream. The proposed access would also increase circulation through the proposed development and could possibly result in fewer site trips at the intersection of 185th Avenue and Kinnaman Road.
10. No mitigations are recommended with the proposed zone change and development.

PROJECT DESCRIPTION

INTRODUCTION

A zone change has been proposed from R-15 (Residential, 12-15 units/acre) to NC (Neighborhood Commercial) at 18430 SW Kinnaman Road in Washington County, Oregon. The site is currently vacant but a 12-lot townhome development was approved on the property in 2007. There is an existing curb cut along SW Kinnaman Road that will be closed as part of development. Access is proposed to be taken via an access easement on the neighboring property to the east along SW Kinnaman Road and an outbound access onto 185th Avenue.

The purpose of this study is to assess the traffic impact of the proposed zone change on the nearby street system and to recommend any required mitigative measures. The analysis will include level of service calculations and a queuing analysis. Detailed information on traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.

LOCATION DESCRIPTION

The site is located in the southeast corner of the intersection of SW Kinnaman Road and SW 185th Avenue. The site is currently vacant and has an R-15 (Residential, 12-15 units/acre) zone designation. The site has frontage along both SW 185th Avenue and SW Kinnaman Road. There is an existing curb-cut along SW Kinnaman Road that is approximately 90 feet east of the intersection of SW Kinnaman Road and SW 185th Avenue. This access will be closed with development of the site.

Washington County is requiring a study of the intersections of SW Kinnaman Road at SW 185th Avenue and SW Kinnaman Road at both church access driveways as well as the new proposed outbound access on SW 185th Ave. Currently, the west access to the church is signed as an entrance only with all traffic using the east access to exit the site.

SW Kinnaman Road is under the jurisdiction of the Washington County and is classified as a Collector. It is generally a two-lane facility with a posted speed of 35 mph. There are curbs and sidewalks on both sides of the road near the site but no bike lanes in the vicinity of the site. SW 185th Avenue is under the jurisdiction of Washington County and is classified as an Arterial. It is generally a two-lane facility with a posted speed of 35 mph near the study area. There are curbs, sidewalks, and bike lanes on both sides of the roadway in the vicinity of the site.

The intersection of SW Kinnaman Road at SW 185th Avenue is a four-legged intersection that is controlled by an actuated traffic signal. All approaches have a separate left-turn lane.

The intersection of SW Kinnaman Road at the west church access driveway is a three-legged intersection that is controlled by a STOP sign on the northbound church access approach. All approaches are single-lane. The intersection of SW Kinnaman Road at the east church access driveway is a three-legged intersection that is controlled by a STOP sign on the northbound church access approach. All approaches are single-lane. Tri-Met Bus Line 52–Farmington/185th has stops along SW 185th Avenue along the site frontage. Bus Line 52 runs Monday through Friday from approximately 5:00 a.m. to 12:45 a.m. with headways between 15 and 30 minutes. Saturday service runs from approximately 5:20 a.m. to 12:40 a.m. with headways of approximately 30

minutes. Sunday service runs from approximately 6:15 a.m. to 10:45 p.m. with headways of approximately 30 minutes.

Manual turning movement counts were made at the study intersections during December 2007 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. The peak hours typically occur from about 7:10 to 8:10 a.m. and 4:25 to 5:25 p.m. Traffic counts from 2007 were used at the direction of Washington County staff. Due to current economic conditions, more recent counts show a decrease in traffic over the previous few years. Therefore, traffic count data from 2007 will represent a more realistic traffic scenario. The count data used in this report was gathered and used for a corridor study along SW 185th Avenue. Detailed traffic count data is included in the appendix to this report.

Figure 1 shows the project study area and the location of the site. Figure 2 shows the existing traffic volumes at the study area intersection.

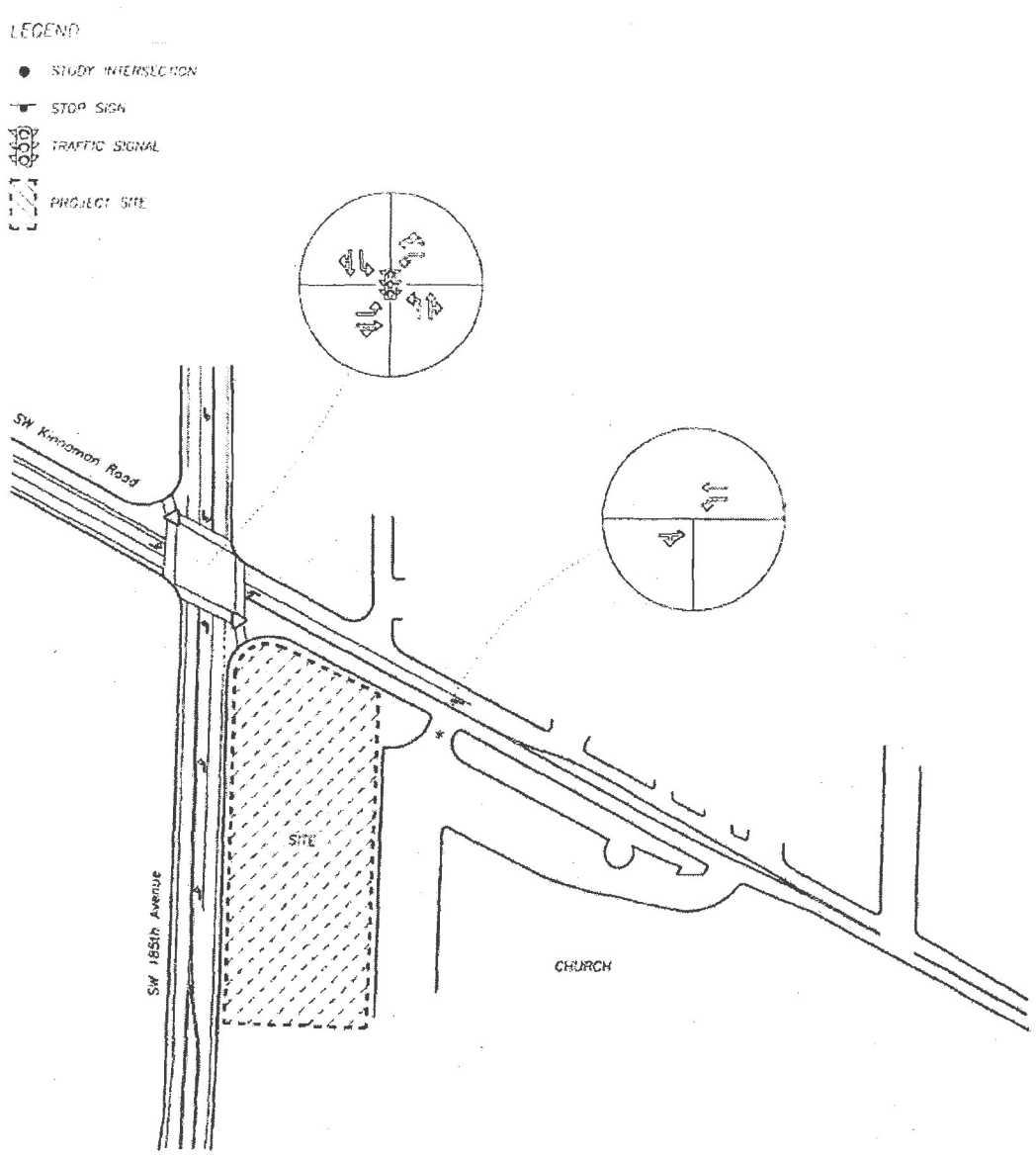


Figure 1 –

Vicinity Map

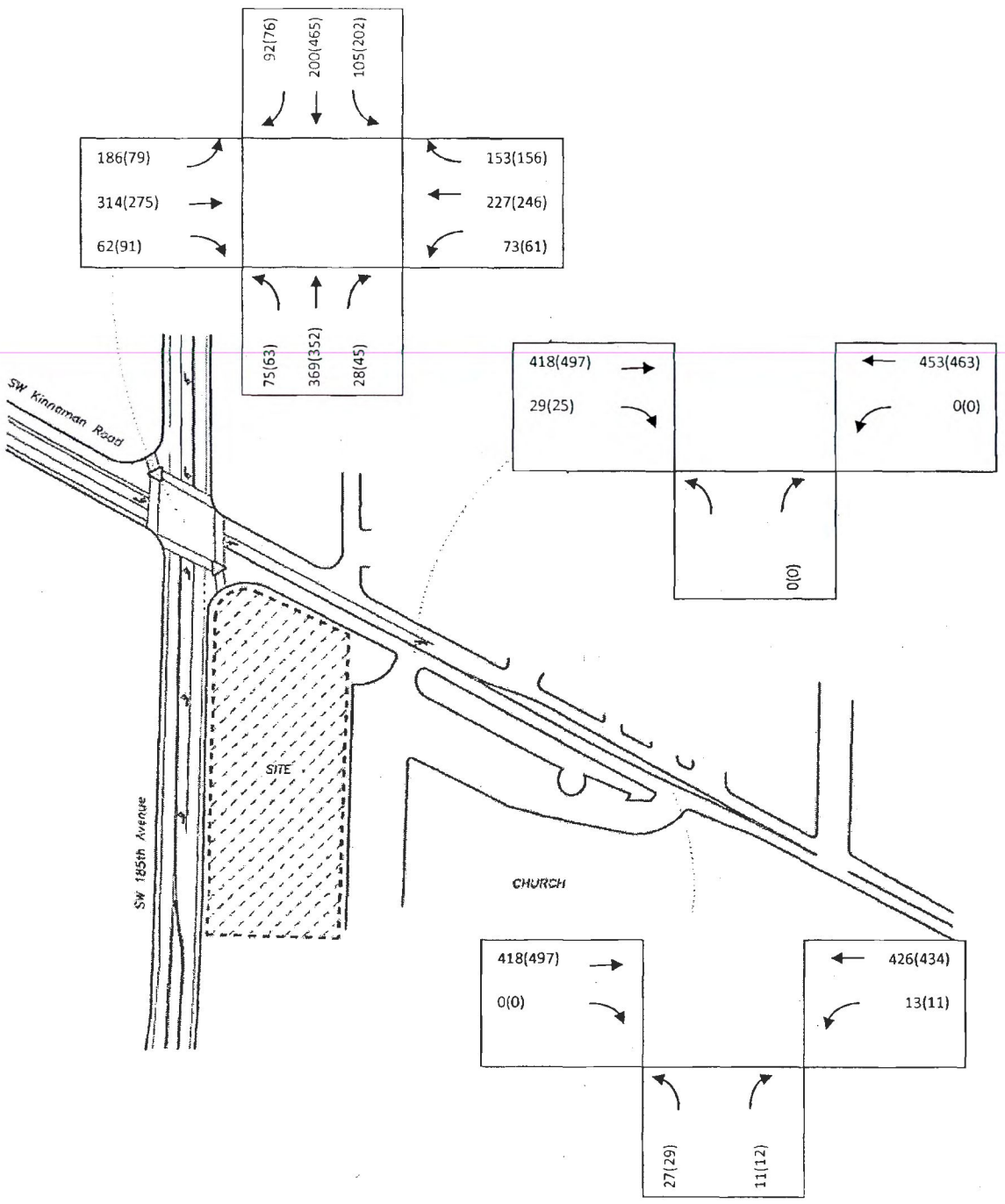


Figure 2 -

TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hour

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

When a zone change is proposed, a reasonable worst-case development from a trip generation standpoint under the current zoning is typically compared to a reasonable worst-case development under the proposed zoning. The current Transportation System Plan predicts transportation needs based on current Comprehensive Plan designations. When that designation is changed, there is a potential for additional traffic impacts if the new zoning is more traffic intensive.

Under the current zoning (R-15, Residential 12-15 units/acre), the worst-case development is 15 apartment units. Under the proposed zoning (NC, Neighborhood Commercial), the worst-case development is retail shopping on the first floor and apartments on the second and third floors with additional retail in a separate building.

To estimate the increase in trips due to the zone change, trip generation was estimated for the worst case existing zoning and worst-case proposed zoning. To estimate the trip generation for each worst case scenario, trip rates from *TRIP GENERATION*, Eighth Edition, published by the Institute of Transportation Engineers (ITE), were used.

A reasonable worst-case development under the current zoning could result in approximately eight morning peak hour trips and nine evening peak hour trips. Of the eight morning peak hour trips, two would be entering the site and six would be exiting the site. Of the nine evening peak hour trips, six would be entering the site and three would be exiting the site. A total of 100 daily trips are expected.

A reasonable worst-case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors.

To estimate trips for the reasonable worst-case scenario for the proposed zoning, the following land use categories were used:

- Land Use Code 820: Shopping Center
- Land Use Code 220: Apartment

The decision was made to use Land Use Code 820: Shopping Center, for the retail portion of this development due to the uncertainty of tenants. Also, Land Use Code 820 already takes into account internal capture rates between separate land uses. A reasonable worst-case development under the proposed zoning could result in approximately 45 morning peak hour trips and 139 evening peak hour trips. Of the 45 morning peak hour trips, 25 would be entering the site and 20 would be exiting the site. Of the 139 evening peak hour trips, approximately 70 would be entering the site and 69 would be exiting the site. A total of 1,560 trips are expected on an average weekday.

Since Tri-Met offers a bus route along SW 185th Avenue with stops near the site, a two-percent reduction was taken for transit use.

Data within the ITE *TRIP GENERATION HANDBOOK*, Second Edition, suggests that pass-by and diverted link trip reductions be taken into account for each land use evaluated. The *TRIP GENERATION HANDBOOK* has pass-by percentages for several land uses but not all. For this study, pass-by rates were taken from the *TRIP GENERATION HANDBOOK*, when provided.

The proposed zone change could potentially result in an increase of 37 morning peak hour trips and 130 evening peak hour trips. With reductions due to transit and non-primary trips, the potential increase will be 23 morning peak hour trips and 84 evening peak hour trips.

The table below shows the entering and exiting trips as well as the total trips for a typical school day.

TRIP GENERATION SUMMARY

Existing Zoning			AM Peak Hour			PM Peak Hout		
Land Use	Size	Var.	In	Out	Total	In	Out	Total
Apartment	15	d.u.	2	6	8	6	3	9
Less 2% Transit			0	0	0	0	0	0
Total			2	6	8	6	3	9
Proposed Zoning								
Land Use	Size	Var.						
Shopping Center	9.59	ksf	24	15	39	65	67	132
Less 2% Transit			0	0	0	(1)	(1)	(2)
Less 34% Non-Primary			(7)	(7)	(14)	(22)	(22)	(44)
Subtotal #1			17	8	25	42	44	86
Apartment	12	d.u.	1	5	6	5	2	7
Less 2% Transit			0	0	0	0	0	0
Subtotal #2			1	5	6	5	2	7
Total			18	13	31	47	46	93
Total			**16**	7	**23**	**41**	**43**	**84**

Since the proposed development is located near a transit corridor, a two-percent reduction was taken for transit use. In addition, a Shopping Center will attract pass-by trips. Pass-by trips are vehicles trips that patronize a land use, yet are not new trips on the system. These trips typically drive by the site, divert off the traveled path to access the site, and then exit the site continuing in

the same direction they were traveling before entering the site. Data within the *ITE TRIP GENERATION HANDBOOK*, Second Edition, suggests that for Land Use Code 820: Shopping Center, a 34-percent reduction is taken for pass-by trips.

TRIP DISTRIBUTION

To develop a trip distribution for the site traffic, a review of the surrounding lands, attraction centers, and the transportation network was conducted. Additionally, the existing turning movement counts at the intersection of 185th Avenue and Kinnaman Road were reviewed to understand the patterns of traffic traveling nearby. Figure 3 shows the trip distribution and assignment of site trips for the proposed zoning and Figure 4 shows the trip distribution and assignment of site trip for the current zoning. Figures showing the primary site trips and pass-by trips for the proposed zoning are included in the appendix to this report.

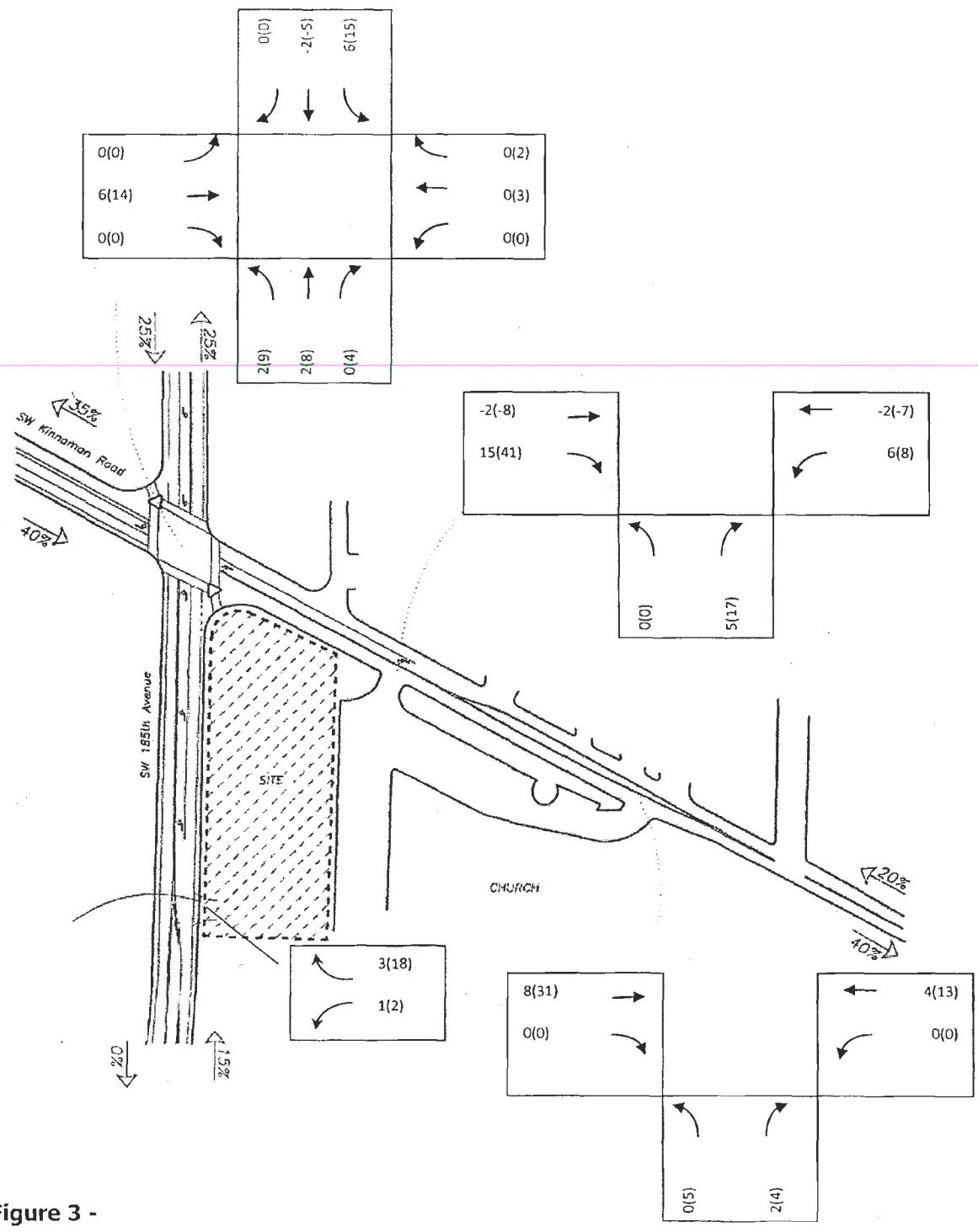


Figure 3 -
SITE TRIP DISTRIBUTION & ASSIGNMENT
Distribution Percentages & Trip Assignment – Proposed Zoning
AM & PM Peak Hour

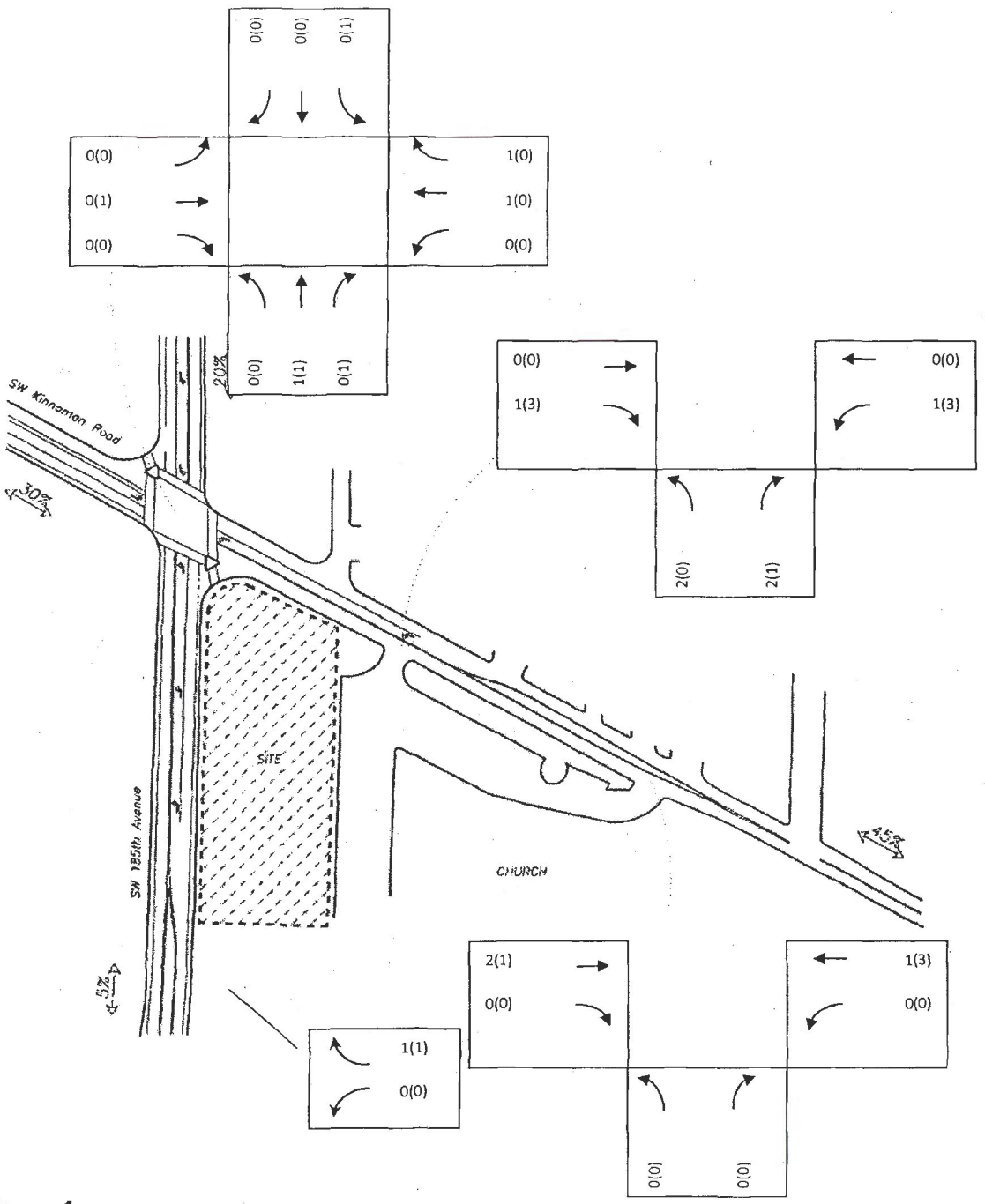


Figure 4 -

SITE TRIP DISTRIBUTION & ASSIGNMENT
Distribution Percentages & Trip Assignment – Current Zoning
AM & PM Peak Hour

SAFETY ANALYSIS

SIGHT DISTANCE

Sight distance measurements were made at the intersection of Kinnaman Road at the proposed site access driveway. The posted speed along Kinnaman Road is 35 mph, which requires 350 feet of intersection sight distance based on Code Section 501-8.5.F(4). As required by Code Sections 501-8.5.F (3) (a) and 501-8.5.F(3)(b), the intersection sight distance was measured based on an eye height of 3.5 feet and an object height of 4.25 feet above the road; and assumed to be 10 feet from the near edge of pavement to the front of a stopped vehicle, (actual measurement is taken 15 feet from pavement edge).

To the west of the proposed site access, intersection sight distance was available beyond the intersection of Kinnaman Road and 185th Avenue. The intersection is approximately 315 feet to the west, although sight distance exceeds 350 feet. To the east of the proposed site access, intersection sight distance was measured to be approximately 960 feet and was restricted by a slight vertical curve. Intersection sight distance is adequate to the east.

CRASH HISTORY

Crash data was obtained from Washington County for the intersection of 185th Avenue and Kinnaman Road for the period of January 1, 2005 to December 31, 2007. The crash data showed a total of 20 crashes at the intersection. Crash data is typically evaluated at intersections based on a crash rate, rather than just the number of crashes. This gives a better measure of the intersection safety by including the amount of traffic passing through the intersection, in addition to the number of crashes. The crash rate is calculated and reported based on the number of crashes per million entering vehicles. The existing peak hour volumes were used to calculate the crash rate at the intersection and it was assumed that the average daily traffic (ADT) volume is ten times the evening peak hour volume. Most jurisdictions consider an intersection to be operating safely if the crash rate is lower than 1.0 crashes per million entering vehicles.

At the intersection of 185th Avenue and Kinnaman Road the crash rate was calculated to be 0.86 crashes per million entering vehicles. A detailed crash history report and traffic counts are included in the appendix to this report.

While the intersection of 185th Avenue and Kinnaman Road is functioning with an acceptable crash rate, it was included on the most recent Safety Priority Index System (SPIS) list. There are two upcoming projects that will materially change the operation of the intersection, both offering an improvement in capacity and signal operation. The first is the upcoming widening project on 185th Avenue, which will add a considerable amount of capacity at the intersection, decreasing congestion. The second project is the installation of flashing yellow arrows, adding a permitted left-turn phase to the current protected-only operation. This phasing change will be made to both the northbound and southbound approaches. It is expected that these two projects will improve intersection operation and safety. Particularly with the acceptable crash rate at the intersection, no significant safety hazards were identified and no additional improvements are recommended.

OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

Historical counts on 185th Avenue and Kinnaman Road have shown a recent decrease in traffic volume on both facilities. However, negative growth is not expected to continue. For this reason, growth rates of one percent and two percent were applied to 185th Avenue and Kinnaman Road, respectively. The growth rate for 185th Avenue is expected to be lower since this facility is functioning closer to capacity than Kinnaman Road. The growth rates were applied for one year due to the small size of the development.

For the 2030 analysis required as part of the zone change, future year volumes provided by Washington County staff were used in place of a growth rate. The 2030 volumes will provide a more accurate estimate of future year volumes. One local development has been identified as approved but not yet built. The Spruce Place development is located north of the intersection of 185th Avenue and Kinnaman Road on the west side of 185th Avenue. Trips from the development were added to the background traffic at the intersection for the near term analysis scenario.

Figure 5 shows the 2010 background traffic and Figure 6 shows the 2010 background traffic with site trips from the proposed development. Figures 7 and 8 show 2030 background traffic and 2030 background traffic with site trips, respectively.

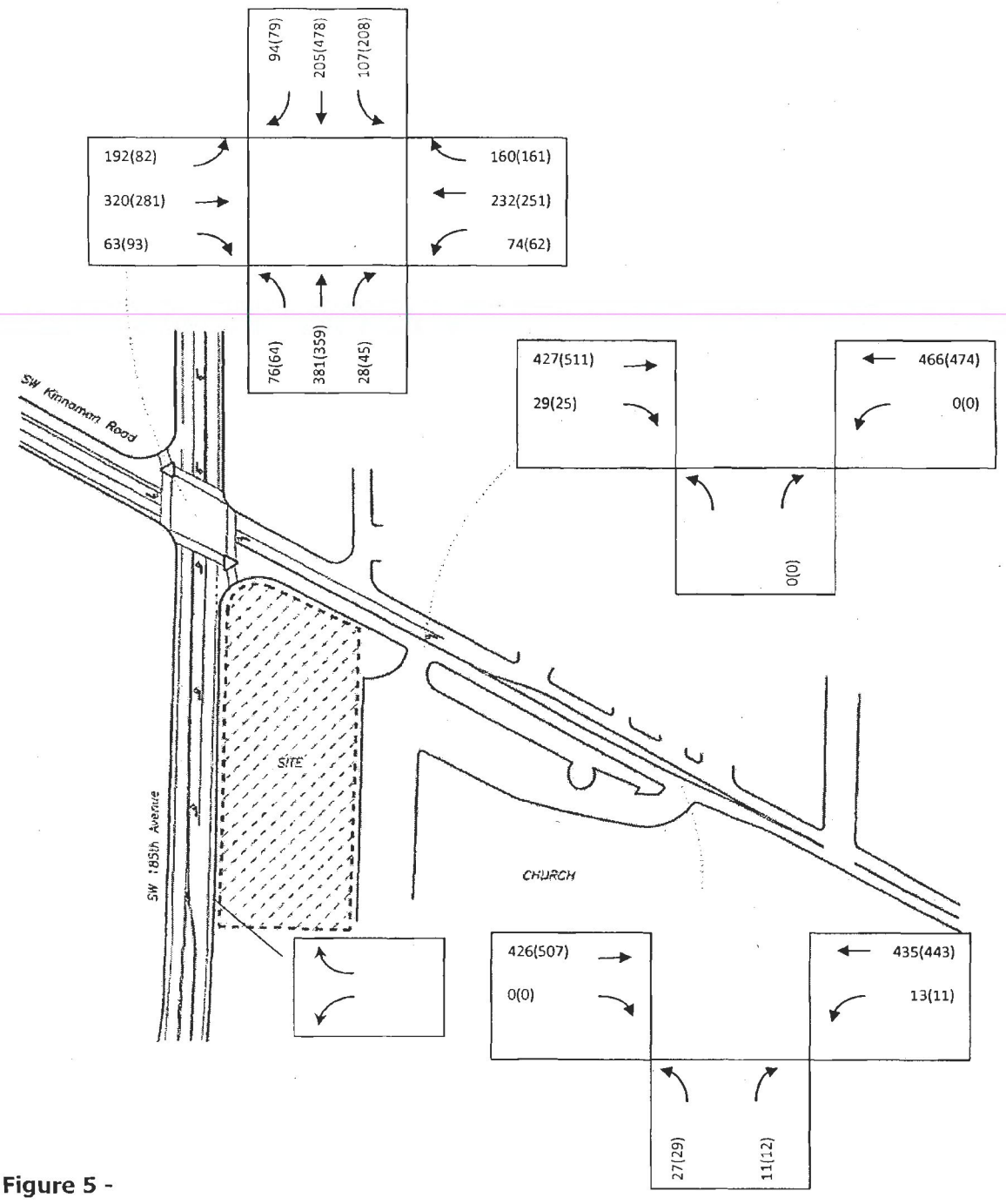


Figure 5 -
TRAFFIC VOLUMES
Year 2010 Background Conditions
AM & PM Peak Hours

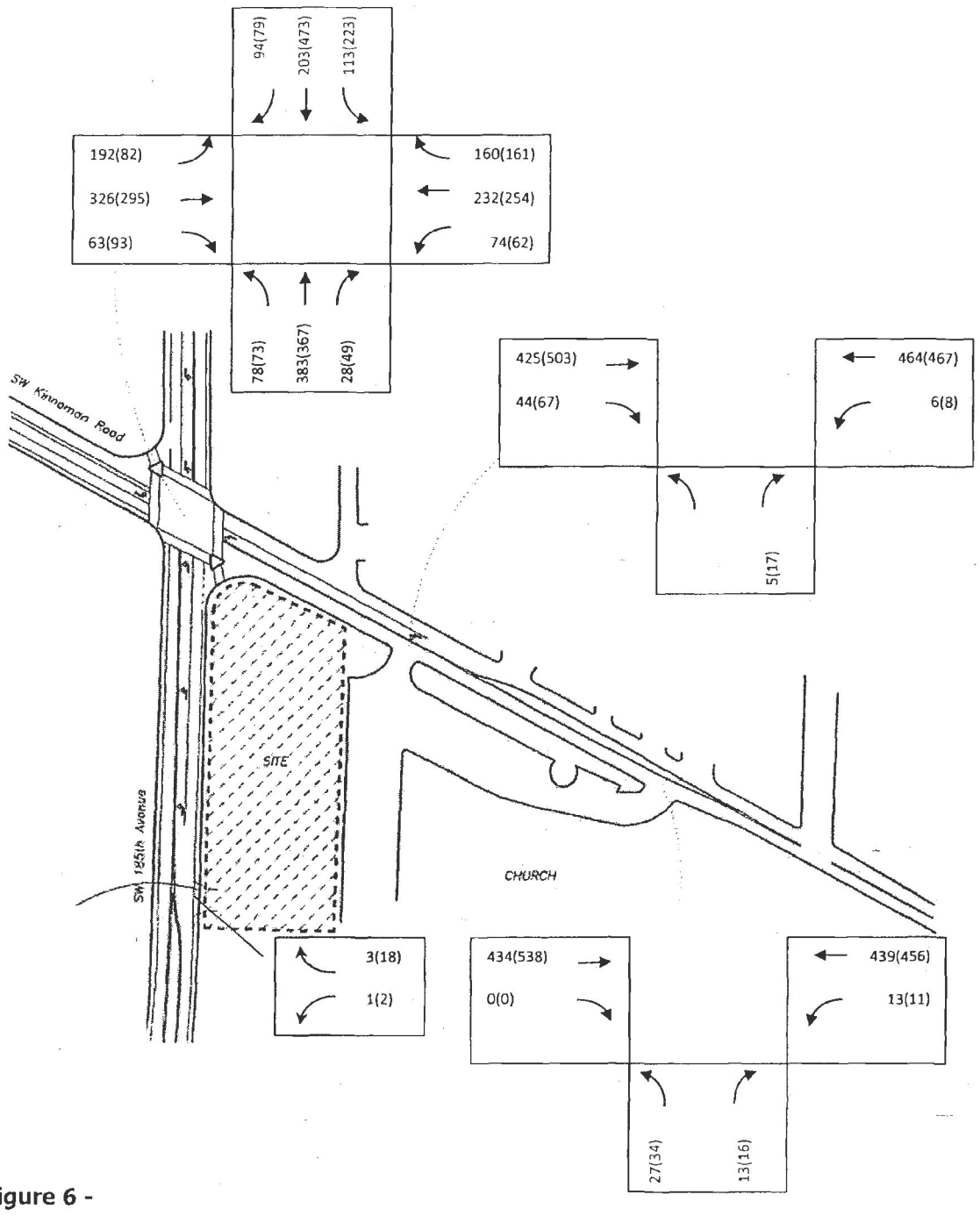


Figure 6 -

TRAFFIC VOLUMES
Year 2010 Background plus Site Trips Conditions
AM & PM Peak Hours

1005 per Saberean May 25, 2012 memo.

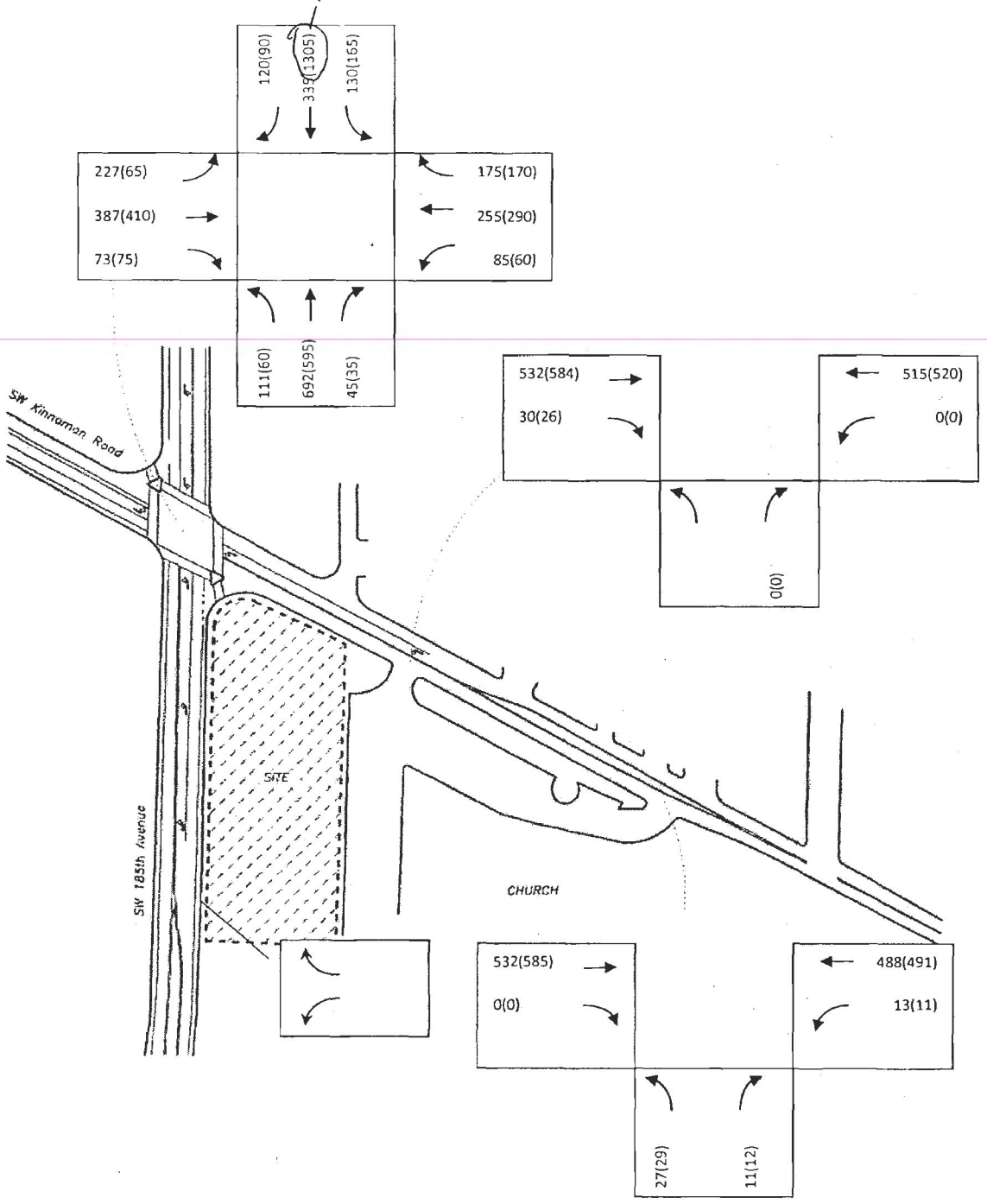


Figure 7 -
TRAFFIC VOLUMES
Year 2030 Background Conditions
AM & PM Peak Hours

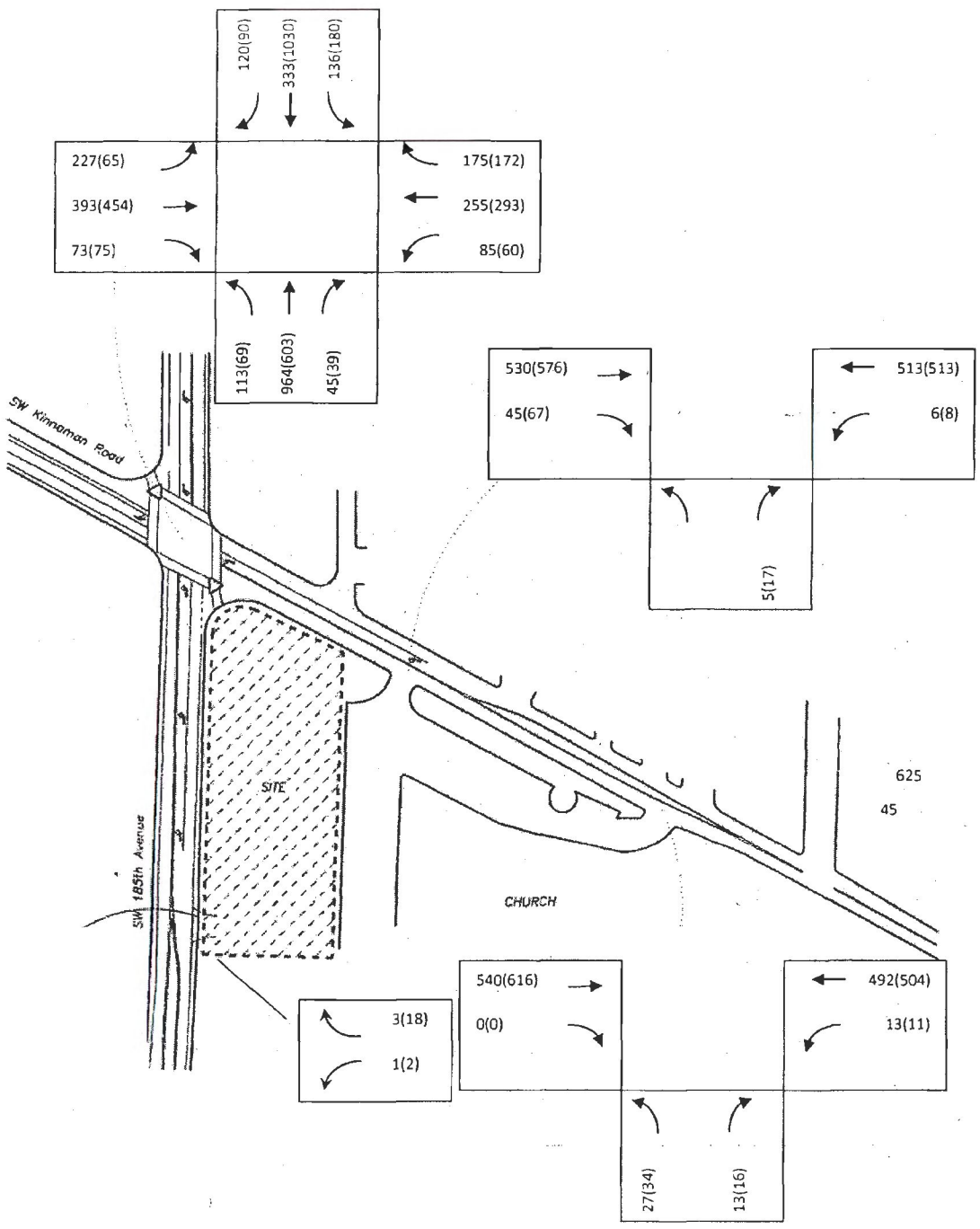


Figure 8-

TRAFFIC VOLUMES
Year 2030 Background plus Site Trips Conditions
AM & PM Peak Hours

CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the 2000 *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. Level of service can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Washington County operational standards require intersections to operate with a v/c ratio of 0.99 or better.

Detailed level of service descriptions are included in the appendix to this report. The intersection of Kinnaman Road and 185th Avenue currently operates with a v/c ratio of 0.91 during the morning peak hour and 0.79 during the evening peak hour. An upcoming project at this intersection will install a Flashing Yellow Left-turn Arrow (FYLA). For all scenarios except existing conditions, the FYLA was assumed to be in place. With addition of the 2010 background traffic the v/c ratio will increase to 0.94 during the morning peak hour and 0.83 during the evening peak hour.

With the addition of trips associated with the proposed zone change and development the v/c ratio will increase to 0.97 during the morning peak hour of 2010 and increase to 0.87 during the evening peak hour of 2010. With 2030 background traffic in place the intersection will operate with a v/c ratio of 0.89 during the morning peak hour and 0.89 during the evening peak hour. With the addition of trips from the proposed zone change and development the v/c ratio will increase to 0.90 during the morning and 0.85 during the evening peak hours. The 2030 traffic volumes were provided by Washington County. In addition, a planned widening project along 185th Avenue was assumed to be in place for the 2030 analysis scenario.

The intersection of the proposed site access and Kinnaman Road will operate with a v/c ratio of 0.07 during the morning peak hour and 0.27 during the evening peak hour of 2010 with the proposed zone change and development in place. At year 2030 the intersection will operate with a v/c ratio of 0.09 during the morning peak hour and 0.32 during the evening peak hour with the zone change and proposed development in place.

The intersection of the proposed south site access and 185th Avenue will operate with a v/c ratio of 0.05 during both the morning and evening peak hours of 2010 with the proposed zone change and development in place. At year 2030, the intersection will operate with a v/c ratio of 0.14 during the morning peak hour and 0.07 during the evening peak hour with the zone change and proposed development in place. At year 2030, the proposed five lane cross section on 185th Avenue was assumed to be constructed. The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the following table. Detailed capacity analysis results are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
185th Ave/Kinnaman Rd						
Existing Conditions	D	50	0.91	D	41	0.79
2010 Background	D	48	0.94	D	36	0.83
2010 Background + Site	D	52.8	0.97	D	39.5	0.87
2030 Background ^	D	41	0.89	D	36	0.89
2030 Background + Site ^	D	42.6	0.90	C	33.6	0.85
Kinnaman Rd/Site Access						
Existing Conditions	_*	--*	_*	_*	--*	--*
2010 Background	_*	--*	_*	_*	--*	--*
2010 Background + Site	C	24.5	0.07	C	21.7	0.27
2030 Background	_*	--*	_*	_*	--*	--*
2030 Background + Site	D	27.2	0.09	D	26.9	0.32
185th Ave/Site Access						
Existing Conditions	_*	--*	_*	_*	--*	--*
2010 Background	_*	--*	_*	_*	--*	--*
2010 Background + Site	B	12	0.05	B	12	0.05
2030 Background ^	_*	--*	_*	_*	--*	--*
2030 Background + Site ^	C	18.6	0.14	B	12.4	0.07

LOS = Level of Service
Delay = Average Delay per Vehicle in Seconds
V/C = Volume-to-Capacity ratio
* = Access is currently signed "Enter Only"
^ = 5-lane cross section on 185th Avenue

As shown in the table above, all study intersections currently operate acceptably during both peak hours and will continue to operate acceptably with the proposed development. No mitigations at the intersections are necessary or recommended with the development of this site.

QUEUING ANALYSIS

An analysis of the queuing at the study intersections was conducted for all of the scenarios during the morning peak hour conditions. The queue length for the signalized intersection was calculated from the Poisson distribution of the traffic volumes for each of the lane groups at the intersection. The 95th percentile of the distribution is used to estimate queue length for the traffic movements. This means that 95-percent of the time, the queue length will be less than or equal to what is calculated.

The queue lengths for the unsignalized intersections were based upon the ITE Journal article "Estimation of Maximum Queue Lengths at Unsignalized Intersections," from the November 2001 issue. John T. Gard prepared this methodology for the estimation of queue lengths at unsignalized intersections. Queue lengths at all intersections for all scenarios are presented in the following tables. More detailed queuing worksheets are included in the appendix to this report.

Kinnaman Rd/185th Ave, Queuing Analysis

Approach/Movement	Estimated Queue Length (feet) AM Peak Hour (PM Peak Hour) Existing/2010 Bkgd/2010 Total/ 2030 Bkgd/2030 Total	Available Storage (feet)
Northbound Left	100/75/75/100/100 (100/75/75/75/75)	295
Northbound T/R	300/300/300/325/325 (275/275/275/200/200)	–
Southbound Left	125/100/100/125/125 (200/125/150/100/125)	265
Southbound T/R	225/225/225/175/175 (300/300/300/325/325)	–
Eastbound Left	200/200/200/225/225 (100/100/100/100/100)	245
Eastbound T/R	250/250/275/300/325 (250/250/275/325/325)	–
Westbound Left	100/100/100/125/125 (75/100/100/75/75)	250
Westbound T/R	275/300/300/325/325 (275/275/275/300/300)	–

As shown in the above table, the striped storage at the intersection is adequate to accommodate all queues. The proposed development has a minimal impact on queuing at the intersection.

Kinnaman Rd/Site Access, Queuing Analysis

Approach/Movement	Estimated Queue Length (feet) AM Peak Hour (PM Peak Hour) 2010 Total/2030 Total	Available Storage (feet)
Northbound Right	25/25 (25/25)	–
Westbound Left	25/25 (75/75)	–

185th Ave/S Site Access, Queuing Analysis

Approach/Movement	Estimated Queue Length (feet) AM Peak Hour (PM Peak Hour) 2010 Total/2030 Total	Available Storage (feet)
Westbound Right	25/25 (25/25)	–

As shown in the table, expected queues at the intersection are minimal. No problems are expected at the intersection as a result of the queuing.

No mitigations are recommended with the proposed development.

ACCESS LOCATION AND QUEUING

With development of the site, access is being proposed onto both Kinnaman Road and 185th Avenue. Due to the site location and size both proposed access locations are in the influence area of the intersection of 185th Avenue and Kinnaman Road and require further analysis of the proposed accesses.

Site Access/Kinnaman Road

The proposed site access on Kinnaman Road will be approximately 250 east of the intersection of 185th Avenue and Kinnaman Road. The intersection of the site access and Kinnaman Road was analyzed in detail to determine the access configuration that would be most acceptable. The proposed access configuration at the site access will allow for left-in/right-in/right-out access. The left-out movement at the site access would be impeded by the westbound through queues from the intersection of 185th Avenue and Kinnaman Road extending beyond the proposed access. In order to control the outbound traffic flow, the access to SW 185th Ave. must be designed in a manner to discourage violations. Figure 9 shows one possible configuration.

For the left-in movement at the site access, the westbound left-turn queue was examined at the intersection of 185th Avenue and Kinnaman Road to determine if adequate room is available behind the queue from the traffic signal to allow left turns into the site. The westbound left-turn queues at the intersection of 185th Avenue and Kinnaman Road are not expected to exceed 125 feet. This will allow for adequate room to store left-turning vehicles as well as provide a taper to full width west of the site access location. A left-turn lane on Kinnaman Road for traffic entering the proposed development will be striped.

185th Avenue/Kinnaman Road

The proposed site access onto 185th Avenue will be approximately 350 feet south of the intersection of 185th Avenue and Kinnaman Road. The proposed access configuration would allow for outbound movements at the access. Based on the previously discussed queuing report, northbound queues at the intersection of 185th Avenue and Kinnaman Road are not expected to extend more than 300 feet at year of opening. With planned mitigations in place along 185th Avenue, the queues will decrease. Over time, as traffic volumes grow, the queue will likely increase, reaching a 95th percentile length of 325 feet by the year 2030. As such, the proposed outbound access is not within the queue along 185th Avenue.

The proposed access to 185th Avenue is limited to outbound movements since the street is an arterial and a higher functional classification than Kinnaman Road and has been widened to five lanes. Without access to 185th, there would be no means for a driver to exit the site and travel to the west or north. Without the access, all egress would be forced to travel east on Kinnaman Road. This would likely cause operational problems along Kinnaman Road to the east, as drivers make illegal u-turns or turn around at downstream intersections and driveways.

Since the access is limited to outbound movements, intersection sight distance in either direction meets or exceeds County requirements at the proposed access location since no horizontal or vertical obstructions exist and therefore, intersection sight distance would be available.

In addition, since intersection sight distance will be available for drivers exiting the access, stopping sight distance for northbound vehicles on 185th Avenue will also be available. Due to the availability of sight distance for driveway traffic and approaching traffic on 185th Avenue, the access would be able to operate safely even though it would be located within the transition area in advance of the widening. It is important to note that the access would be located outside of the standing northbound queue from the intersection of 185th Avenue and Kinnaman Road, which is of greater concern than the transition area. Also, as 185th Avenue is widened to the south in the future, the access would no longer be within the transition area. The Washington County *Transportation Plan identifies 185th Avenue as a planned four-to-five lane arterial south to* Farmington Road.

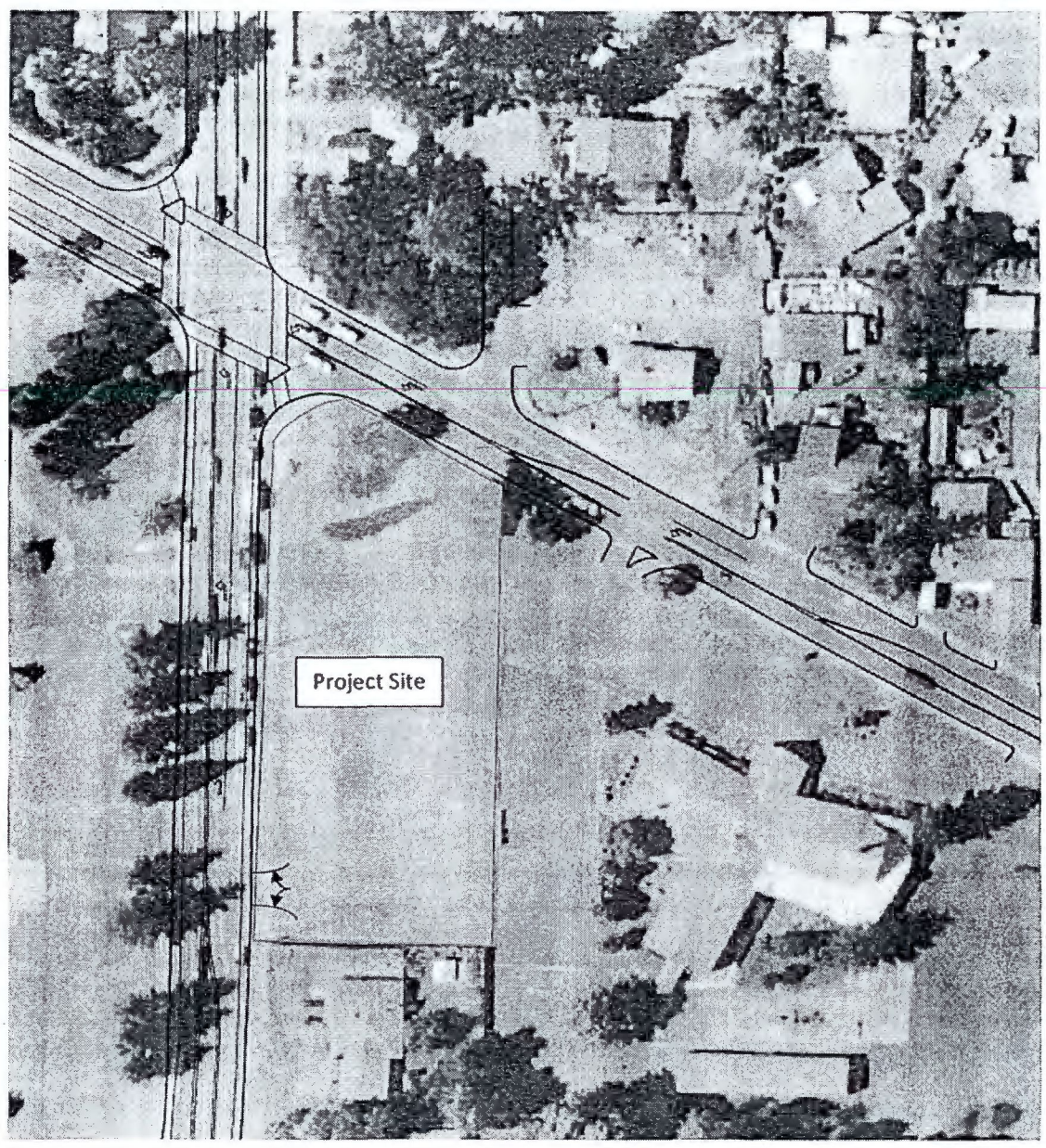


Figure 9 -
STUDY AREA
Kinnaman Road Restriping
Left-turn from Kinnaman Road to Site

CONCLUSIONS

A zone change has been proposed for a parcel of land in Washington County. The parcel is currently zoned R-15 (Residential, 12-15 units/acre) and the zone change would result in the parcel being zoned NC (Neighborhood Commercial). The development would take primary access onto Kinnaman Road via an access easement onto the neighboring church property.

In addition, an outbound access is proposed along 185th Avenue near the south end of the site. Previously, a 12-lot townhome development was approved on the site. The proposed zone change used the 12-lot townhome development as the worst case scenario for the current zoning. A worst case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors. The proposed zone change would result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips.

A safety analysis was conducted to determine if adequate sight distance is available at the proposed access onto Kinnaman Road. A total of 350 feet of intersection sight distance is required. To the east there is approximately 960 feet of intersection sight distance. To the west, intersection sight distance is available through the intersection of Kinnaman Road and 185th Avenue, which is approximately 315 feet from the proposed access. Sight distance at the proposed access onto 185th Avenue is restricted by vegetation on the adjacent property to the south. With the planned widening of 185th Avenue, the roadway alignment will be modified. Sight distance will be available if vegetation is removed to the south.

A review of crash history showed that the intersection of Kinnaman Road and 185th Avenue operates with a crash rate of 0.86 crashes per million entering vehicles. No further analysis is required at the intersection. The intersection was on the most recent SPIS list but planned improvements at the intersection will add capacity and also install flashing yellow arrows for both the northbound and southbound left-turn movements. These improvements will change the nature of traffic flow at the intersection and will likely have an effect on crash patterns.

The intersection of Kinnaman Road and 185th Avenue currently operates with a v/c ratio of 0.91 during the morning peak hour and 0.79 during the evening peak hour. With addition of the 2010 background traffic the v/c ratio will increase to 0.94 during the morning peak hour and 0.83 during the evening peak hour. With the addition of trips associated with the proposed zone change and development the v/c ratio will increase to 0.97 during the morning peak hour of 2010 and increase to 0.87 during the evening peak hour of 2010.

With 2030 background traffic in place the intersection will operate with a v/c ratio of 0.89 during both the morning and the evening peak hours. With the addition of trips from the proposed zone change and development the v/c ratio will increase to 0.90 during the morning peak hour but slightly drops to 0.85 during the evening peak hour. The 2030 traffic volumes were provided by Washington County. In addition, a planned widening project along 185th Avenue was assumed to be in place for the 2030 analysis scenario.

The intersection of the proposed site access and Kinnaman Road will operate with a v/c ratio of 0.07 during the morning peak hour and a v/c ratio of 0.27 during the evening peak hour of 2010 with the proposed zone change and development in place. At year 2030 the intersection will

operate with a v/c ratio of 0.09 during the morning peak hour and 0.32 during the evening peak hour with the zone change and proposed development in place.

The proposed outbound access to SW 185th Avenue will operate with a v/c ratio of 0.05 during both the morning and evening peak periods of 2010 with the proposed zone change and development in place. At year 2030 the intersection will operate with v/c ratio of 0.14 during the morning peak hour and a v/c ration of 0.07 during the evening peak hour with the zone change and proposed development in place.

No mitigations are recommended with the proposed zone change and development.

APPENDIX

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

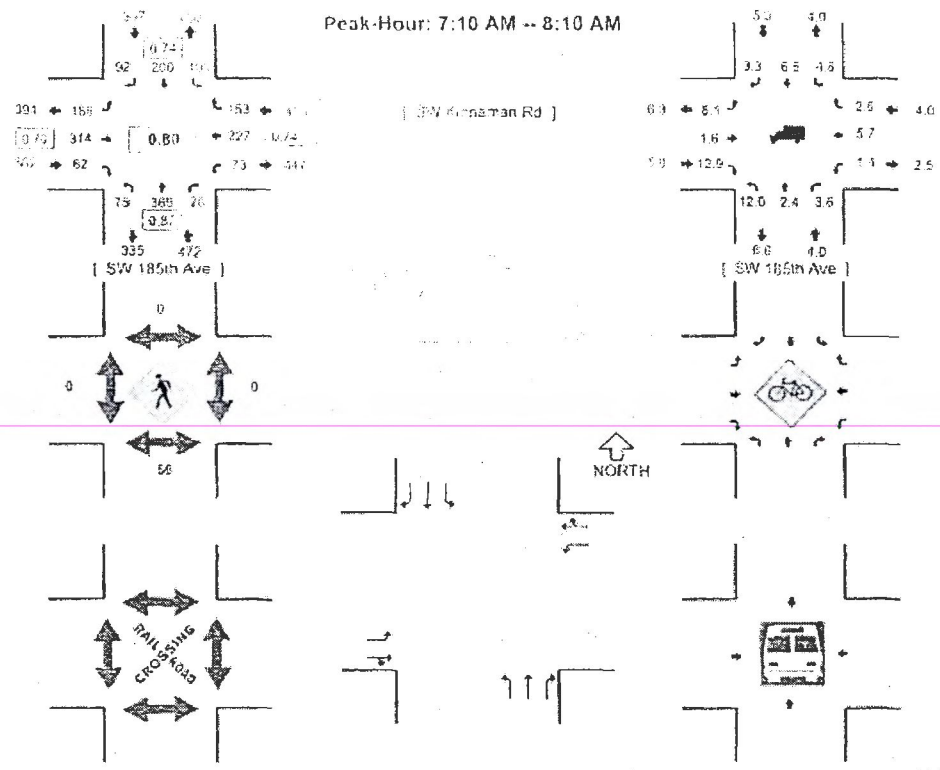
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

INTERSECTION: SW 185th Ave / SW Kinnaman Rd QC JOB #:
WEATHER: DATE:

Peak-Hour: 7:10 AM -- 8:10 AM



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Kinnaman Rd (Eastbound)				SW Kinnaman Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	33	2	0	9	15	4	0	4	9	0	0	1	15	11	0	103	
7:05 AM	2	28	0	0	7	13	2	0	14	14	1	0	6	16	16	0	112	
7:10 AM	4	34	5	0	6	14	5	0	5	14	2	0	1	20	9	0	119	
7:15 AM	5	32	1	0	9	21	6	0	19	19	4	0	4	19	14	0	153	
7:20 AM	8	35	1	0	8	10	10	0	15	25	7	0	5	28	12	0	157	
7:25 AM	3	24	2	0	5	20	13	0	22	20	11	0	13	15	13	0	161	
7:30 AM	5	37	1	0	12	27	10	0	18	31	5	0	9	23	17	0	195	
7:35 AM	4	31	2	0	6	12	11	0	18	38	4	0	18	31	13	0	188	
7:40 AM	7	30	3	0	11	25	20	0	29	45	4	0	9	26	7	0	264	
7:45 AM	10	32	7	0	14	8	5	0	21	37	7	0	4	14	17	0	176	
7:50 AM	13	32	2	0	13	17	4	0	23	37	7	0	3	14	13	0	178	
7:55 AM	4	34	2	0	9	19	2	0	11	16	3	0	0	13	12	0	125	1871
8:00 AM	7	21	4	0	6	13	3	0	6	17	3	0	3	21	16	0	118	1886
8:05 AM	5	27	1	0	9	16	3	0	8	16	5	0	3	11	10	0	110	1884
8:10 AM	4	25	0	0	12	16	1	0	4	18	1	0	0	24	11	0	116	1881
8:15 AM	5	31	4	0	9	12	6	0	6	14	1	0	2	13	17	0	120	1848
8:20 AM	11	20	4	0	12	17	3	0	5	14	1	0	0	12	12	0	114	1805
8:25 AM	5	28	2	0	8	21	2	0	12	26	5	0	1	7	4	0	121	1765
8:30 AM	2	29	4	0	2	5	2	0	7	12	3	0	2	13	10	0	91	1661
8:35 AM	3	31	2	0	5	12	2	0	7	22	4	0	1	14	7	0	110	1583
8:40 AM	4	28	7	0	12	13	3	0	4	18	3	0	5	16	18	0	131	1510
8:45 AM	0	26	6	0	12	10	3	0	2	17	3	0	8	10	22	0	113	1453
8:50 AM	3	17	5	0	9	12	5	0	5	14	1	0	2	16	16	0	125	1380
8:55 AM	1	34	2	0	13	14	2	0	8	20	2	0	5	14	10	0	125	1380

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	382	12	0	116	256	164	0	224	156	52	0	144	320	146	0	2348
Heavy Trucks	8	8	0		4	8	4		8	12	4		0	8	4		68
Pedestrians		116				0				0				0			116
Bicycles																	
Railroad Stopped Buses																	

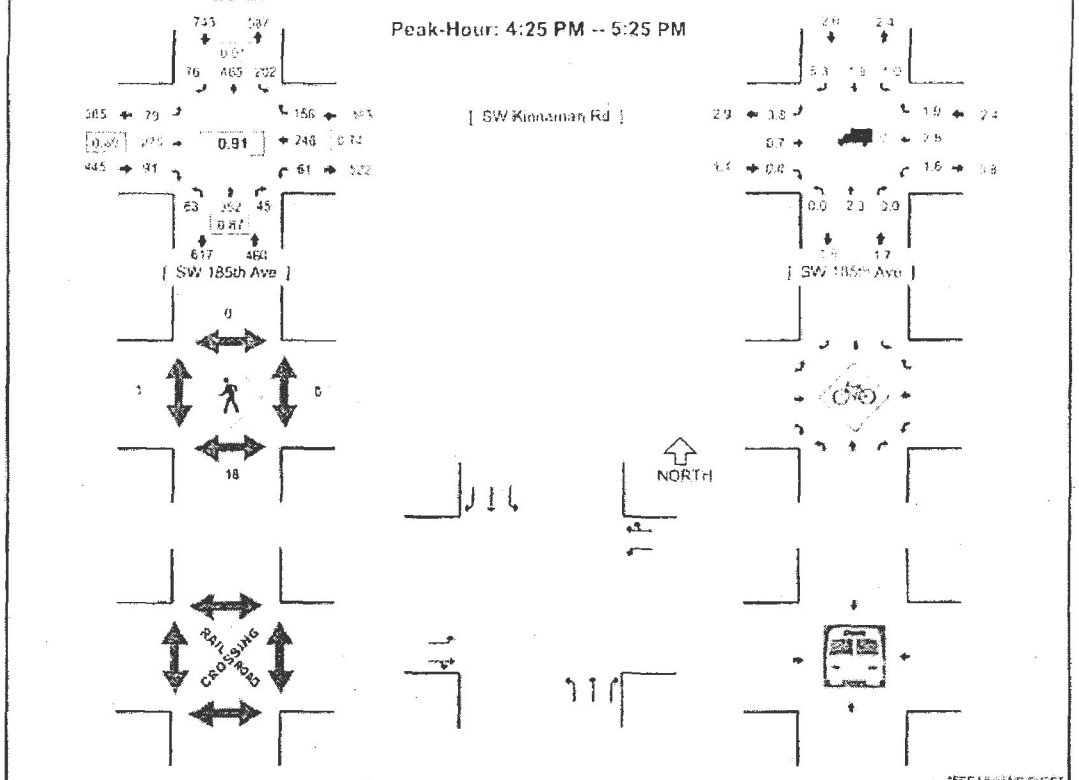
Counter Comments:

Report generated on 1/7/2009 SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of data reported: User Defined — Weather Conditions: Clear

INTERSECTION: S/W 185th Ave--SW Kinnaman Rd
WEATHER:

QC JOB #: 10310210
DATE: 12/5/2007



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Kinnaman Rd (Eastbound)				SW Kinnaman Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	23	4	0	19	32	8	0	6	22	12	0	8	17	17	0	175	
4:05 PM	6	24	2	0	19	39	4	0	13	29	6	0	1	13	13	0	171	
4:10 PM	8	20	5	0	17	40	5	0	4	16	2	0	6	22	10	0	155	
4:15 PM	2	16	4	0	16	36	4	0	7	26	7	0	5	20	14	0	157	
4:20 PM	9	21	3	0	14	41	2	0	5	15	6	0	2	23	18	0	159	
4:25 PM	3	32	4	0	12	47	11	0	5	24	4	0	2	21	9	0	172	
4:30 PM	3	32	1	0	20	49	5	0	3	21	9	0	6	22	10	0	181	
4:35 PM	4	40	3	0	14	42	4	0	8	35	8	0	3	9	10	0	180	
4:40 PM	7	32	1	0	15	33	6	0	10	21	10	0	2	18	11	0	166	
4:45 PM	4	36	5	0	22	41	6	0	7	18	5	0	7	20	17	0	188	
4:50 PM	9	27	5	0	16	31	4	0	7	32	4	0	2	22	12	0	171	
4:55 PM	7	22	2	0	18	32	11	0	3	23	9	0	5	22	7	0	162	2040
5:00 PM	8	29	5	0	20	30	7	0	5	20	10	0	8	29	17	0	184	2059
5:05 PM	3	24	3	0	21	40	4	0	9	22	9	0	11	26	19	0	191	2079
5:10 PM	7	29	10	0	15	39	7	0	9	20	10	0	4	22	20	0	192	2116
5:15 PM	3	24	3	0	17	50	4	0	4	15	9	0	4	9	11	0	153	2112
5:20 PM	5	25	3	0	14	31	7	0	5	13	4	0	4	26	13	0	150	2111
5:25 PM	7	37	5	0	20	52	5	0	13	16	9	0	2	12	9	0	187	2123
5:30 PM	8	31	3	0	19	32	4	0	6	27	5	0	6	29	15	0	185	2127
5:35 PM	5	28	1	0	22	45	5	0	1	23	7	0	3	24	5	0	169	2116
5:40 PM	2	30	2	0	8	43	3	0	13	22	7	0	2	26	7	0	165	2115
5:45 PM	9	28	6	0	22	47	1	0	8	13	6	0	2	16	7	0	165	2092
5:50 PM	2	20	12	0	15	45	3	0	7	15	2	0	3	9	12	0	146	2087
5:55 PM	5	24	7	0	23	23	2	0	4	15	5	0	3	11	6	0	125	2033

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	328	72	0	224	436	72	0	92	272	116	0	92	308	224	0	2308
Heavy Trucks	0	8	0		0	12	0		4	0	0		0	12	0		36
Pedestrians		20				0				0				0			20
Bicycles																	
Railroad Stopped Buses																	

Counter Comments:

Report generated: 12/7/10 — SOURCE: Quality Counts, LLC — www.qualitycounts.net

TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 15

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	2	6	8

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	6	3	9

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	50	50	100

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	48	48	96

Source: TRIP GENERATION, Eighth Edition

TRIP GENERATION CALCULATIONS

Land Use: Shopping Center
Land Use Code: 820
Variable: 1,000 Sq Ft Gross Leasable Area
Variable Value: 9.59

AM PEAK HOUR

Trip Equation: Ln(T)=0.59Ln(X)+2.32

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	24	15	39

PM PEAK HOUR

Trip Equation: Ln(T)=0.67Ln(X)+3.37

	Enter	Exit	Total
Directional Distribution	49%	51%	
Trip Ends	65	67	132

WEEKDAY

Trip Equation: Ln(T)=0.65Ln(X)+5.83

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	740	740	1,480

SATURDAY

Trip Equation: Ln(T)=.63Ln(X)+6.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,055	1,055	2,110

Source: TRIP GENERATION, Seventh Edition

TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 12

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	1	5	6

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	5	2	7

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	40	40	80

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	38	38	76

Source: TRIP GENERATION, Eighth Edition

TRIP GENERATION CALCULATIONS

Land Use: Day Care Center
Land Use Code: 565
Variable: Students
Variable Value: 102

AM PEAK HOUR

Trip Equation: T = 0.73(X) + 5.24

	Enter	Exit	Total
Directional Distribution	53%	47%	
Trip Ends	42	38	80

PM PEAK HOUR

Trip Equation: Ln(T)=0.87Ln(X)+0.32

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	36	41	77

WEEKDAY

Trip Equation: T = 4.55(X) - 5.64

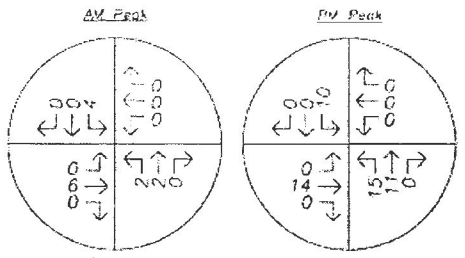
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	229	229	458

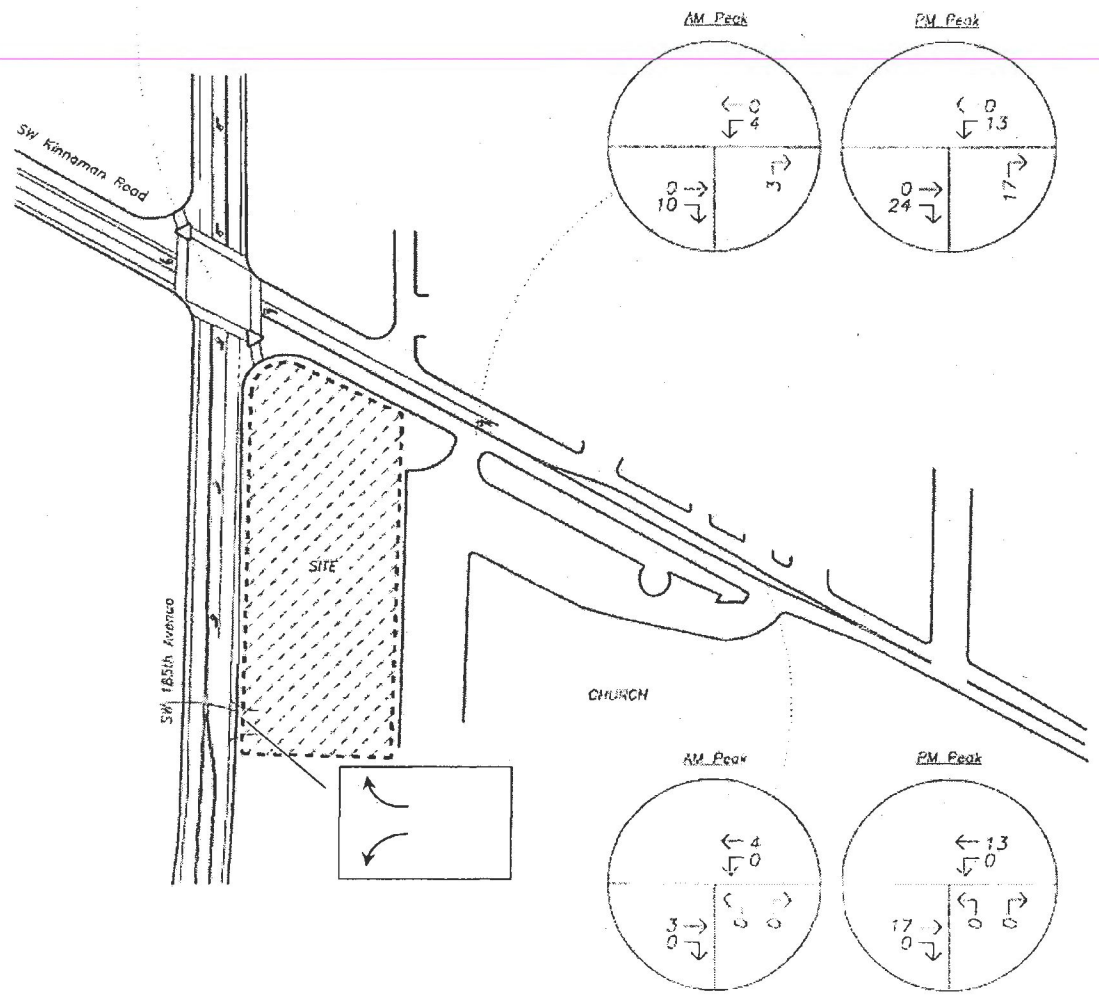
SATURDAY

Trip Rate: 0.39

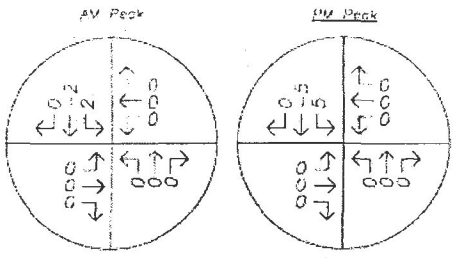
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	20	20	40

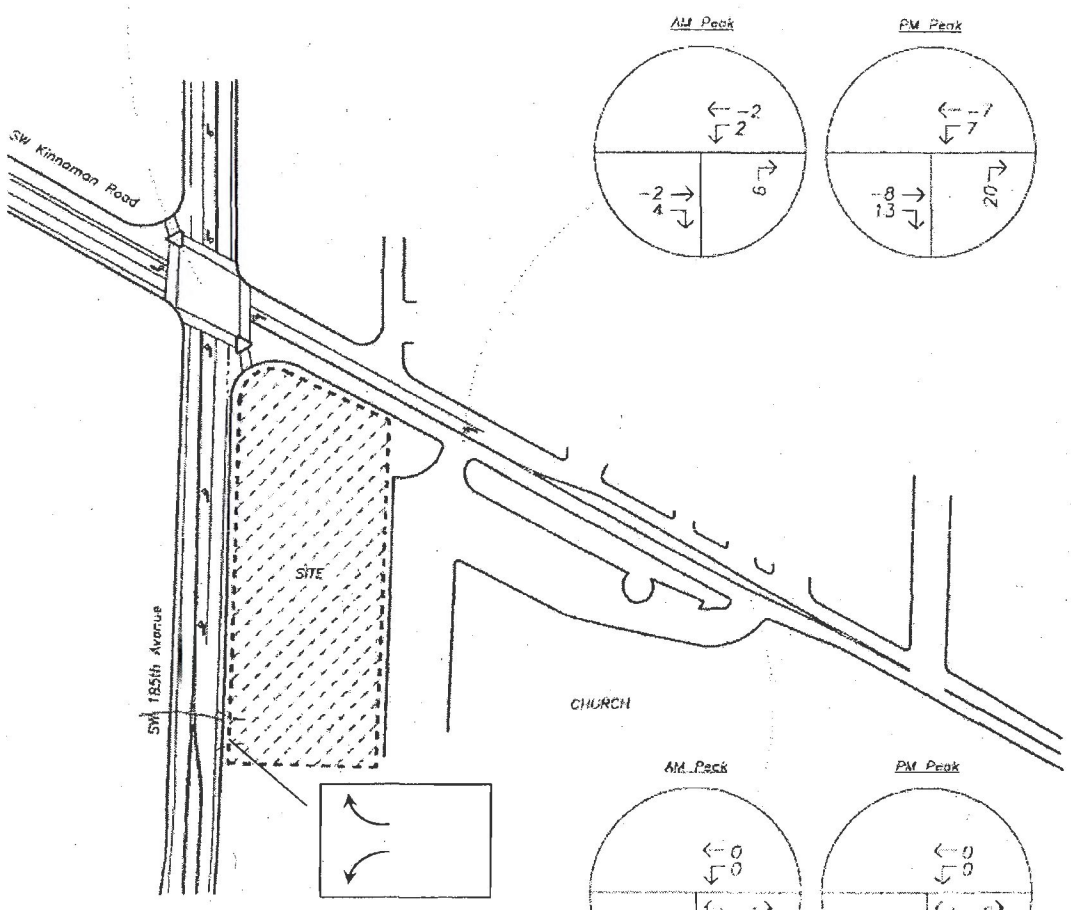
Source: TRIP GENERATION, Eighth Edition



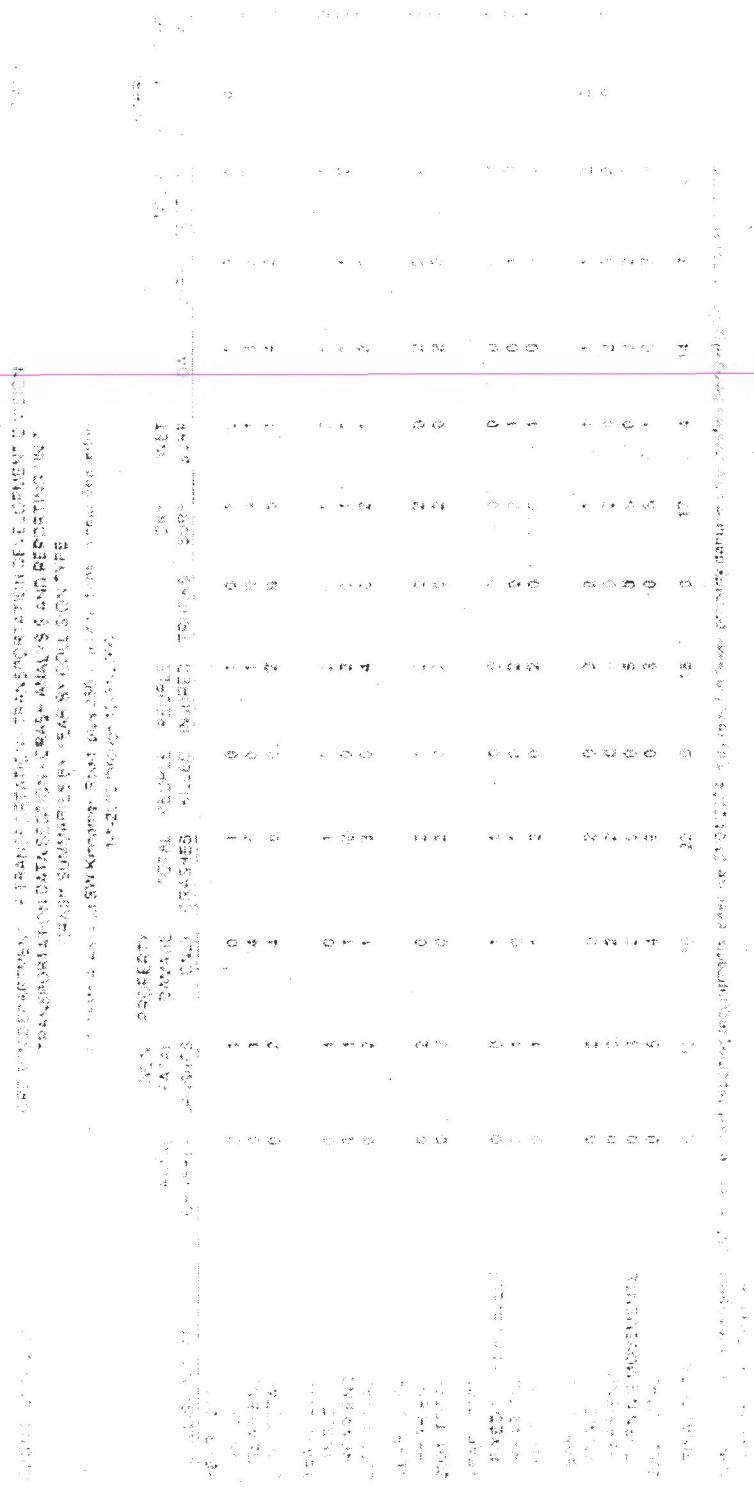


PRIMARY SITE TRIPS
Primary Site Trip Assignment
AM & PM Peak Hour

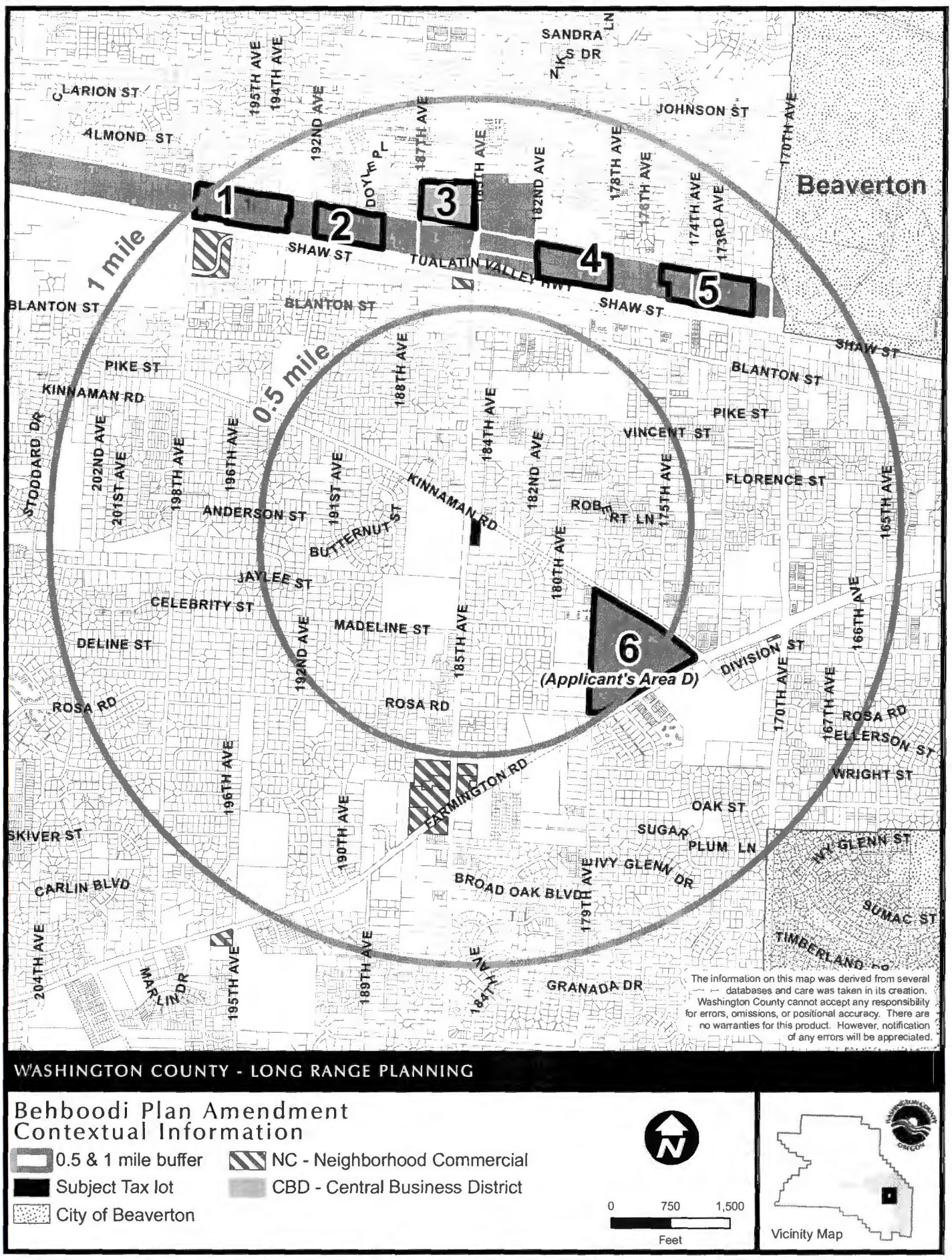




NON-PRIMARY TRIPS
Non-Primary Trip Assignment
AM & PM Peak Hour



ATTACHMENT B



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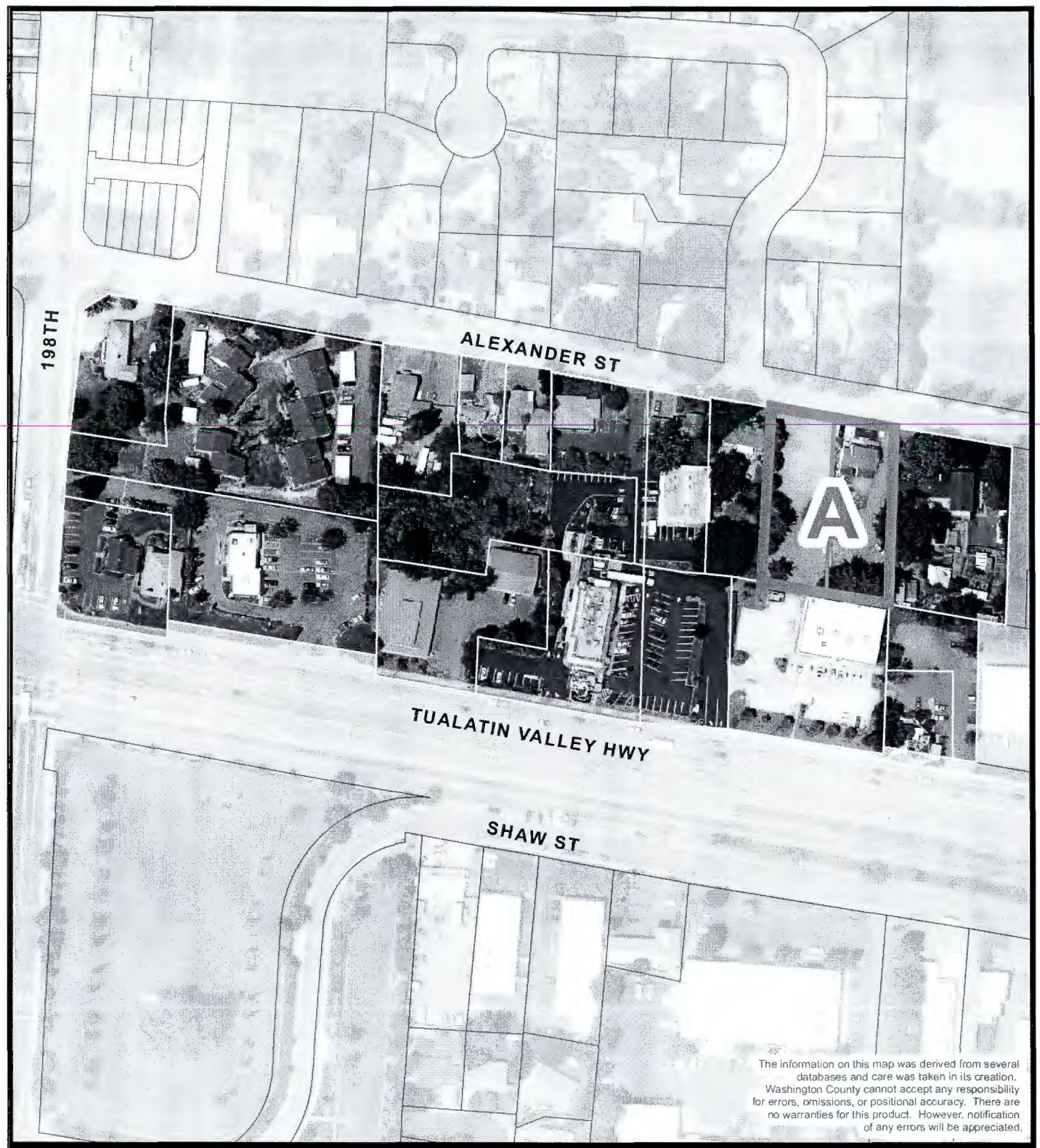
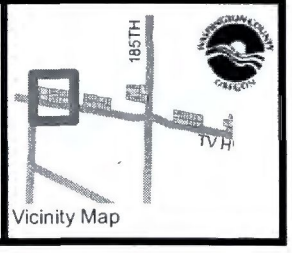


WASHINGTON COUNTY - LONG RANGE PLANNING

Behboodi Plan Amendment
Contextual Information
Area 1

0 85 170

Feet



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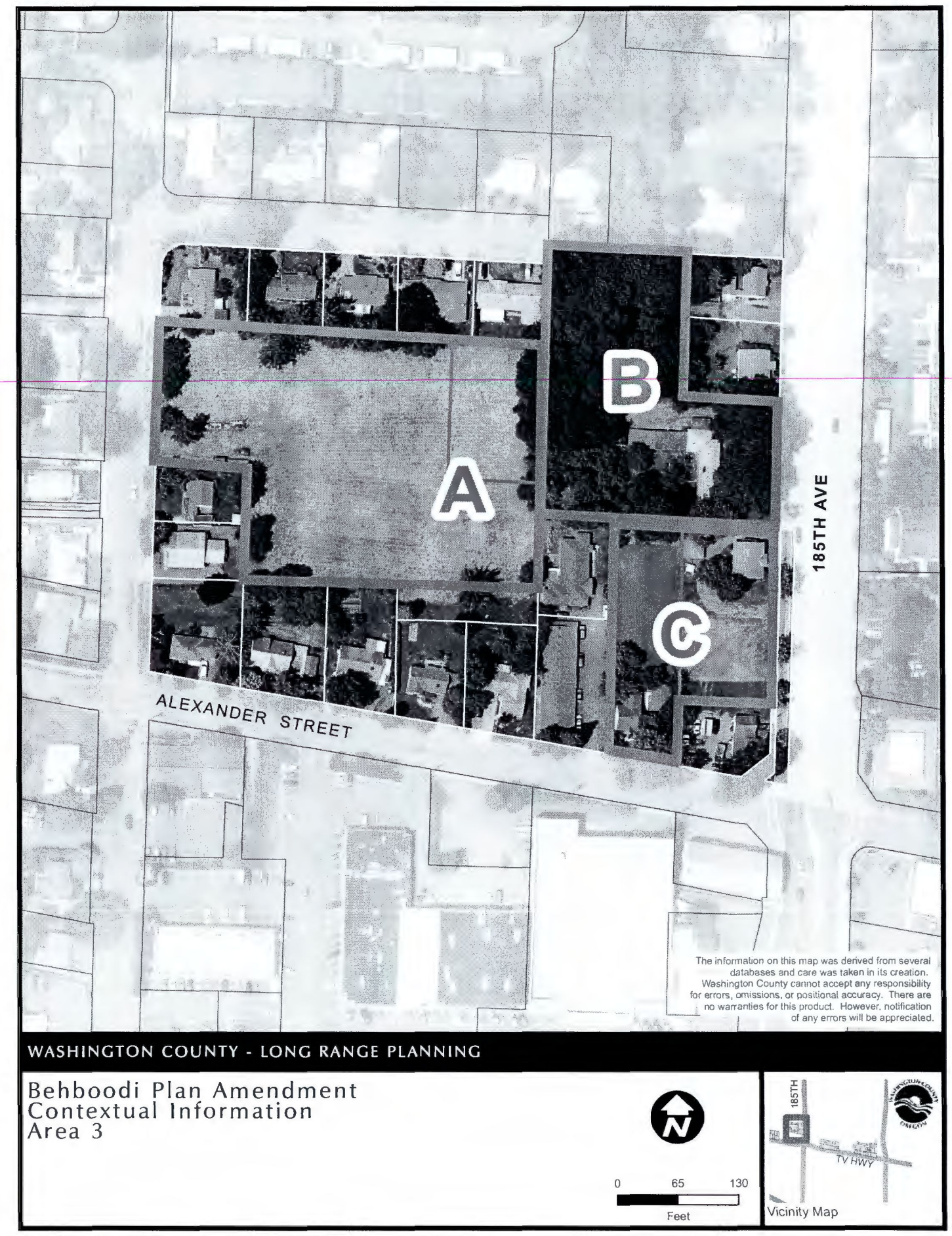

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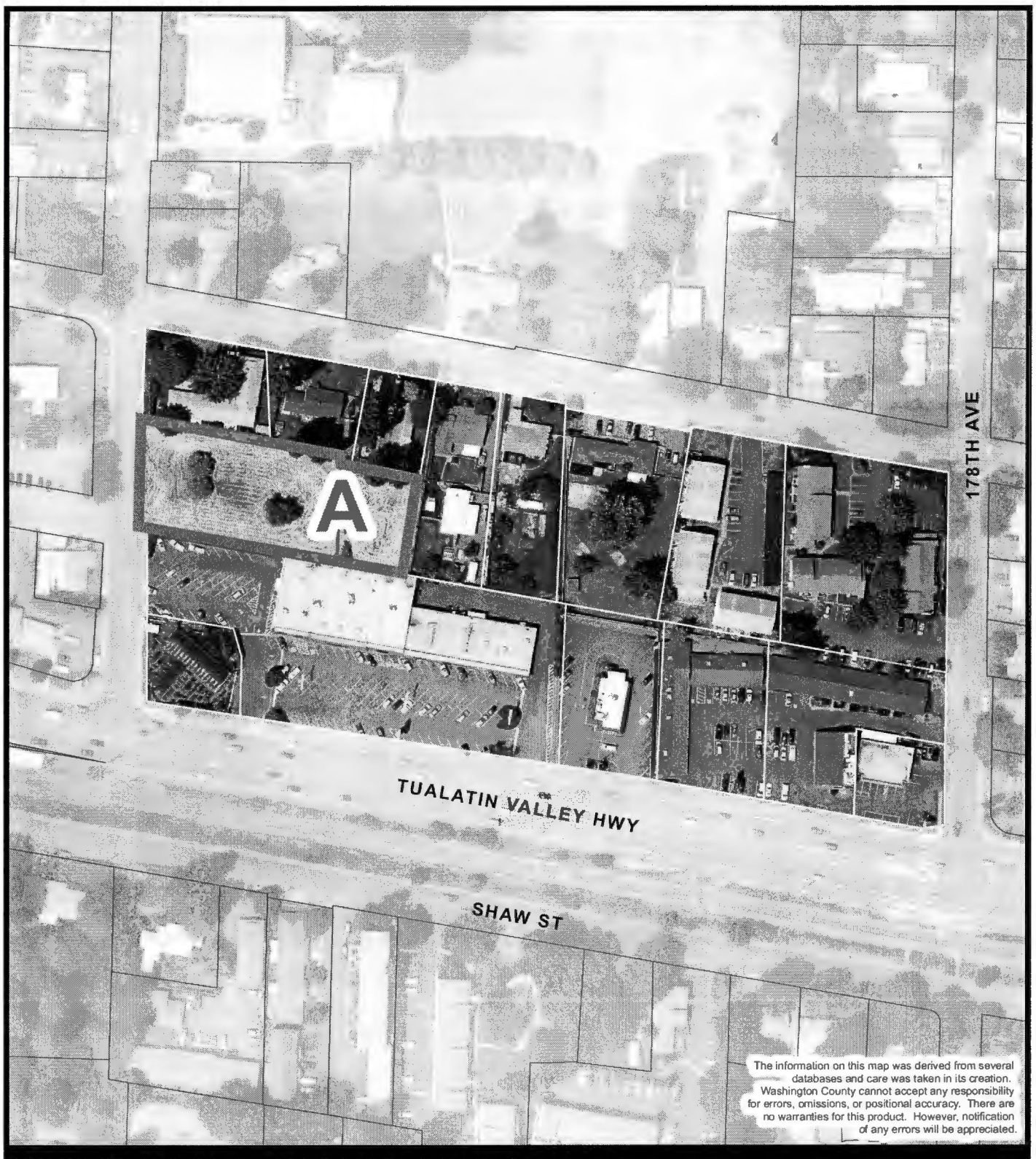

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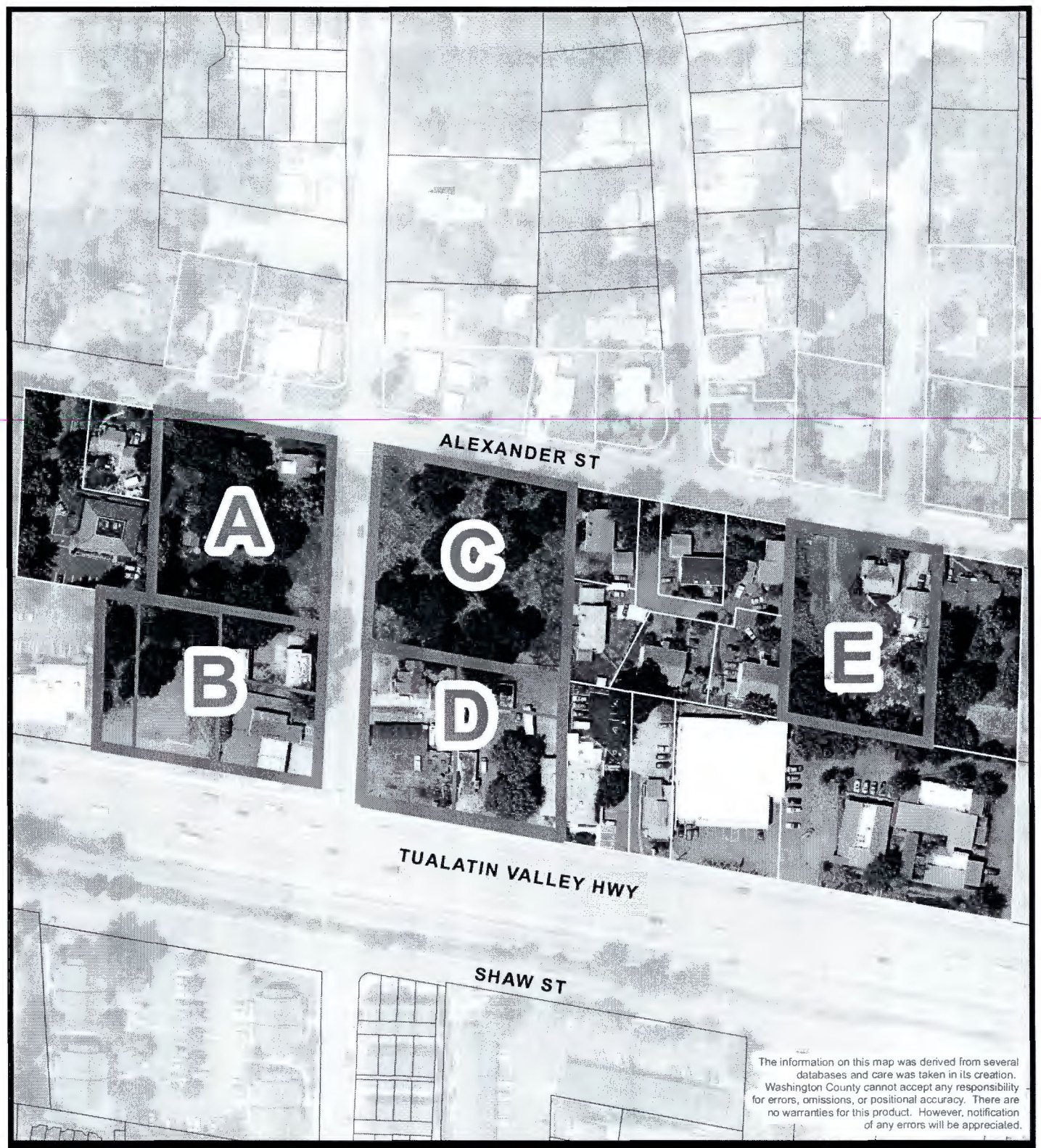

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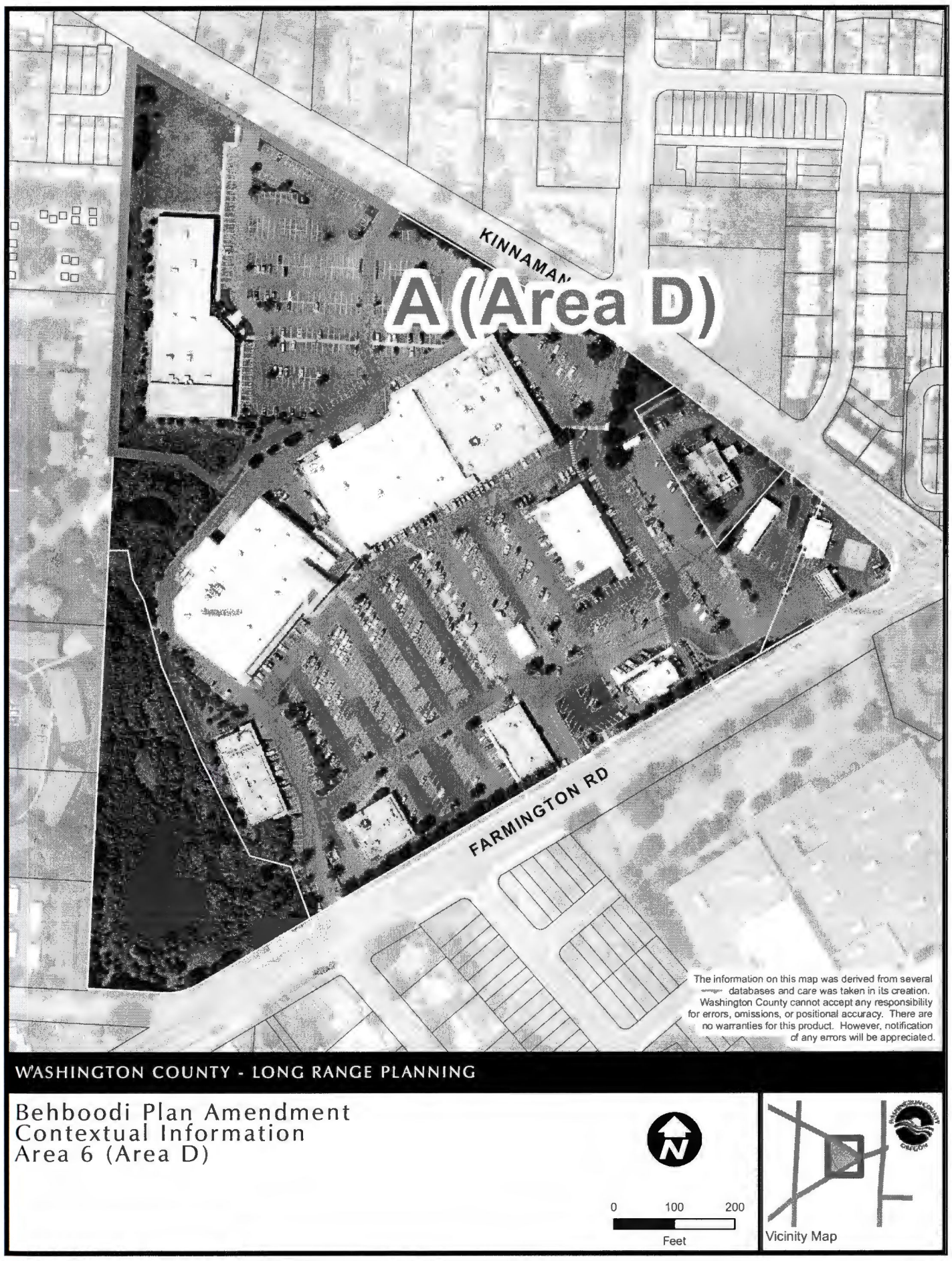

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Behboodi Plan Amendment
Contextual Information
Area 1

ATTACHMENT B

(Tier 2) Area 1 a. consists of two 0.40 acre tax lots designated CBD. One tax lot is vacant (undeveloped); the other supports an older detached single family residence.

The tax lots are located SE of the intersection of SW Alexander Street and SW Sharoaks Drive and maintains frontage along Alexander (a Collector). These lots have a current combined Market Land Value of about $586,000, but a Market Building Value of only about $29,000 (again one lot is vacant), indicating the site may be appropriate for redevelopment.

Combined, the two tax lots are comparable in size to the subject property and are located within the identified study area boundary. Area 1 a. is relatively flat and without any apparent environmental constraints.

Area 1 a. is an alternative to the subject property. The proposed mixed-use would serve as a good transition from the CBD lands (to the south) to the residential lands to the north (across Alexander).





Behboodi Plan Amendment
Contextual Information
Area 2

ATTACHMENT B

(Tier 2) Area 2 a. consists of two 0.40 acre tax lots designated CBD. Both tax lots support an oIlder detached single family residence, one of which has been used for commercial uses (and is currently unoccupied and for sale). The other residence appears to be occupied as a residence but signs indicating commercial use (contractor) were present during a recent site visit. The tax lots have a current combined Market Land Value (MLV) of about $412,000, but a combined Market Building Value (MBV) of only about $72,000.

Area 2 a. maintains frontage along Alexander (a Collector). Combined, the two tax lots are comparable in size to the subject property and located within the identified study area boundary.

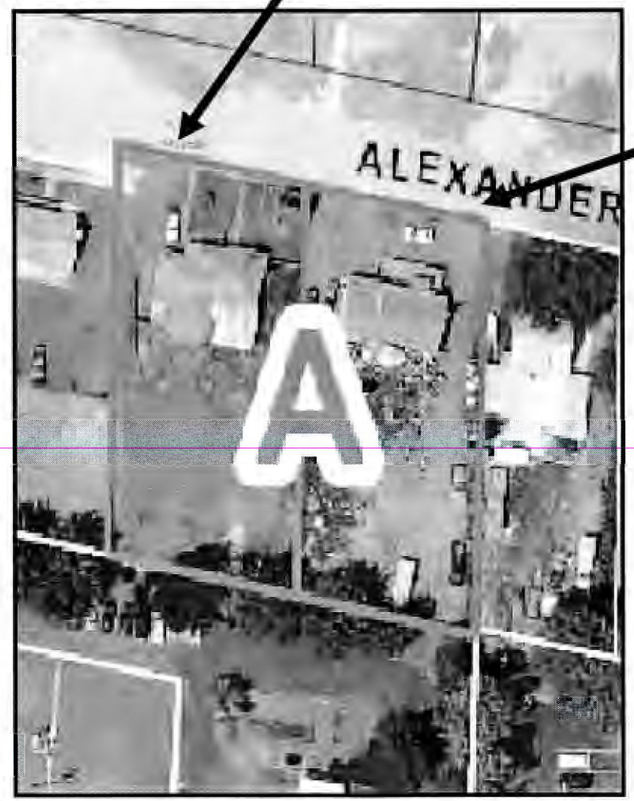
The site is substantially unimproved. The low combined MBV to MLV ratio suggests future redevelopment and thus consideration as an alternative site.

One building is currently ready for new commercial uses (tenants) or could be removed along with the other structure in order to facilitate commercial/mixed-use development of the site. Additionally, the proposed mixed-use would serve as a good transition from the CBD lands (to the south) to the residential lands to the north (across Alexander).

Area 2 a. is an alternative to the subject property. The proposed mixed-use would serve as a good transition from the CBD lands (to the south) to the residential lands to the north (across Alexander).







Behboodi Plan Amendment
Contextual Information
Area 3

ATTACHMENT B

(Tier 2) Area 3 a. consists of two tax lots designated CBD: one tax lot is 1.91 acres; and one tax lot is 0.34 acres. Both tax lots are currently vacant (undeveloped). The current combined Market Land Value is about $521,000. A property line adjustment or land division could be utilized to provide a vacant tax lot more closely matching the subject property or both tax lots could be developed if a larger commercial site was needed.

The larger tax lot maintains adequate street frontage along 187th Avenue (a Local street); thus is not subject to access limitations as is the subject property. Both properties are relatively flat and predominantly void of any significant vegetation. Additionally, there are no apparent indications of environmental constraints present in Area 3 a., which is located within the identified study area and located within close proximity to a strong customer base (high density multi-family housing) and close to transit (TriMet's bus route #57, which provides frequent bus service along the TV Highway corridor, is about a block south of the site.

Area 3 a. is an alternative to the subject property. However, reconfiguring of the site may be needed to more adequately support commercial uses.





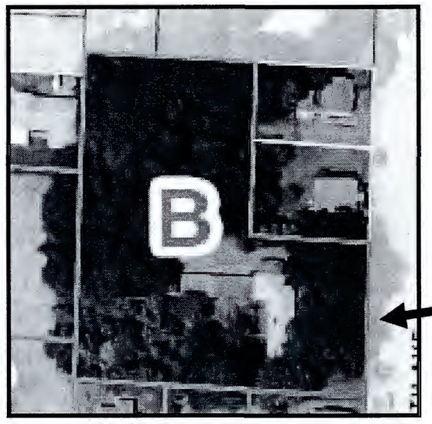
Behboodi Plan Amendment
Contextual Information
Area 3

ATTACHMENT B

(Tier 1) Area 3 b. consists of a single 1.33 acre tax lot designated CBD. The tax lot supports a detached single family dwelling. The site maintains frontage along 185th Avenue (an Arterial) and a narrow frontage along Aloha Court (a Local street). The site could be developed on its own or in combination with Area 5 c. if a larger commercial site was needed.

The tax lot has a current Market Land Value of about $216,000, but a Market Building Value of about $60,000. The low MBV to MLV ratio suggests future redevelopment may be reasonable and therefore supports consideration as an alternative site. Additionally, the proposed mixed-use would serve as a good transition from the CBD lands (to the south) to the adjacent residential lands to the north.

Area 3 b. is served by transit (TriMet's bus route #52, provides standard bus service on 185th Avenue) and is within walking distance of #57 line that serves TV Highway. Area 3 b. is an alternative to the subject property.





(Tier 1) Area 3 c. consists of two tax lots, totaling 0.90 acres designated CBD. Each tax lot supports a detached single family residence.

The residences are currently occupied. There are no indications of commercial activities. There are also no apparent environmental constraints on the flat site.

The tax lots have a current combined Market Land Value of about $587,000, but a Market Building Value (both structures combined) of about $60,000. This suggests potential for redevelopment.

The properties maintain frontage along 185th Avenue (an Arterial) and Alexander (a Collector) within the identified market study area boundary.

Like Area 3 b., Area 3 c. is also served by bus #52 and is within walking distance of bus #57. Area 3 c. is an alternative to the subject property.





Behboodi Plan Amendment
Contextual Information
Area 4

ATTACHMENT B

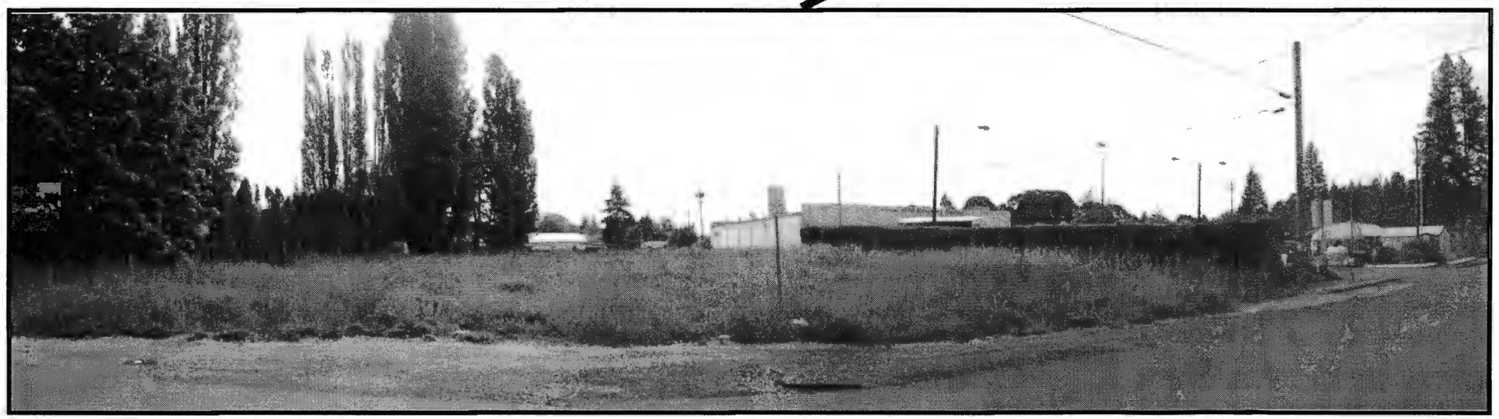
(Tier 1) Area 4 a. consists of two tax lots under same ownership: one tax lot is 0.63 acres; and one is 0.22 acres – both designated CBD. Both tax lots are currently vacant and maintain street frontage along 182nd Avenue, just north of TV Hwy. The tax lots have a combined current Market Land Value of about $393,000.

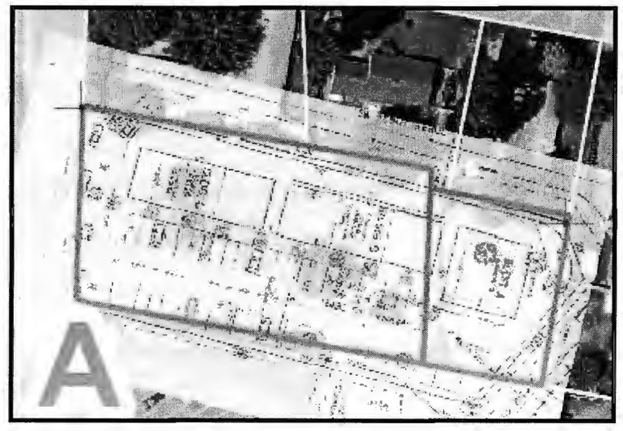
Combined, the two vacant tax lots are comparable in size (0.85 acre) to the subject property and are located within the identified study area boundary. Of all the appropriately designated suitable alternative sites, Area 4 a. is perhaps the closest in shape and size to the subject property. There are no apparent environmental constraints present on the site.

To this end, the proposed site plan can easily be accommodated in Area 4 a. with few "adjustments" (see illustrative site plan to the right).

Area 4 a. is flat and maintains good street frontage on a 182nd Avenue (a Local street) in close proximity to TV Hwy and frequent transit service (bus route #57). Area 4 a. is a very viable alternative to the subject property.







Area 4 a. overlaid with applicant's site plan demonstrating its viability as a suitable alternative site

Behboodi Plan Amendment
Contextual Information
Area 5

ATTACHMENT B

(Tier 2) Area 5 a. consists of a single 1.27 acre (corner) tax lot designated CBD. The tax lot supports a detached single family dwelling and associated outbuildings.

The site could be developed on its own or in combination with Area 5 b. if a larger commercial site was needed. The site maintains frontage on 174th Avenue (a Local street) and Alexander (a Collector), just north of TV Hwy. The site is served by frequent transit (TriMet bus route #57), with a bus stop located southeast of the site at the corner of 174th and TV Hwy.

Combined, the two tax lots are comparable in size to the subject property and is located within the identified study area boundary. Area 1 a. is relatively flat and without any apparent environmental constraints. The site is, outside of the residential structure, substantially vacant.

The tax lot has a current Market Land Value of about $216,000, but a Market Building Value of about $74,000. The low market value of the residential structure supports viable economic redevelopment of the alternative site.

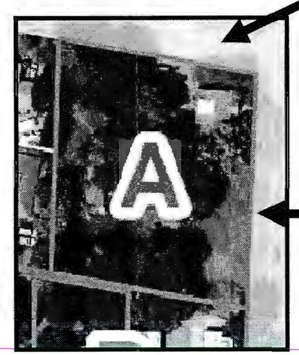
As noted previously Area 5 a. could be redeveloped on its own or in conjunction with all or a part of Area 5 b. (Area 5 b. consists of four properties). Area 5 a. is an alternative to the subject property.

(Tier 1) Area 5 b. consists of 4 tax lots, totaling 1.14 acres designated CBD. Two tax lots are vacant (undeveloped); yet all four combined have a very low Market Building Value. One parcel supports an abandoned gas station; and the remaining parcel, an abandoned older detached single family residence and outbuildings.

The site maintains frontage on TV Hwy. (an Arterial) and 174th Avenue (a Local street). The site is served by frequent transit (TriMet bus route #57), with a bus stop located at the corner of 174th and TV Hwy. (east side of 174th). The tax lots have a combined current Market Land Value of about $879,000, but only a combined Market Building Value of about $74,000. Combined, the tax lots are comparable in size to the subject property and are located within the identified study area boundary.

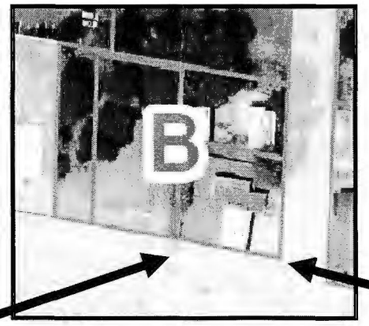
The abandoned gas station site is actively listed for sale. Area 5 b. is an alternative to the subject property.

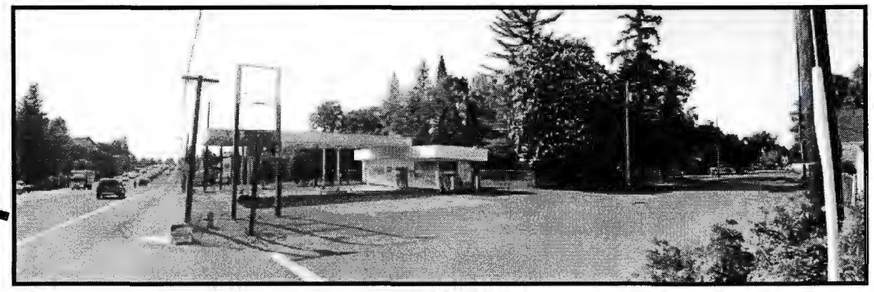












Behboodi Plan Amendment
Contextual Information
Area 5

ATTACHMENT B

(Tier 2) Area 5 c. consists of a single 1.25 acre vacant (corner) tax lot designated CBD. The site could be developed on its own or in combination with Area 5 d. if a larger commercial site was needed.

The site maintains frontage on 174th Avenue (a Local street) and Alexander (a Collector), just north of TV Hwy. The site is flat with no apparent environmental constraints. There are some large trees on the currently-fenced property. The site is served by frequent transit (TriMet bus route #57), with a bus stop located to the south at the corner of 174th and TV Hwy.

The tax lot has a current Market Land Value of about $735,000 and is void of any structure. Services are readily available to the site.

Area 5 c. constitutes an alternative site.





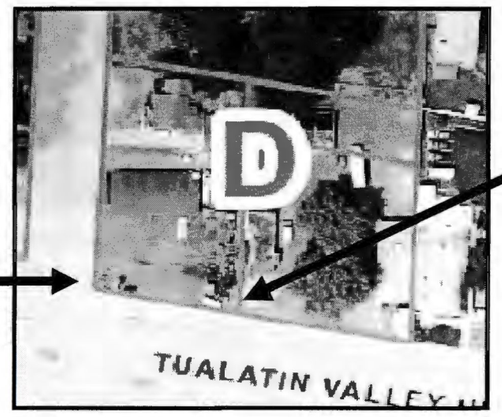


(Tier 1) Area 5 d. consists of three tax lots, totaling 1 acre, designated CBD. Each lot supports abandoned & boarded-up structures; including former Reo's Ribs eatery and an abandoned older single family detached dwelling unit. The site is generally flat. There are no apparent environmental constraints present on the property.

The site maintains frontage on TV Hwy. (an Arterial) and 174th Avenue (a Local street). The site is served by frequent transit (TriMet bus route #57), with a bus stop located at the corner of 174th and TV Hwy. The tax lots have a current combined Market Land Value of about $763,000, but a combined Market Building Value of only about $174,000, suggesting this site is ready for development.

Area 5 d. is comparable in size to the subject property and located within the identified market study area boundary. Area 5 d. is an alternative to the subject property.







Behboodi Plan Amendment
Contextual Information
Area 5

ATTACHMENT B

(Tier 2) Area 5 e. consists of a single 0.87 acre tax lot designated CBD. The tax lot supports a detached single family dwelling and a detached garage.

The site is relatively flat with frontage along Alexander (a Collector). Area 5 e., as are all alternative sites identified by staff, is conveniently located near transit (TriMet's bus route #57), which provides frequent bus service in the TV Highway corridor.

There are no apparent environmental constraints that would limit development of the property. The residential structure appears to be located (near one corner of the site) such that it could be easily retained and converted to an office use as part of future redevelopment of the site.

The potential also exists for commercial development on this site to coordinate shared parking with the adjoining retail to the south, which would allow opportunities for less impervious surface area.

The tax lot has a current Market Land Value of about $487,000, but a Market Building Value of about $23,000. The low market value of the structure would facilitate its removal as part of a future commercial development or mixed-use development similar to that proposed by the applicant.

Area 5 e. is an alternative to the subject property. The proposed mixed-use would serve as a good transition from the CBD lands (to the south) to the residential lands to the north (across Alexander).

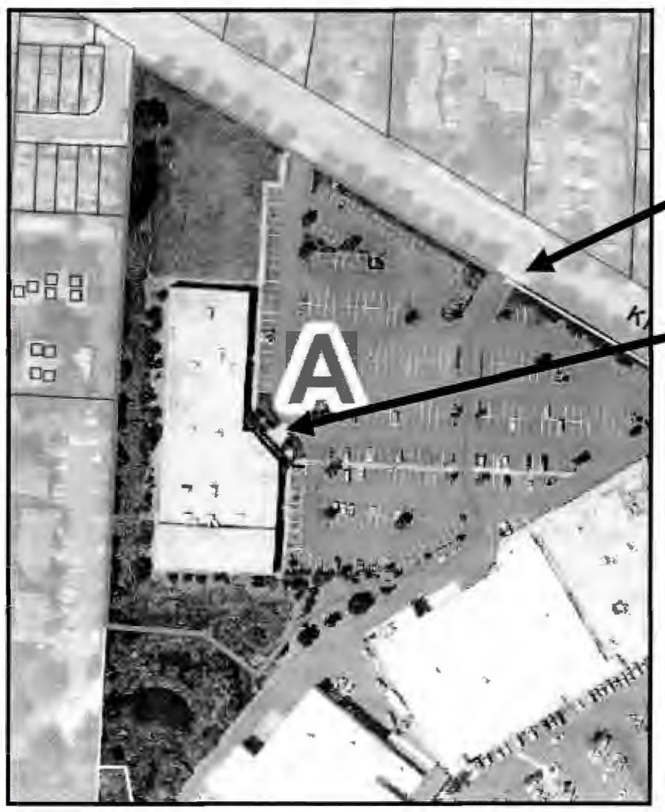




Behboodi Plan Amendment
Contextual Information
Area 6 (a.k.a. applicant's Area D)

ATTACHMENT B







Area 6 a. consists of a 5 acre tax lot designated CBD; independent of Farmington Center. The site maintains direct access to Kinnaman Road (two full accesses). The site supports an almost 37,000 sq. ft. commercial building and associated off-street parking and landscaping, and approximately 3/4 acres of developable land north of the building that could accommodate mixed-use development comparable to that proposed by the applicant. Alternatively, this vacant area could support the proposed residential component while the adjoining vacant building could support the proposed retail use.

The building is currently for lease and is located within the identified study area boundary (noting that it is located approximately 1,700 feet southeast of the subject property. The building could be divided into smaller lease spaces to accommodate multiple tenants not needing the entire 37,000 square feet of commercial floor area.

Area 6 a. is essentially "turn-key" ready for utilization of commercial retail and office space. Area 6 a. possesses significant commercial retail capacity (i.e., leasable commercial retail space) to serve the applicant's identified study area; and therefore the leasable commercial retail space qualifies as an appropriate suitable alternative site to the subject property.

Behboodi Plan Amendment

ATTACHMENT B

Contextual Information – Market Building and Land Value Comparisons

In Section 6 of the application narrative, the applicant provided a comparison of market building and land values of alternative sites designated CBD (along the TV Highway corridor). The values contained herein are for the alternative sites identified by staff in the preceding pages. In addition, the table below contains more up to date values (from the Dept. of Assessment and Taxation).

	Subject Property	Acres	Market Land Value (MLV)	Market Building Value (MBV)
	1S10118BC003900	0.93	$154,150.00	$0.00

Location	Suitable Alternative Site Examples	Acres	Market Land Value	Market Building Value
Area 1				
a.	1S212DB03700	0.4	$308,000.00	$0.00
a.	1S212DB03800	0.4	$278,000.00	$29,000.00
Area 2				
a.	1S212DB02300	0.4	$294,000.00	$25,000.00
a.	1S212DB02200	0.4	$118,000.00	$47,000.00
Area 3				
a.	1S212DA01600	1.91	$439,000.00	$0.00
a.	1S212DA01700	0.34	$82,000.00	$0.00
b.	1S212DA00400	1.33	$216,000.00	$60,000.00
c.	1S212DA00700	0.45	$311,000.00	$12,000.00
c.	1S212DA00500	0.45	$276,000.00	$48,000.00
Area 4				
a.	1S107CB04600	0.63	$381,000.00	$0.00
a.	1S107CB04801	0.22	$12,000.00	$0.00
Area 5				
a.	1S107CA00700	1.27	$216,000.00	$74,000.00
b.	1S107CD00400	0.18	$133,000.00	$0.00
b.	1S107CD00490	0.38	$294,000.00	$0.00
b.	1S107CD00100	0.24	$189,000.00	$0.00
b.	1S107CD00201	0.34	$264,000.00	$1,070.00
c.	1S107DC00600	1.25	$735,000.00	$0.00
d.	1S107DC00700	0.46	$352,000.00	$54,000.00
d.	1S107DC00800	0.13	$99,000.00	$30,000.00
d.	1S107DC00801	0.41	$312,000.00	$120,000.00
e.	1S107DC00500	0.87	$487,000.00	$23,000.00
Area 6				
a.	1S118CA00101	5	$3,087,000.00	$551,000.00

Area 1 a. TOTAL MBV: $29,000.00
Area 1 a. TOTAL MLV: $586,000.00

Area 2 a. TOTAL MBV: $72,000.00
Area 2 a. TOTAL MLV: $412,000.00

Area 3 a. TOTAL MBV: $0.00
Area 3 a. TOTAL MLV: $521,000.00

Area 3 c. TOTAL MBV: $60,000.00
Area 3 c. TOTAL MLV: $587,000.00

Area 4 a. TOTAL MBV: $0.00
Area 4 a. TOTAL MLV: $393,000.00

Area 5 b. TOTAL MBV: $75,000.00
Area 5 b. TOTAL MLV: $880,000.00

Area 5 d. TOTAL MBV: $174,000.00
Area 5 d. TOTAL MLV: $763,000.00

Area 5 e. MBV: $23,000.00
Area 5 e. MLV: $487,000.00

18430 SW Kinnaman Road



PLAN AMENDMENT APPLICATION

COMPREHENSIVE PLAN AMENDMENT

LOCATION: 18430 SW KINNAMAN ROAD
TAX MAP: 1S-1-18 BC TAX LOT: 3900
APPLICANT: SAIID BEHBOODI

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

PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mtn.

EXISTING LAND USE DISTRICT(S): R-15

PROPERTY DESCRIPTION
ASSESSOR MAP NO(S): 1S-1-18-BC
TAX LOT NO(S): 3900
SITE SIZE: 0.97 ACRES
ADDRESS: 18430 SW Kinnaman Rd
LOCATION:
Southeast corner of intersection at
185th Ave and Kinnaman Rd

CASEFILE NO.

APPLICANT NAME AND ADDRESS:
Saiid Behboodi
13777 Melrose Place
Lake Oswego, OR 97035

APPLICANT'S REPRESENTATIVE AND ADDRESS:
Harris McMonagle Associates, Inc
Contact: Steve Bloomquist 503-639-3453 (ext 19)
8740 SW Scoffins Street, Tigard OR

OWNER'S NAME AND ADDRESS:
Same as Applicant

APPLICANT PHONE: 503-880-7409

OWNER PHONE: 503-880-7409

ALSO NOTIFY: Applicant's Representative

PROPOSED PLAN AMENDMENT: From R-15 to : Neighborhood Commercial (NC)

DATE OF PRE-APPLICATION CONFERENCE:
(Attach copy of summary) To be scheduled

STAFF MEMBER:

EXISTING USE OF THE SITE: Currently Vacant Land.

LIST ASSESSOR MAP AND TAX LOT NUMBERS OF ALL CONTIGUOUS LOTS OR PARCELS UNDER IDENTICAL OWNERSHIP:
No other adjacent parcels under contiguous Ownership

LIST ALL PREVIOUS DEVELOPMENT REQUESTS, LAND USE ACTIONS AND DATES OR PREVIOUS ACTIONS RELATING TO THE SUBJECT PROPERTY: Site has preliminary approval for the development of 12 attached units per casefile 07-200-S/D(R). Preliminary approval to expire 10-2-09.

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 OUT KNOWLEDGE.

☑ OWNER ☐ CONTRACT PURCHASER DATE Feb 13, 09

☐ OWNER ☐ CONTRACT PURCHASER DATE

☐ OWNER ☐ CONTRACT PURCHASER DATE

NOTES:

- THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 106-149.
- IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.
- THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.
- NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.
- AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.

SW 1/4 NW 1/4 SECTION 18 T1S R1W W.M.

WASHINGTON COUNTY OREGON

SCALE 1" = 100'

1S 1 18BC

SEE MAP IS 1 1888

SEE MAP IS 1 188A

SEE MAP IS 1 188D

SEE MAP IS 2 13AD

SEE MAP IS 1 18CB

51-50

CANCELLED TAX LOTS 3100, 3500, 3501, 500, 4100, 3201, 3404, 3407, 3214, 3208, 3405, 3216, 3217, 200, 100, 101, 102, 201, 2800, 2801, 2900, 3129, 3000, 700, 2600, 300, 1600, 7800, 400, 1900, 3402,

TERRYANNE

PARK NO 2

PARK NO 3

PLACENTIA

ISABEAU ESTATES

MAROON BELL

GARDEN VILLAGE

GEORGE PARK

HARRIS

ELYNNEWOOD

S.W. FLORENCE STREET

S.W. BUTTERNUT STREET

S.W. KINNAMAN ROAD

S.W. MEADOWBROOK WAY

S.W. ROBERT LN. (C.R.2957)

S.W. 179th AVE. (C.R. 3101)

S.W. 180th AVENUE (C.R.2824)

S.W. 182nd AVENUE

S.W. 183rd COURT (C.R. 2383)

S.W. 184th AVENUE

S.W. 185th AVENUE

JAMES R. MC MILLEN D.L.C. 38

JAMES R. REED D.L.C. 40

SECTION 13 T 1 S
SECTION 18 T 1 S

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

SAIID BEHBOODI
13777 MELROSE PL.
LAKE OSWEGO OR 97035-2348

3351
24-7588/3230

Feb. 13, 09
Date

Pay to the Order of WASHINGTON County $ 3,500.00

Three Thousand five Hundred Dollars

Security Features Details on Back.

OnPoint COMMUNITY CREDIT UNION
OnPoint Community Credit Union
PO Box 3750
Portland, OR 97208-3750
www.onpointcu.com

For OC/NC. zone/plan changes

MP

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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

PRE-APPLICANT & OWNER:
Saiid Behboodi

13777 Melrose Place
Lake Oswego, OR 97035

PRE-APPLICANT'S REPRESENTATIVE:
Steve Bloomquist, Harris McMonagle and Assoc., Inc.
8740 SW Scoffins Street
Tigard, OR 97224

PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mountain

EXISTING LAND USE DISTRICT(S): Residential 15 Units per Acre (R-15)

PROPERTY DESCRIPTION:
ASSESSOR MAP NO(S): 1S1 18BC
TAX LOT NO(S): 3900
SITE SIZE: 0.97 acres
ADDRESS: 18430 SW Kinnaman Road
LOCATION: At the southeast corner of the SW Kinnaman Road and SW 185th Ave intersection

PROPOSED PLAN AMENDMENT:
Change Designation from R-15 to Neighborhood Commercial (NC)

DATE OF PRE-APPLICATION CONFERENCE: 03/06/2009

PRE-APPLICANT PHONE:503-880-7409

STAFF MEMBER: Anne Elvers, Associate Planner & Aisha Willits, Senior Planner

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 CONSIDERATIONS:
DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES UNDER THESE POLICIES: 1,f,2, 2, 14, 18, 19, 20, 30, 31, 32, 33, 36, 39, 40

TRANSPORTATION PLAN CONSIDERATIONS:
DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES UNDER THESE POLICIES: 1, 2, 4, 5, 6, 10, 12, 14, 15, 19

DEMONSTRATE CONFORMANCE WITH THE **ALOHA-REEDVILLE-COOPER MOUNTAIN COMMUNITY PLAN** OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) **7,9, 10, 11, 12, 13, 15, 16, 17 & 21**, THE DESCRIPTION OF THE **CENTRAL RESIDENTIAL** SUBAREA, SUBAREA DESIGN ELEMENT NUMBER(S) **N/A**, PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN **N/A** , AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF **N/A** ON THE PROPERTY.

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:
APPLICABLE LAND USE DISTRICT SECTIONS (PURPOSE AND PERMITTED USES): **305 (R-15) & 311 (NC)**

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 1, 2, 4, 6, 8 and Oregon Administrative Rule 660-012-0060, the State Transportation Planning Rule

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: 07-200-S/D(R) (land use decision expires 10/3/2009)

OUTSTANDING CONDITIONS AND VIOLATIONS: None

OTHER INTERESTED AGENCIES AND ORGANIZATIONS:Not applicable

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) 1S1 18BC

n/a WELL REPORTS (LOGS) FOR ALL SECTIONS WITHIN ONE HALF-MILE OF THE SUBJECT PROPERTY

SERVICE PROVIDER LETTERS

18 SHERIFF

18 FIRE

18 SCHOOL

18 SEWER

18 PUBLIC WATER

18 SURFACE WATER

18 PARK

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)*

18 TRI-MET

N/A ODOT - CONTACT _____

N/A CITY OF_____

N/A OTHER_____

☒ 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.

WASHINGTON COUNTY
OREGON

Agreement for the Payment of Fees

Quasi-Judicial Plan Amendment Application

The parties to this Agreement are __Saiid Behboodi_____ (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) _1S-1-18BC TAX LOT 3900_ (Property) to change the Property's Comprehensive Plan designation from ___R-15_____ to __Office Commercial - OC_OR NC.

2. The Applicant certifies that if the Applicant is a corporation, the corporation is duly authorized to do business in Oregon and the Applicant's representative is duly authorized by the corporation to sign this Agreement.

3. The Applicant ☐ has or ☑ has not met with county staff for a pre-application conference.

   Note-The applicant has filed for a preapplication conference. The date has not yet been scheduled.

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.

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:	Saiid Behboodi	Applicant Name:	
Title:	Land Owner & Applicant	Title:	
Company:	NA	Company:	
Address:	13777 Melrose Place	Address:	
Signature:	Saiid Behboodi	Signature:	
Date:	Feb. 13, 2009	Date:	

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

Washington County
Department of Land Use &Transportation
Development Services Division
Current Planning Section
155 N First Ave, Suite 350-13
Hillsboro, OR 97124
503-846-8761 fax 503-846-2908
www.co.washington.or.us/lut

NOTICE OF DECISION & STAFF REPORT

CASEFILE: 10-320-AMP

APPLICANT:
Saiid Behboodi
13777 Melrose Pl
Lake Oswego, OR 97035

APPLICANT'S REPRESENTATIVE:
Harris McMonagle Associates Inc.
Jay Harris
8740 SW Scoffins Street
Tigard, OR 97223

PROCEDURE TYPE II

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mountain

LAND USE DISTRICT:
R-15 (Residential 15 units/acre)

PROPERTY DESCRIPTION:
ASSESSOR MAP: 1S1 18BC **TAX LOT NUMBER(S):** 3900

PROJECT LOCATION: At the southeast corner of the intersection of SW 185th Avenue and SW Kinnaman Road. NOTE: The access to SW Kinnaman Road will actually be located on Taxlot 1S1 18BC 4001, owned by Aloha Church of God.

PROPOSED DEVELOPMENT ACTION: Access Management Plan for Access to SW 185th Avenue and SW Kinnaman Road.

DECISION:

Preliminary Review Approval for an Access Management Plan for Access to SW 185th Avenue and SW Kinnaman Road:

Approval ☐ **Approval with Conditions** ☑ **Denial** ☐

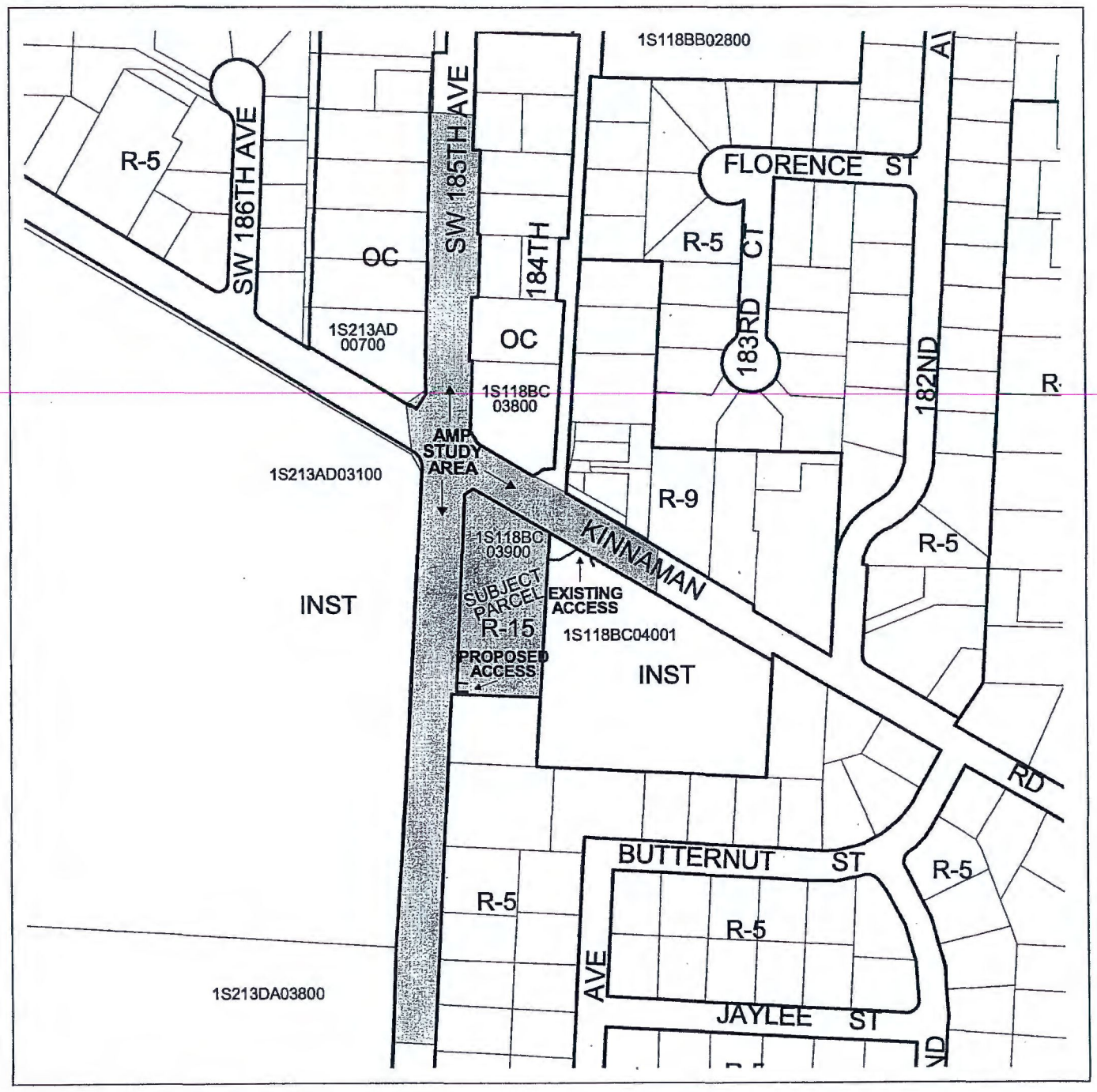
Signature Nadine Smith Cook **Date** 3/3/11
Nadine Smith Cook, Principal Planner

Project Planner: Stephen Roberts, 503-846-3842

Attachments:
A. – Vicinity Map
B. – CONDITIONS OF APPROVAL
C. – Staff Report
D. – Traffic Staff Report (Review of Proposed Access Management Plan)
E. – Appeal Information

ATTACHMENT A VICINITY MAP

TAX MAP/LOT NO. 1S1 18 BC 03900 CASE FILE NO. 10-320-AMP



⇧ **NORTH** **AREA OF CONSIDERATION**

SCALE: 1" TO 250'

SITE & SURROUNDING LAND USE DISTRICTS:

R15 (Residential 12-15 units/acre)
R5 (Residential 4-5 units/acre)
INST (Institutional)
OC (Office Commercial)
R9 (Residential 7-9 units/acre)

REVIEW STANDARDS FROM CURRENT OR APPLICABLE ORDINANCE OR PLAN

A. WASHINGTON COUNTY COMPREHENSIVE PLAN
B. APPLICABLE COMMUNITY PLAN (See Front of Notice)
C. TRANSPORTATION PLAN
D. WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE:
   - ARTICLE I, INTRODUCTION & GENERAL PROVISIONS
   - ARTICLE II, PROCEDURES
   - ARTICLE III, LAND USE DISTRICTS
   - ARTICLE IV, DEVELOPMENT STANDARDS
   - ARTICLE V, PUBLIC FACILITIES AND SERVICES
   - ARTICLE VI, LAND DIV. & LOT LINE ADJUSTMENTS
   - ARTICLE VII, PUBLIC TRANSPORTATION FACILITIES

E. R & O 86-95 TRAFFIC SAFETY IMPROVEMENTS
F. ORD. NO. 524, UNIFORM ROAD IMPROVEMENT STANDARDS
G. ORD. NO. 691-A, TRANSPORTATION DEVELOPMENT TAX
H. R & O 07-20 DESIGN AND CONSTRUCTION STANDARDS

Attachment B

CONDITIONS OF APPROVAL

I. **PRIOR TO FINAL DEVELOPMENT REVIEW APPROVAL AND/OR ISSUANCE OF A BUILDING PERMIT FOR ANY DEVELOPMENT OF THE SUBJECT SITE, THE APPLICANT MUST PROVIDE FINANCIAL ASSURANCE AND OBTAIN A FACILITY PERMIT FROM THE ASSURANCES SECTION OF THE DEPARTMENT OF LAND USE AND TRANSPORTATION FOR THE FOLLOWING IMPROVEMENTS:**

1. Construction of a right-in/right-out/left-in only access to SW Kinnaman Road, to be located approximately 250 feet east of SW 185th Avenue. The design of the turning movement restrictions shall be coordinated with and subject to approval by the Washington County Engineering Division.

    a. Provide adequate illumination at the proposed site access onto SW Kinnaman Road. Adequate illumination shall consist of at least one 200-watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet, on **existing utility poles if available**. The fixture shall have a full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the access. The fixture shall be oriented at 90 degrees to centerline of SW Kinnaman Road. **If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision.** Illumination provided within the prescribed intersection area shall be a minimum of 1.5 times the required illumination on SW Kinnaman Road. Washington County may require illumination in addition to the above-stated minimums.

    b. If a raised median is constructed in SW Kinnaman Road to restrict turning movements:

        i. It is the responsibility of the applicant to ensure that sufficient roadway width exists for the raised median, striping, lane markers, and shy distances;

        ii. The roadway within the limits of the raised median shall be adequately illuminated satisfying the requirements of the Department of Land Use and Transportation Roadway Illumination Standards, latest revision.

    Direct technical questions concerning illumination conditions or the Roadway Illumination Standards to the Traffic Engineering Section at (503) 846-7950.

2. Construction of an outbound only access to SW 185th Avenue, to be located approximately 350 feet south of SW Kinnaman Road. The design of the outbound only directional restrictions shall be coordinated with and subject to approval by the Washington County Engineering Division.

3. Closure of the existing site access to SW Kinnaman Road, which is located approximately 90 feet east of SW 185th Avenue (approximately aligned opposite from SW 184th Avenue).

II. THE FACILITY PERMIT REQUIRED IN CONDITION I. ABOVE SHALL NOT BE ISSUED PRIOR TO PRELIMINARY DEVELOPMENT REVIEW APPROVAL FOR THE PROPOSED DEVELOPMENT ON THE SUBJECT SITE.

NOTE: IT IS INTENDED THAT THE CONDITIONS IN I. ABOVE WILL BE INCORPORATED INTO THE CONDITIONS OF APPROVAL OF A SUBSEQUENT DEVELOPMENT REVIEW APPLICATION ON THE SUBJECT SITE.

Attachment C
STAFF REPORT

I. APPLICABLE STANDARDS:

A. **Washington County Comprehensive Framework Plan**
B. **Aloha-Reedville-Cooper Mountain Community Plan**
C. **Washington County Community Development Code:**
   1. **Article II, Procedures:**
      Section 202-2 (Type II)
      Section 202-5 (Determination of Proper Procedure Type)
      Section 204 (Notice of Type I, II or III Development Actions)
      Section 207-5 (Conditions of Approval)
   2. **Article IV, Development Standards:**
      Section 404 (Master Planning)
      Section 408 (Neighborhood Circulation)
   3. **Article V, Public Facility Standards:**
      Section 501-8.5 (Access to County and Public Roads)
D. **2002 Washington County Transportation Plan**
E. **Ordinance 524 – Washington County Uniform Road Improvement Design Standards**

II. AFFECTED JURISDICTIONS

Washington County Dept. of Land Use and Transportation

III. FINDINGS

A. Background

1. The subject site is currently designated 'R-15' (Residential 15 units/acre) per the Aloha-Reedville-Cooper Mountain Community Plan. Casefile No. 07-200-S/D(R) authorized development of the subject site with 12 townhome units having a single point of access to SW Kinnaman Road (access located on adjacent parcel 1S1 18BC 4001, owned by Aloha Church of God). However, the site has not yet developed. The current property owner, Saiid Behboodi, has proposed submitting a Comprehensive Plan Amendment to change the land use designation of the subject site from the current 'R-15' to 'NC' Neighborhood Commercial in order to facilitate a potential mixed use retail and residential development.

   However, the subject of the current application is an Access Management Plan only – not the proposed change to the land use designation, which must be reviewed through a subsequent review process.

2. Access Management Plans (AMPs) provide an opportunity to request exceptions to the County's access spacing standards, which are found in Community Development Code (CDC) Section 501-8.5 (specifically, ref. CDC 501-8.5 C. for AMP provisions). AMPs are typically processed in conjunction with Land Division or Development Review applications;

however, the Long-Range Planning Division will not process the proposed Comprehensive Plan Amendment application until a decision has been rendered on this AMP, which is intended to establish the feasibility of access for the proposed 'NC' use(s) on the site. Once a decision on the current AMP application is rendered, then findings regarding access and compliance with the Transportation Planning Rule can be made for the future Plan Amendment.

3. Two points of access are proposed to the subject site:
   a. an access to SW 185th Avenue, located approximately 350 feet south of SW Kinnaman Road; and
   b. an access to SW Kinnaman Road, located approximately 250 feet east of SW 185th Avenue (located on adjacent parcel 1S1 18BC 4001, owned by Aloha Church of God).

4. The applicant requests approval of an Access Management Plan for access to SW 185th Avenue and SW Kinnaman Road. The AMP is necessary because:
   a. the site is not able to comply with the access spacing standard for SW 185th Avenue and the proposed access to SW 185th Avenue is a private driveway – not an Arterial or Collector roadway [ref. CDC Section 501-8.5 B.(4)]; and
   b. the site is not able to comply with the access spacing standard for SW Kinnaman Road [ref. CDC Section 501-8.5 B.(3)].

5. As noted above, the purpose of this Access Management Plan application is solely to establish the feasibility of providing access for a potential 'NC' development on the subject site. The applicant submitted an Access Management Plan ['Behboodi Zone Change Access Management Plan (Updated Sept. 2010)'] prepared by Massoud G. Saberian, a registered Oregon professional engineer. The AMP analysis was based on a "reasonable worst-case" development/trip generation scenario under the proposed 'NC' plan designation, consistent with the Transportation Planning Rule. The potential trip generation is necessary for evaluating the proposed Access Management Plan.

6. Public notice of the Access Management Plan application was provided as required by Section 204 of the Community Development Code (CDC). One letter of comment was submitted prior to preparation of this Staff Report, by the Beaverton School District. The concerns expressed in the District's letter are primarily directed to the impacts of a potential convenience store that could be developed on the site if the proposed Comprehensive Plan Amendment is approved. The letter indicated such a use would be "an attractive nuisance" and "an academic distraction" to Aloha High School, which is located directly opposite the subject site, west of SW 185th Avenue. The letter also expressed concern for the safety of students that might be tempted to cross SW 185th Avenue between the school and the possible convenience store on the subject site. Concerns regarding the potential uses of the

subject property should be addressed through the upcoming Comprehensive Plan Amendment process. More germane to the AMP, Staff finds that adequate pedestrian facilities exist at the intersection of SW 185th Avenue and SW Kinnaman Road (signals and crosswalks) to accommodate safe pedestrian crossings of SW 185th Avenue, regardless of the proposed use(s) of the subject site. Staff notes that there will be additional opportunities for public comment during the upcoming Comprehensive Plan Amendment process, and then again if the applicant proceeds with a Development Review application subsequent to the Comprehensive Plan Amendment process.

B. Washington County Comprehensive Framework Plan

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

C. 2009 Aloha-Reedville-Cooper Mountain Community Plan

In the Community Plan, the subject site is:

- located in the Central Residential Area subarea;
- not located in an Area of Special Concern;
- not designated as a Significant Natural Resource; and
- currently designated 'R-15' (Residential 15 units per acre).

STAFF: Until a Comprehensive Plan Amendment is approved, the site is subject to the requirements of the 'R-15' Plan designation. The purpose of this application is to establish the feasibility of access to the site based on the proposed 'NC' land use designation. The Access Management Plan analysis was based on a "reasonable worst-case" development scenario and its associated trip generation under the proposed 'NC' land use designation, which is necessary for evaluating the proposed access points in advance of the proposed Comprehensive Plan Amendment.

Community Plan General Design Element No. 15 states, in part:

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

STAFF: The proposed site access to SW Kinnaman Road is an existing access on the adjacent Aloha Church of God property, which will be shared by both properties. Due to outbound left-turn movement restrictions that are necessary to insure safe operation of the SW Kinnaman Road access, an outbound only access from the site to SW 185th is also deemed warranted. Staff finds that it is neither feasible nor desirable to share the proposed SW 185th Avenue site access with the adjacent property to the south, which is currently designated 'R-5' (Residential 5 units per acre) and currently supports one single-family detached dwelling, which

has its own direct access to SW 185th Avenue. Staff finds that this criterion has been met to the extent feasible.

When developed in conformance with the Conditions of Approval, the proposed site accesses will be in compliance with the Community Plan. Should the applicant choose to move forward with a subsequent land use approval application on the subject property, additional Community Plan elements may be applicable to that review.

D. 2009 Washington County Community Development Code (CDC):

1. Article II, Procedures:

Section 202-2 Type II
~~Section 202-5 Determination of Proper Procedure Type~~

STAFF: The Type II review procedure provides opportunity for public notice and comment on a development proposal prior to issuance of a decision. Access Management Plans are typically processed in conjunction with a land division or development review application. In those cases, the AMP is processed using the same procedure type specified by the CDC for the land division or development review; generally the Type II procedure, at a minimum.

The Community Development Code (CDC) does not specifically establish that Access Management Plans (AMPs) must be processed using the Type II procedure; however, pursuant to CDC Sections 202-5 and 202-2.1, the Director has determined that AMPs should be processed via the Type II procedure at a minimum, in order to insure opportunity for public notice and comment, and to facilitate the potential need to impose protective conditions of approval. This application is being processed under the Type II procedure.

Section 203-3 Neighborhood Meeting

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

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

STAFF: A Public Notice for this Access Management Plan request was provided in accordance with CDC Section 204-3.

Section 207-5 Conditions of Approval

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

STAFF: Conditions of approval are being imposed to ensure compliance with the standards of the CDC and other County regulations, and to mitigate any potential adverse impacts the AMP proposal may have on the surrounding area.

2. Article IV, Development Standards:

Section 404 Master Planning

STAFF: The Master Planning section describes the site plans required for review of development proposals. Development of the property will not be approved until an application for Development Review is submitted in a subsequent review process. The purpose of this request is to establish the feasibility of proposed access locations for a future development. Given the limited scope of review, the plans submitted and contained within the casefile are adequate.

Section 408 Neighborhood Circulation

STAFF: The site will be reviewed for compliance with CDC Section 408-5 at the time an application for Development Review is submitted for the subject site. It does not appear that approval of the proposed Access Management Plan will preclude compliance with Section 408.

3. Article V; Public Facilities and Services:

Section 501-8.5 Access to County and Public Roads

All developments shall have legal access to a County or public road. Except for interim access as provided in Section 501-8.5 E. [Interim Access], access onto any County road in the unincorporated or incorporated urban area shall be permitted only upon issuance of an access permit upon demonstration of compliance with the provisions of the County road standards and the standards of Section 501.

A. Roadway Access

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

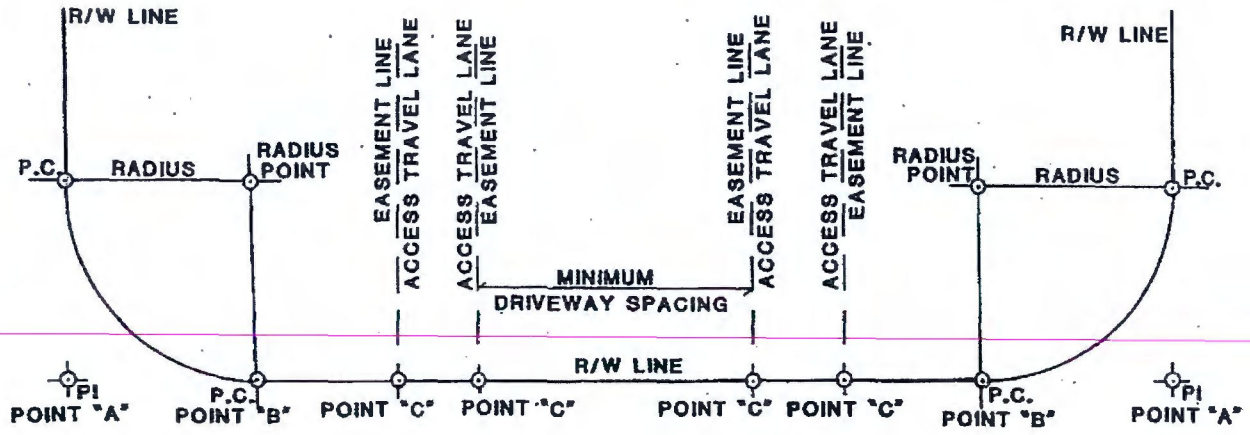
(1) Minimum right-of-way radius at intersections shall conform to the County Road Standards.

(2) All minimum distances stated in the following sections shall be governed by sight distance requirements according to County Road Standards.

(3) All minimum distances stated in the following sections shall be measured to the nearest easement line of the access or edge of travel lane of the access on both sides of the road.

(4) All minimum distances between accesses shall be measured from existing or approved accesses on both sides of the road.

(5) Minimum spacing between driveways shall be measured from Point "C" to Point "C" as shown below:



B. Roadway Access:

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

(3) Collectors

All commercial, industrial and institutional uses with one-hundred-fifty (150) feet or more of frontage will be permitted direct access to a Collector. Uses with less than one-hundred-fifty (150) feet of frontage shall not be permitted direct access to Collectors. Interim access which does not preclude future common entrance with adjacent property may be permitted pursuant to the standards of Section 501-8.5 E. (Interim Access). Where a common access is available it shall be used, provided that such use will not result in serious operational or safety problems. No use will be permitted direct access to a Collector within one-hundred (100) feet of any present Point "A"; or future "P.I." as designated in the Transportation Plan. In the case of a private Collector which is entirely within a single development and which provides circulation only within that development, double aisle parking areas will be permitted access to that Collector. Minimum spacing between driveways (Point "C" to Point "C") shall be one-hundred (100) feet. In all instances, access points near an intersection with a Collector or Arterial shall be located beyond the influence of standing queues of the intersection in accordance with AASHTO standards. Additionally, access shall be located to provide adequate left turn refuge as required by Resolution and Order No. 86-95 as modified or updated. This requirement may result in an access spacing greater than one hundred (100) feet.

STAFF: SW Kinnaman Road is classified as a 3-lane Collector roadway per the 2020 Transportation Plan. If the proposed Comprehensive Plan Amendment for the

subject site is approved, the site will have a commercial designation, and the site has a minimum of 150 feet of frontage on SW Kinnaman Road. The proposed Kinnaman access will be a common access, shared with the adjacent Aloha Church of God site.

The proposed SW Kinnaman Road access does not conform to the 100-foot access spacing standard between streets and driveways on both sides of the road. The applicant's Access Management Plan (AMP) report notes that the westbound through/right-turn lane standing queue length on SW Kinnaman Road is anticipated to extend past the proposed site access in 2030 (the horizon year analyzed in the report); however, westbound left-turn standing queue lengths at the Kinnman/185th intersection are not anticipated to interfere with the proposed site access. Staff finds that adequate left-turn refuge can be provided for westbound traffic at both the Kinnaman/185th intersection and at the Kinnaman/site access intersection. However, to eliminate potential access conflicts with the westbound through/right-turn lane standing queue on SW Kinnaman Road, staff finds that the Kinnaman site access should be restricted to prevent left turn movements onto SW Kinnaman Road from the proposed access, as reflected in the proposed Conditions of Approval (Attachment B).

(4) Arterials

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

(a) Arterials

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

STAFF: In part due to the recommended left-turn movement restriction at the SW Kinnaman Road access, an additional outbound-only site access to SW 185th Avenue is also proposed in order to facilitate egress from the site to northbound SW 185th Avenue and to westbound SW Kinnaman Road. The proposed access to SW 185th Avenue does not meet the 600 foot access spacing requirement and does not meet the requirement that access to an arterial be only from a collector or arterial.

C. Exception to Access Criteria

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

(2) An application for an Access Management Plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and integrity of the facility. References to standards or

publications used to prepare the Access Management Application shall be included with the application.

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

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

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

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

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

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

STAFF: The applicant's Access Management Plan report was prepared by a registered Oregon traffic engineer, and it has been reviewed by the County's Traffic Engineer, whose review findings and recommendations are found in the attached memorandum 'REVIEW OF PROPOSED ACCESS MANAGEMENT PLAN, BEHBOODI, WASHINGTON COUNTY' (Attachment D). Those findings and recommendations are adopted herein by reference. The County's review concludes that the proposed Access Management Plan will maintain the classified function and integrity of SW 185th Avenue and SW Kinnaman Road, subject to the construction of certain improvements as identified in the County Traffic Engineer's memorandum (Attachment D) and the Conditions of Approval (Attachment B).

Should the applicant choose to move forward with a subsequent land use approval application on the subject property, additional Community Development Code sections will be applicable to that review.

E. 2020 Washington County Transportation Plan

STAFF: Transportation Plan polices and objectives such as access management are implemented primarily through demonstrating compliance with the standards of the Community Plan and Community Development Code (CDC). The Transportation Plan establishes the functional classification designations of the two abutting roadways, which then dictates the applicable access spacing standard for each in CDC Section 501-8.5:

- SW 185th Avenue is designated as a 5-lane Arterial roadway; and
- SW Kinnaman Road is designated as a 3-lane Collector roadway.

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

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

IV. SUMMARY & CONCLUSION:

The applicant proposes to submit a Comprehensive Plan Amendment to change the land use designation on the subject property from 'R-15' Residential 15 units per acre to 'NC' Neighborhood Commercial. In preparation for the Comprehensive Plan Amendment submittal, the applicant has requested approval of an Access Management Plan (AMP) to establish the feasibility of obtaining access to the subject property from SW 185th Avenue and SW Kinnaman Road. The AMP was based on a 'reasonable worst-case' development scenario for a proposed development under the proposed 'NC' Neighborhood Commercial land use designation.

The County Traffic Engineer has reviewed the proposed AMP and has found that it will maintain the classified function and integrity of SW 185th Avenue and SW Kinnaman Road, subject to the improvements as outlined in the County Traffic Engineer's Memorandum (Attachment D) and in the Conditions of Approval (Attachment B). Based on the findings in this report and the materials in the casefile, staff concludes that the request for an Access Management Plan should be **APPROVED**, subject to the Conditions of Approval contained in Attachment B.

WASHINGTON COUNTY

Inter-Office Correspondence

RECEIVED
JAN 0 3 2011
LAND DEVELOPMENT SERVICES
LAND USE & TRANSPORTATION

ATTACHMENT D
CASEFILE 10-320-AMP

Date: December 30, 2010

TO : Stephen Roberts, Senior Planner

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

SUBJECT: **REVIEW OF PROPOSED ACCESS MANAGEMENT PLAN**
BEHBOODI
WASHINGTON COUNTY

This report examines the submitted Access Management Plan conducted for the proposed Behboodi development, consisting of 9,590 square foot neighborhood commercial and 12 apartment units. Access to the proposed development will be via an access easement to the neighboring church property to the east along SW Kinnaman Road and an outbound access onto SW 185th Avenue. SW Kinnaman Road is classified as a collector with a minimum access spacing standard of 100 feet while SW 185th Avenue is classified an arterial with a minimum access spacing standard of 600 feet. Neither of the proposed accesses on SW Kinnman Road and SW 185th Avenue meets the county's access spacing requirements. This submitted Access Management Plan is intended to fulfill the requirements of Washington County CDC Section 501-8.5C "Exception to Access Criteria".

The Access Management Plan analysis is contained in the report, "Behboodi Zone Change Access Management Plan", SABA, C.E.S., September 2010. The findings and recommendations given below are based, in part, on information provided in this Access Management Plan report.

FINDINGS:

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

The submitted Access Management Plan proposes one access on SW Kinnaman Road and one access on SW 185th Avenue. Neither of the proposed accesses meets the county access spacing standards. The submitted Access Management Plan addressed the traffic impact of the proposed development.

Section 501-8.5C (2) *An application for an Access Management Plan shall explain the need for the modification and demonstrate that the modification maintains the classified function and*

integrity of the facility. References to standards or publications used to prepare the Access Management Application shall be included with the application.

The access spacing standard for SW Kinnaman Road, a collector, is 100 feet, while for SW 185th Avenue, an arterial, is 600 feet. Neither of the proposed accesses meets the access spacing standards. The report concludes that with the proposed development both the proposed accesses will maintain the classified function and integrity of SW Kinnaman Road and SW 185th Avenue.

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

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

The proposed Access Management Plan has been certified by a registered engineer in the State of Oregon. The study area in the plan extends from the access on SW Kinnaman Road to a point approximately 100 feet west and 100 feet east of the proposed development property line, and from the access on SW 185th Avenue to a point approximately 600 feet north and 600 feet south of the proposed development property line.

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

The engineer estimated that the proposed site will generate 45 and 139 trips during the AM peak hour and PM peak hour respectively.

The report determined that the intersection of SW Kinnaman Road and SW 185th Avenue will operate at Level of Service D or better during the weekday peak hours.

The traffic at the two proposed accesses, one on SW Kinnaman Road and the other on SW 185th Avenue, were estimated to operate at Level of Service D or better during the weekday peak hours.

As also indicated in the report, the westbound through/right turn queues along SW Kinnaman Road during the weekday peak hours were estimated to extend beyond the proposed access. The westbound left turn queues were estimated to be no more than 125 feet during the weekday peak hours, which is less than the distance, 250 feet from the

intersection to the proposed access. Therefore, the proposed access on SW Kinnaman Road is recommended as a right-in/right-out/left-in only access. Due to the restriction of this access on SW Kinnaman Road an outbound only access is also recommended on SW 185th Avenue to accommodate the outbound traffic to the north, west and south.

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

The Access Management Plan did not evaluate feasible locations to locate the site access, simply because there are no locations to meet the county access spacing standards within the study area.

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

The submitted Access Management Plan recommends two accesses, one right-in/right-out/left-in only access on SW Kinnaman Road and one outbound only access on SW 185th Avenue.

RECOMMENDATIONS:

The submitted Access Management Plan is projected to maintain the function and integrity of SW Kinnaman Road and SW 185th Avenue. Neither of the proposed accesses is projected to adversely impact traffic safety on SW Kinnaman Road or SW 185th Avenue, subject to the following conditions:

1. Coordinate with Washington County, design and construct the proposed access on SW Kinnaman Road as a right-in/right-out/left-in only access.

2 Provide adequate illumination at the proposed site access onto SW Kinnaman Road. Adequate illumination shall consist of at least one 200 watt high pressure sodium cobra head luminaire mounted at a minimum height of 20 feet on existing utility poles if available. The fixture shall have a full-cutoff type III distribution. The pole shall be within the area defined by the radius returns of the intersection. The fixture shall be oriented at 90 degrees to centerline of the collector or arterial. For intersections of collectors with arterials, or arterials with arterials, the luminaire fixture shall be installed at 90 degrees to the higher classified roadway. If the intersecting roadways are of the same functional classification, the fixture may be oriented at 90 degrees to either roadway. If no existing utility poles are available within the intersection area defined by the radius returns, the developer shall meet the requirements of the Department of Land

Use and Transportation Roadway Illumination Standards, latest revision. Illumination provided within the proscribed intersection area shall be a minimum of 1.5 times the required illumination level of the highest roadway classification at the intersection. Washington County may require illumination in addition to the above-stated minimums. Direct technical questions concerning this condition or the current Roadway Illumination Standards to Traffic Engineering, at (503) 846-7950.

3. Coordinate with Washington County, design and construct the proposed access on SW 185th Avenue as an outbound only access.

JZ:da

c: Greg Miller
Traffic Analysis File/1475
c/File

WASHINGTON COUNTY
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ATTACHMENT "E"
TYPE (II)

CASEFILE # **10-320-AMP**

APPEAL INFORMATION

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

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

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

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

APPEAL PERIOD: 03/04/11 (Date Mailed) to 5:00 p.m. on 03/16/11 (Appeal Due Date)

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

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

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

1. The name of the applicant and the County case file number;
2. The name and signature of each petitioner filing the petition for review (appeal). If a group consisting of more than one person is filing a single petition for review, one individual shall be designated as the group's representative for all contact with the Department. All Department communications regarding the petition, including correspondence, shall be with this representative;
3. A statement of the interest of each petitioner;
4. The date the Notice of Decision was sent as specified in the notice (date mailed);
5. The nature of the decision and the specific ground for appeal. For applications with multiple requests, specify the particular request(s) and/or specific conditions of approval being appealed;
6. A statement listing the number of pages of the petition and that all pages are present;
7. A statement setting forth the appeal fee as specified in the Notice of Decision; and
8. The appropriate appeal fee of **$250.00**

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

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TRAFFIC IMPACT STATEMENT #02024185

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

DATE ISSUED: June 15, 2009

COMMUNITY PLAN:
Aloha-Reedville-Cooper Mountain
Subarea: Central Residential Area; A.S.C.: N/A

EXISTING LAND USE DISTRICT(S):
R15 (Residential 12-15 units/acre)

ASSESSOR MAP: TAX LOT NUMBER(S):
1S1 18BC 03900

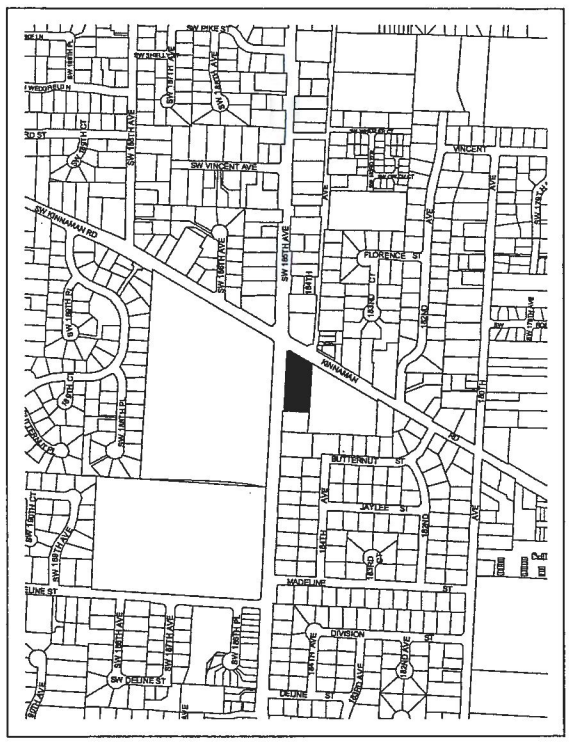
SITE SIZE: 0.97 acres

SITE ADDRESS: 18430 SW Kinnaman Road

LOCATION: On the southeast corner of the intersection of SW Kinnaman Road and SW 185th Avenue

EXISTING USE: Undeveloped. Casefile 07-200 approved a 12-lot townhome development on the subject property.

PROPOSED DEVELOPMENT: Plan amendment from 'R-15' to 'NC' to accommodate development of 12-15 attached residential units and 8,000-10,000 square feet of commercial use.



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

I. PLAN AMENDMENT CRITERIA:

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

amendment proposal. These comments should not be used in conjunction with the actual, immediate, traffic impacts that may be associated with a request for development approval of a specific use on this site.

Questions regarding these Plan Amendment Criteria comments should be directed to Gregg Leion, Senior Planner – Long Range Planning Division, at 503-846-3969.

A. If approved, this proposal would re-designate tax lot 3900 (0.97 ac.) on Map 1S1 18BC from the current R-15 plan designation (Residential, 12-15 units/acre) to NC (Neighborhood Commercial).

B. The site is currently vacant. According to the applicant's Traffic Impact Statement Request, future mixed use (commercial/residential) development is anticipated if the proposed plan amendment is approved.

C. The Oregon Transportation Planning Rule (TPR), OAR 660-012-0060 requires an analysis of the impact of a proposed plan amendment on the planned transportation system. To address this requirement, the County requires a comparative analysis of a reasonable 'worst case' development of the site under current and proposed land use designations.

D. The county's intersection performance standards are found in Table 5, Policy 6 (Roadway System Policy) of the Washington County 2020 Transportation Plan. For the purposes of addressing the TPR requirements, a 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site under the existing and proposed plan designations, even if the site is not currently or planned to be developed at the maximum reasonably allowed (considering the plan designations) intensities. The analysis shall be prepared by a traffic engineer licensed in Oregon and evaluate forecast conditions in year-2030.

E. Traffic from potential future development that contributes less than 10% to total intersection volumes is typically considered 'not significant' in evaluating plan amendments. The applicant should provide sufficient information to substantiate the lack of significant traffic impacts (or evaluate the significant impacts should they exist) for both the near-term and at the end of the planning period (year-2030) under both existing and proposed plan designations.

   The applicant is responsible for providing appropriate findings of fact that are responsive to the relevant provisions of the Oregon Transportation Planning Rule (TPR) as well as the County Plan provisions (see below).

F. Potential access to the subject property is complicated by its proximity to the intersection of SW 185th Avenue (a county Arterial road) and SW Kinnaman Road (a county Collector). Based on the location of the access as shown on the 'Preliminary Layout', an Access Management Plan, based on use of the site under the proposed plan designation, is required to be approved by the Current Planning Division prior to a decision on the plan amendment request. The Access Management Plan requirement is based on the following access issues:

   - There is insufficient site frontage on both frontage streets (SW 185th Avenue and SW Kinnaman Road) for direct access to be allowed pursuant to CDC Section 501-8.5 B (3).
   - The location of the access easement shown on the 'Preliminary Layout' plan is likely located within the influence area of standing queues on SW Kinnaman which would be inconsistent with CDC Section 501-8.5 B (3);

- The access shown on the 'Preliminary Layout' appears to be located less than 100 feet from the nearest access (to the west) that is located on the north side of Kinnaman. The location is inconsistent with CDC Section 501-8.5 B.

G. The Washington County Comprehensive Framework Plan for the Urban Area, Policy 1.f states:

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

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

H. In addition to Policy 1.f., the applicant is required to address all relevant policies in the Washington County 2020 Transportation Plan, adopted on October 29, 2002. Transportation planning staff finds that the following Transportation Plan policies are particularly relevant to this request, and should be addressed in the plan amendment application:

Washington County 2020 Transportation Plan Policies:

1.0 Travel Needs Policy
2.0 System Safety Policy
4.0 System Funding Policy
5.0 System Implementation and Plan Management Policy
6.0 Roadway System Policy
8.0 Roadway Safety Policy
10.0 Functional Classification Policy
12.0 Transit Policy
14.0 Pedestrian Policy
15.0 Bicycle Policy
19.0 Transportation Planning Coordination and Public Involvement Policy

I. Transportation Planning Rule (TPR) Plan Amendment Requirements

660-012-0060 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.

(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.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) The facility is already performing below the minimum acceptable performance standard identified in the TSP or comprehensive plan on the date the amendment application is submitted;

(b) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;

(c) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;

(d) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and

(e) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (d) of this section.

(4) Determinations under sections (1)-(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in (b)(A)-(C) are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-half mile of an existing or planned interchange on an Interstate Highway as measured from the center point of the interchange; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in 0060(1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in (a)-(d) below;

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

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in (a);

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in 0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in (a)-(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in Section 0020(2)(b) and Section 0045(3) of this division:

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan which complies with Section 0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in 0060(1).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space which is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;

(C) A core commercial area where multi-story buildings are permitted;

(D) Buildings and building entrances oriented to streets;

(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;

(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;

(G) One or more transit stops (in urban areas with fixed route transit service); and

(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.

II. PROJECT PROPOSAL:

A. The subject property is currently vacant.

B. Proposed development:

1. The applicant's Traffic Impact Statement Request indicates that a mixed-use development consisting of 8,000–10,000 square feet of 'commercial' space and 12-15 attached residential units is proposed.

2. The applicant's site plan indicates approximately 8,850 total square feet of non-residential building area:

   a) A free-standing 'convenience grocery' with a footprint of approximately 35'x43' (1,500 square feet); and

   b) Additional 'commercial' space on the ground floor of two mixed-use buildings with footprints of approximately 35' x 105' (3,675 s.f. each).

III. TRIP GENERATION:

A. Based on ITE Code 220 (Apartment), the 12–15 proposed residential units can be anticipated to generate between 81 and 101 Average Daily Vehicle Trips (ADT), based on 6.72 ADT/unit.

B. Building areas derived from the applicant's site plan were used to estimate anticipated trip generation rates for the proposed non-residential uses:

1. Based on ITE Code 851 [Convenience Market (Open 24 Hours)], the proposed 1,500 square foot convenience grocery can be anticipated to generate approximately 1,107 ADT, based on 737.99 ADT/1,000 s.f. gross floor area.

2. ITE Code 814 (Specialty Retail Center) is characterized as 'small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florists and small restaurants.' Based on ITE Code 814, the commercial space in the two mixed-use buildings can be anticipated to generate approximately 326 ADT, based on 44.32 ADT/1,000 s.f. gross leasable area.

C. Based on the above, the proposed development can be anticipated to generate a total of 1,514 to 1,534 ADT; however, the applicant will need to submit a trip generation analysis as part of its Access Management Plan and Access Report submittals (also refer to Items I.F., VIII.D., and X.A.).

IV. FUTURE TRANSPORTATION IMPROVEMENTS IN THE AREA:

A. The subject property will be affected by the upcoming widening and reconstruction of SW 185th Avenue from SW Blanton Street to south of SW Kinnaman Road. Contact Stephen Roberts (Senior Transportation Planner in Current Planning Services) at 503-846-3842, or Patrick Oakes (Project Manager in Capital Project Management) at 503-846-7826, to discuss the potential impacts of this transportation project on the subject property.

V. TRANSPORTATION SYSTEM DESIGNATIONS/REQUIREMENTS:

A. SW 185th Avenue (County Road #676) is designated as a 5-lane arterial per the 2020 Washington County Transportation Plan, typically requiring 98 feet of right-of-way (49 feet from centerline) and 74 feet of paving.

B. SW Kinnaman Road (County Road #A37) is designated as a 3-lane collector per the 2020 Washington County Transportation Plan, typically requiring 74 feet of right-of-way (37 feet from centerline) and 50 feet of paving.

C. This site is in the Urban Road Maintenance District (URMD), as required by Community Development Code (CDC) Section 501-8.1 D.

VI. RIGHT-OF-WAY DEDICATION:

A. The tax map for the subject property indicates that existing right-of-way along the site's frontage of SW 185th Avenue is 45 feet from centerline, plus an angled corner clip at SW Kinnaman Road. The applicant will be required to dedicate additional right-of-way to provide a *minimum* of 49 feet from centerline of SW 185th Avenue adjacent to the site, including adequate corner radius at SW Kinnaman Road.

B. The tax map for the subject property indicates that existing right-of-way along the site's frontage of SW Kinnaman Road is 33 feet from centerline, plus an angled corner clip at SW 185th Avenue. The applicant will be required to dedicate additional right-of-way to provide a *minimum* of 37 feet from centerline of SW Kinnaman Road adjacent to the site, including adequate corner radius.

C. Because the subject property is at the intersection of an arterial road and a collector, road, *additional right-of-way dedication may be required for necessary turn lanes, based on a 20-year analysis of intersection needs, and/or for specific project impact mitigation measures identified as necessary for safe, efficient operation of the transportation system.*

VII. TRANSPORTATION SYSTEM IMPROVEMENTS:

A. Neither SW 185th Avenue nor SW Kinnaman Road are improved to current County standard abutting the subject property. Per CDC Section 501-8.2 G.:

1. Construct a half-street improvement (as defined in CDC 501-8.8 A.) to County A-4 standard along the site's frontage of SW 185th Avenue.
2. Construct a half-street improvement (as defined in CDC 501-8.8 A.) to County C-3 standard along the site's frontage of SW Kinnaman Road.

A portion of these improvements may be eligible for credits under the Transportation Development Tax (TDT) Ordinance.

B. *Additional road improvements may be required for specific project impact mitigation measures identified as necessary for safe, efficient operation of the transportation system.*

C. Per Resolution & Order 86-95, provide adequate illumination at the site's access to SW Kinnaman Road.

VIII. ACCESS:

A. Proposed points of access to the site were not marked by the applicant in the field. Per the applicant's site plan, one proposed access point was evaluated – a shared access from SW Kinnaman Road via easement across a portion of adjacent parcel 1S1 18BC 4001 (Aloha Church of God), which would be located approximately 240 feet east of the ultimate east curb line of SW 185th Avenue (if constructed to 5-lane arterial standard). No access is proposed from SW 185th Avenue.

B. SW Kinnaman Road is a Collector road. Per CDC Section 501-8.5 B.(3), the minimum access spacing standards are:

   1. Uses with less than one hundred-fifty (150) feet of frontage shall not be permitted direct access to a Collector.
   2. Access will not be permitted within one hundred (100) feet of an intersecting street or existing or approved access, measured on both sides of the road.
   3. Access points near an intersection with a Collector or Arterial road shall be located beyond the influence of standing queues of the intersection, which may result in an access spacing greater than that specified above.

C. Proposed Access Spacing findings:

   1. Along the south side of SW Kinnaman Road, the proposed access to the site would be approximately 240 feet east of SW 185th Avenue and approximately 260 feet west of an existing private access (also located on parcel 1S1 18BC 4001).
   2. Along the north side of SW Kinnaman Road, the proposed access would be located approximately 105 feet east of SW 184th Avenue, but only approximately 60 feet west of an existing single-family residential access.
   3. The proposed access may also be located within the influence of the standing queue of the SW Kinnaman Road/SW 185th Avenue intersection.
   4. The proposed access does not meet the applicable standards.

D. As noted in Item I.F. above, the proposed access does not meet the requirements of CDC Section 501-8.5 B. Therefore, *an Access Management Plan (AMP) must be submitted for review and must be approved by the Current Planning Division prior to a decision on the pending plan amendment request.* Refer to CDC Section 501-8.5 C. for AMP analysis requirements.

E. If the AMP is approved, the County Traffic Engineer may establish requirements for developer-provided safety improvements, potentially including off-site improvements. *ALL REQUIRED IMPROVEMENTS MUST BE COMPLETED PRIOR TO OCCUPANCY OF ANY PROPOSED BUILDING.* The County may limit any access approved by the AMP to 'Interim Access', as defined in CDC Section 501-8.5 E.

F. All existing access, except any access approved through the development review process, must be closed.

G. Per CDC Section 501-8.5 G., record a vehicular access restriction along the entire site frontage of SW Kinnaman Road and SW 185th Avenue, except at any access point(s) approved through the AMP and/or subsequent land use application review process.

IX. SIGHT DISTANCE:

A. CDC Section 501-8.5. F. and Washington County Uniform Road Improvement Design Standards (WCURIDS) Section 210.7 require adequate intersection sight distance at a site's access to a County or public road, in accordance with the standards of CDC 501-8.5. F.

B. CDC Section 501-8.5 F.(4) establishes that the required sight distance for an access to a County road is equal to ten times the vehicular speeds of the road. SW Kinnaman Road is posted 35 MPH adjacent to the subject site; therefore required sight distance at the access to SW Kinnaman Road is 350 feet.

C. Sight distance (350 feet required in both directions) at the existing access of SW Kinnaman Road is adequate in both directions.

D. No direct access to SW 185th Avenue is proposed.

E. Periodic trimming of vegetation may be required to maintain adequate sight distance.

X. TRANSPORTATION SAFETY REVIEW AND IMPROVEMENTS:

A. The proposed use will generate more than 500 average daily vehicular trips (ADT). Pursuant to Resolution and Order (R&O) 86-95, an "Access Report" must be submitted for review by the County Traffic Engineer in conjunction with any land use review application for this development.

B. The County Traffic Engineer will perform a Traffic Safety Review and may establish requirements for additional developer-provided safety improvements, potentially including off-site improvements. *ALL REQUIRED IMPROVEMENTS MUST BE COMPLETED PRIOR TO OCCUPANCY OF ANY PROPOSED DEVELOPMENT.*

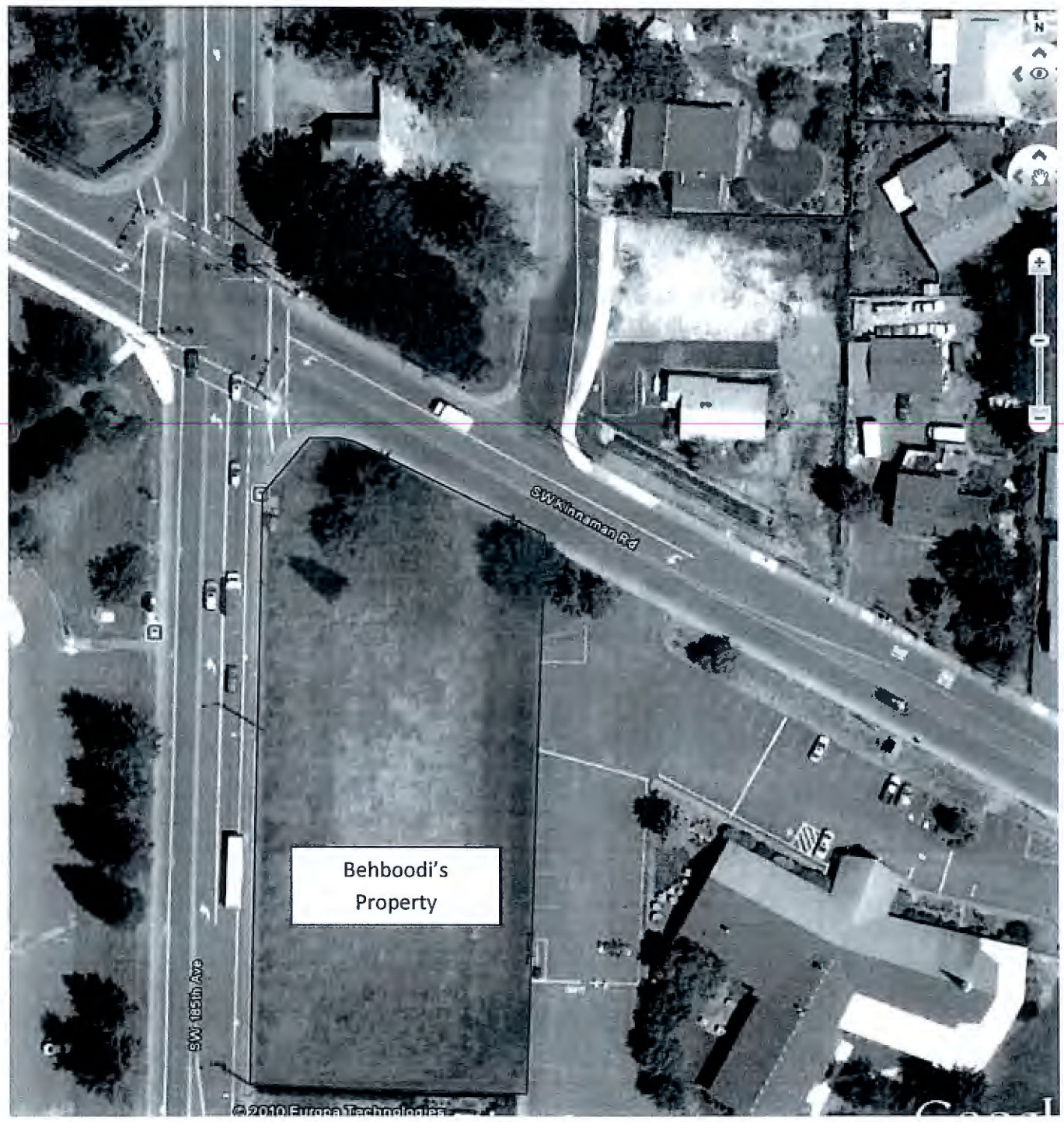
XI. NEIGHBORHOOD CIRCULATION:

A. Submit a circulation analysis with the development application as required by CDC Section 408-4.1.

XII. TRANSPORTATION IMPROVEMENT PERMITS:

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

B. If it is determined that no Facility Permit is required, the applicant will be required to obtain a Right-of-Way Permit from the Department of Land Use and Transportation Operations Division for any work to be performed within the right-of-way, i.e. access relocation/reconstruction, sidewalk repair/replacement, etc.



Behboodi Zone Change

Access Management Plan

(Updated Sept. 2010)

SABA, C.E.S.

P.O. Box 355, Beaverton, OR 97075

REGISTERED PROFESSIONAL ENGINEER
14,485
OREGON
JULY 26, 1989
MASSOUD G. SABERIAN

EXP: June 2012

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EXECUTIVE SUMMARY

1. This Access Management Plan is an update to previously prepared and submitted (April 2010) document to satisfy Item F of the County Traffic Impact Statement, which states; "*an Access Management Plan, based on use of the site under the proposed plan designation, is required to be approved by the current Planning Division prior to a decision on the plan amendment request*".
2. A zone change has been proposed for a parcel of land in Washington County. The parcel is currently zoned R-15 (Residential, 12-15 units/acre) and the zone change would result in the parcel being zoned NC (Neighborhood Commercial). The development would take primary access onto Kinnaman Road via an access easement onto the neighboring church property. In addition, an outbound only access is proposed along 185th Avenue near the south end of the site (approximately 300 ft south of Kinnaman Road)
3. Previously, a 12-lot townhome development was approved on the site. The proposed zone change used the 12-lot townhome development as the worst case scenario for the current zoning. A worst case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors. The proposed zone change would result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips.
4. A safety analysis was conducted to determine if adequate sight distance is available at the proposed access onto Kinnaman Road. A total of 350 feet of intersection sight distance is required. To the east there is approximately 960 feet of intersection sight distance. To the west, intersection sight distance is available beyond the intersection of Kinnaman Road and 185th Avenue, and sight distance is adequate. At the intersection of the proposed site access and 185th Avenue, sight distance is currently limited due to vegetation on the adjacent property to the south. With an upcoming widening project along 185th Avenue, the layout will be altered. At that time the vegetation will be removed and intersection sight distance will be available.
5. A review of crash history showed that the intersection of Kinnaman Road and 185th Avenue operates with a crash rate of 0.86 crashes per million entering vehicles. The intersection was on the latest SPIS list but a planned construction project at the intersection will add capacity and also install flashing left-turn arrows for both the northbound and southbound approaches. The proposed modifications will materially change in the operation at the intersection, providing improvements that will help mitigate safety deficiencies. No further safety analysis is required at the intersection.
6. The intersection of Kinnaman Road and 185th Avenue currently operates with an acceptable v/c ratio. With the addition of background traffic the intersection will continue to operate acceptably. With the zone change and proposed development built the intersection will continue to operate acceptably both in the near term and at the planning horizon. It should be noted that a planned roadway widening project along 185th Avenue was assumed to be in place for the 2030 year analysis (nearly complete now). The proposed development will have a minimal impact on queuing at the intersection and all queues can be accommodated by the existing striped storage. Since the initial preparation of this report, the proposed project has been mostly implemented and will be in place prior to any development occurring on the site.
7. The intersection of Kinnaman Road and the site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate

acceptably through the planning horizon as well. Queuing at the intersection is minimal and will not have an impact on operations at the intersection.

8. The intersection of Kinnaman Road and the south site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate acceptably through the planning horizon. Queuing at the intersection is minimal and will not impact operations at the intersection.
9. Without the proposed outbound access on 185th Avenue, all site trips would be forced to travel east on Kinnaman Road when exiting the site. This could lead to operational problems along Kinnaman Road as vehicles that want to travel to the north and west of the site make illegal u-turns or turn around at driveways downstream. The proposed access would also increase circulation through the proposed development and could possibly result in fewer site trips at the intersection of 185th Avenue and Kinnaman Road.
10. No mitigations are recommended with the proposed zone change and development.

PROJECT DESCRIPTION

INTRODUCTION

A zone change has been proposed from R-15 (Residential, 12-15 units/acre) to NC (Neighborhood Commercial) at 18430 SW Kinnaman Road in Washington County, Oregon. The site is currently vacant but a 12-lot townhome development was approved on the property in 2007. There is an existing curb cut along SW Kinnaman Road that will be closed as part of development. Access is proposed to be taken via an access easement on the neighboring property to the east along SW Kinnaman Road and an outbound access onto 185th Avenue.

The purpose of this study is to assess the traffic impact of the proposed zone change on the nearby street system and to recommend any required mitigative measures. The analysis will include level of service calculations and a queuing analysis. Detailed information on traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.

LOCATION DESCRIPTION

The site is located in the southeast corner of the intersection of SW Kinnaman Road and SW 185th Avenue. The site is currently vacant and has an R-15 (Residential, 12-15 units/acre) zone designation. The site has frontage along both SW 185th Avenue and SW Kinnaman Road. There is an existing curb-cut along SW Kinnaman Road that is approximately 90 feet east of the intersection of SW Kinnaman Road and SW 185th Avenue. This access will be closed with development of the site.

Washington County is requiring a study of the intersections of SW Kinnaman Road at SW 185th Avenue and SW Kinnaman Road at both church access driveways as well as the new proposed outbound access on SW 185th Ave. Currently, the west access to the church is signed as an entrance only with all traffic using the east access to exit the site.

SW Kinnaman Road is under the jurisdiction of the Washington County and is classified as a Collector. It is generally a two-lane facility with a posted speed of 35 mph. There are curbs and sidewalks on both sides of the road near the site but no bike lanes in the vicinity of the site. SW 185th Avenue is under the jurisdiction of Washington County and is classified as an Arterial. It is generally a two-lane facility with a posted speed of 35 mph near the study area. There are curbs, sidewalks, and bike lanes on both sides of the roadway in the vicinity of the site.

The intersection of SW Kinnaman Road at SW 185th Avenue is a four-legged intersection that is controlled by an actuated traffic signal. All approaches have a separate left-turn lane.

The intersection of SW Kinnaman Road at the west church access driveway is a three-legged intersection that is controlled by a STOP sign on the northbound church access approach. All approaches are single-lane. The intersection of SW Kinnaman Road at the east church access driveway is a three-legged intersection that is controlled by a STOP sign on the northbound church access approach. All approaches are single-lane. Tri-Met Bus Line 52–Farmington/185th has stops along SW 185th Avenue along the site frontage. Bus Line 52 runs Monday through Friday from approximately 5:00 a.m. to 12:45 a.m. with headways between 15 and 30 minutes. Saturday service runs from approximately 5:20 a.m. to 12:40 a.m. with headways of approximately 30

minutes. Sunday service runs from approximately 6:15 a.m. to 10:45 p.m. with headways of approximately 30 minutes.

Manual turning movement counts were made at the study intersections during December 2007 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. The peak hours typically occur from about 7:10 to 8:10 a.m. and 4:25 to 5:25 p.m. Traffic counts from 2007 were used at the direction of Washington County staff. Due to current economic conditions, more recent counts show a decrease in traffic over the previous few years. Therefore, traffic count data from 2007 will represent a more realistic traffic scenario. The count data used in this report was gathered and used for a corridor study along SW 185th Avenue. Detailed traffic count data is included in the appendix to this report.

Figure 1 shows the project study area and the location of the site. Figure 2 shows the existing traffic volumes at the study area intersection.

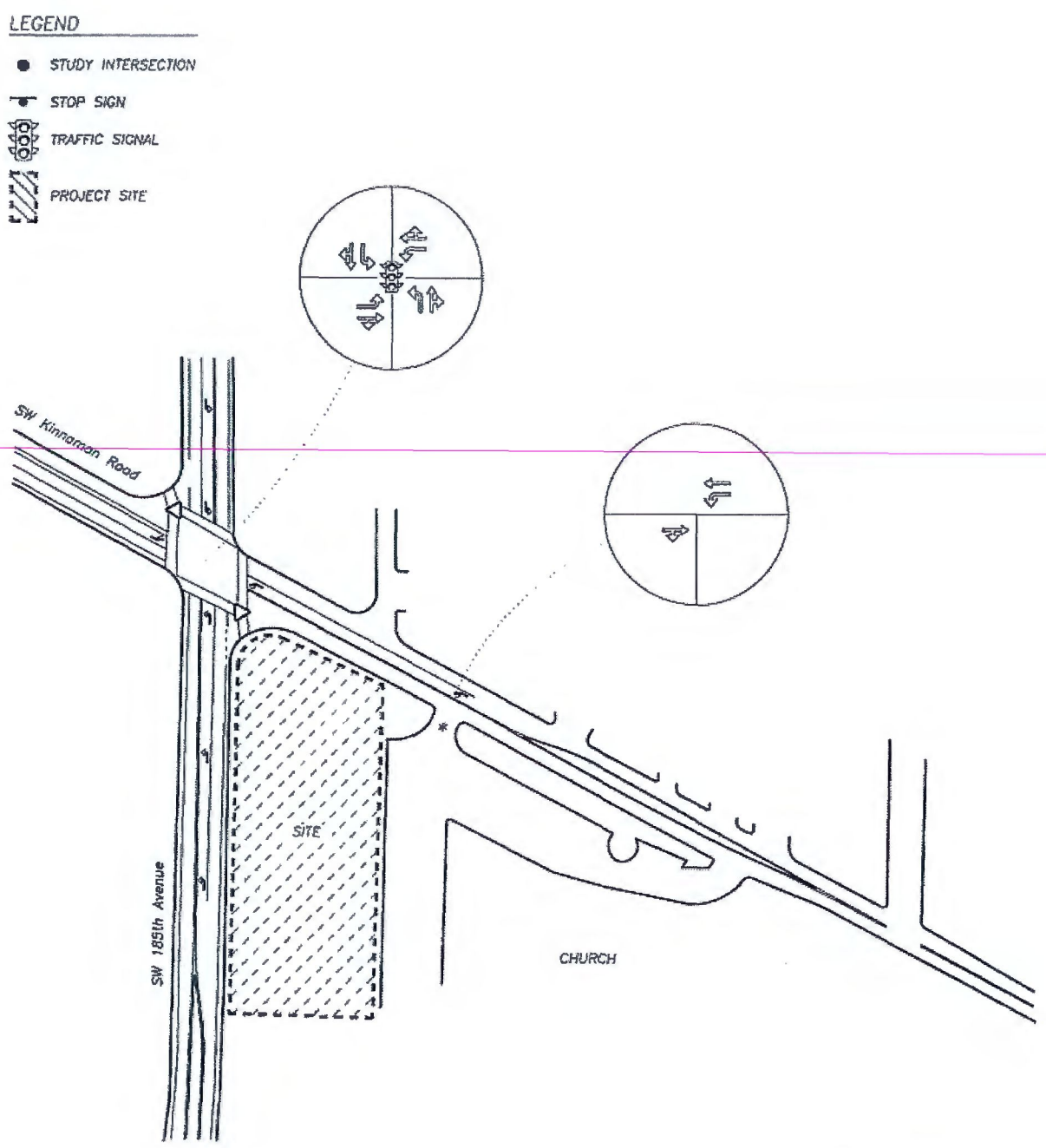


Figure 1 –

Vicinity Map

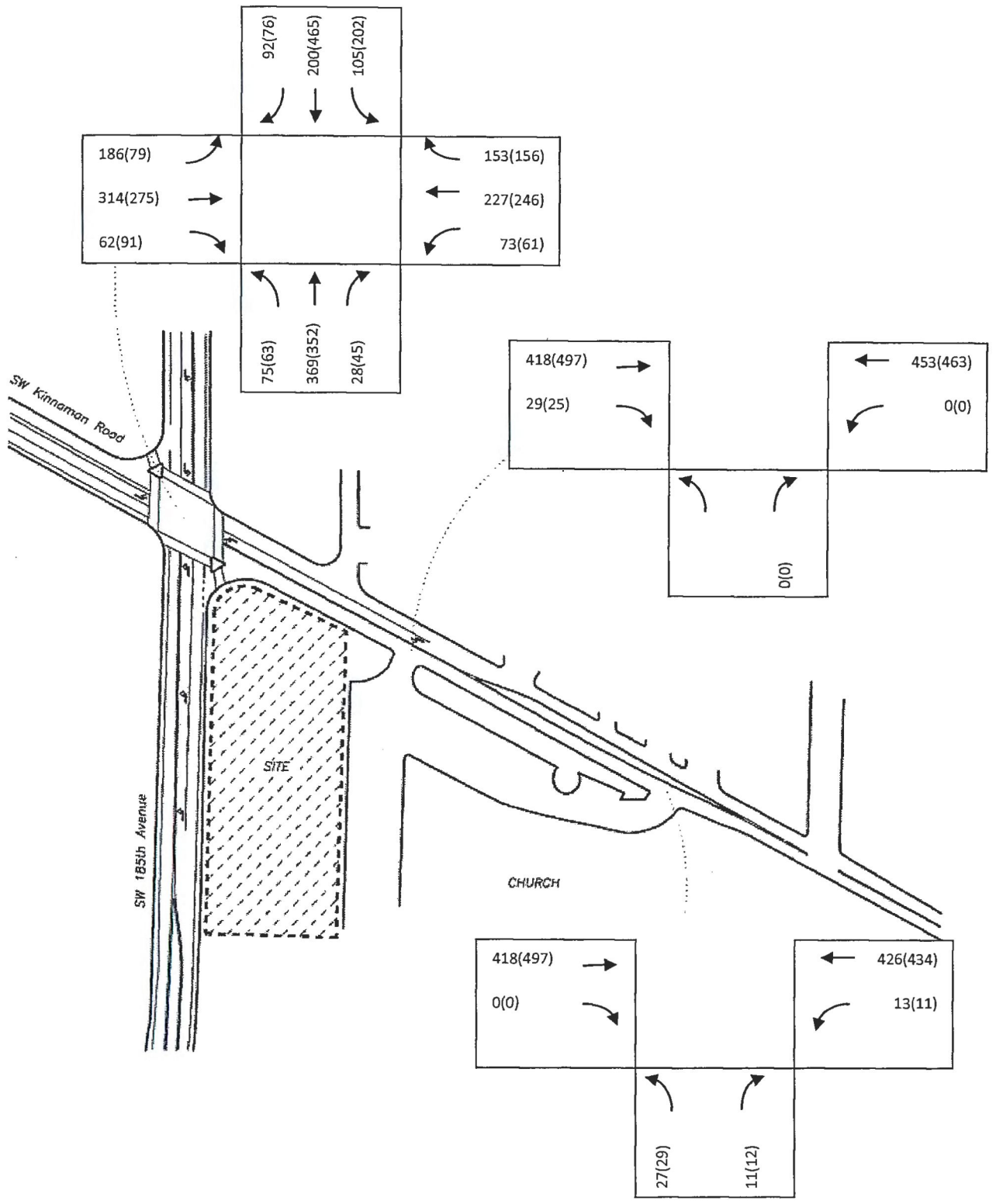


Figure 2 -

TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hour

TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

When a zone change is proposed, a reasonable worst-case development from a trip generation standpoint under the current zoning is typically compared to a reasonable worst-case development under the proposed zoning. The current Transportation System Plan predicts transportation needs based on current Comprehensive Plan designations. When that designation is changed, there is a potential for additional traffic impacts if the new zoning is more traffic intensive.

Under the current zoning (R-15, Residential 12-15 units/acre), the worst-case development is 15 apartment units. Under the proposed zoning (NC, Neighborhood Commercial), the worst-case development is retail shopping on the first floor and apartments on the second and third floors with additional retail in a separate building.

To estimate the increase in trips due to the zone change, trip generation was estimated for the worst case existing zoning and worst-case proposed zoning. To estimate the trip generation for each worst case scenario, trip rates from *TRIP GENERATION*, Eighth Edition, published by the Institute of Transportation Engineers (ITE), were used.

A reasonable worst-case development under the current zoning could result in approximately eight morning peak hour trips and nine evening peak hour trips. Of the eight morning peak hour trips, two would be entering the site and six would be exiting the site. Of the nine evening peak hour trips, six would be entering the site and three would be exiting the site. A total of 100 daily trips are expected.

A reasonable worst-case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors.

To estimate trips for the reasonable worst-case scenario for the proposed zoning, the following land use categories were used:

- Land Use Code 820: Shopping Center
- Land Use Code 220: Apartment

The decision was made to use Land Use Code 820: Shopping Center, for the retail portion of this development due to the uncertainty of tenants. Also, Land Use Code 820 already takes into account internal capture rates between separate land uses. A reasonable worst-case development under the proposed zoning could result in approximately 45 morning peak hour trips and 139 evening peak hour trips. Of the 45 morning peak hour trips, 25 would be entering the site and 20 would be exiting the site. Of the 139 evening peak hour trips, approximately 70 would be entering the site and 69 would be exiting the site. A total of 1,560 trips are expected on an average weekday.

Since Tri-Met offers a bus route along SW 185th Avenue with stops near the site, a two-percent reduction was taken for transit use.

Data within the ITE *TRIP GENERATION HANDBOOK*, Second Edition, suggests that pass-by and diverted link trip reductions be taken into account for each land use evaluated. The *TRIP GENERATION HANDBOOK* has pass-by percentages for several land uses but not all. For this study, pass-by rates were taken from the *TRIP GENERATION HANDBOOK*, when provided.

The proposed zone change could potentially result in an increase of 37 morning peak hour trips and 130 evening peak hour trips. With reductions due to transit and non-primary trips, the potential increase will be 23 morning peak hour trips and 84 evening peak hour trips.

The table below shows the entering and exiting trips as well as the total trips for a typical school day.

TRIP GENERATION SUMMARY

Existing Zoning			AM Peak Hour			PM Peak Hout		
Land Use	Size	Var.	In	Out	Total	In	Out	Total
Apartment	15	d.u.	2	6	8	6	3	9
Less 2% Transit			0	0	0	0	0	0
Total			2	6	8	6	3	9
Proposed Zoning								
Land Use	Size	Var.						
Shopping Center	9.59	ksf	24	15	39	65	67	132
Less 2% Transit			0	0	0	(1)	(1)	(2)
Less 34% Non-Primary			(7)	(7)	(14)	(22)	(22)	(44)
Subtotal #1			17	8	25	42	44	86
Apartment	12	d.u.	1	5	6	5	2	7
Less 2% Transit			0	0	0	0	0	0
Subtotal #2			1	5	6	5	2	7
Total			18	13	31	47	46	93
Total			**16**	**7**	**23**	**41**	**43**	**84**

Since the proposed development is located near a transit corridor, a two-percent reduction was taken for transit use. In addition, a Shopping Center will attract pass-by trips. Pass-by trips are vehicles trips that patronize a land use, yet are not new trips on the system. These trips typically drive by the site, divert off the traveled path to access the site, and then exit the site continuing in

the same direction they were traveling before entering the site. Data within the *ITE TRIP GENERATION HANDBOOK*, Second Edition, suggests that for Land Use Code 820: Shopping Center, a 34-percent reduction is taken for pass-by trips.

TRIP DISTRIBUTION

To develop a trip distribution for the site traffic, a review of the surrounding lands, attraction centers, and the transportation network was conducted. Additionally, the existing turning movement counts at the intersection of 185th Avenue and Kinnaman Road were reviewed to understand the patterns of traffic traveling nearby. Figure 3 shows the trip distribution and assignment of site trips for the proposed zoning and Figure 4 shows the trip distribution and assignment of site trip for the current zoning. Figures showing the primary site trips and pass-by trips for the proposed zoning are included in the appendix to this report.

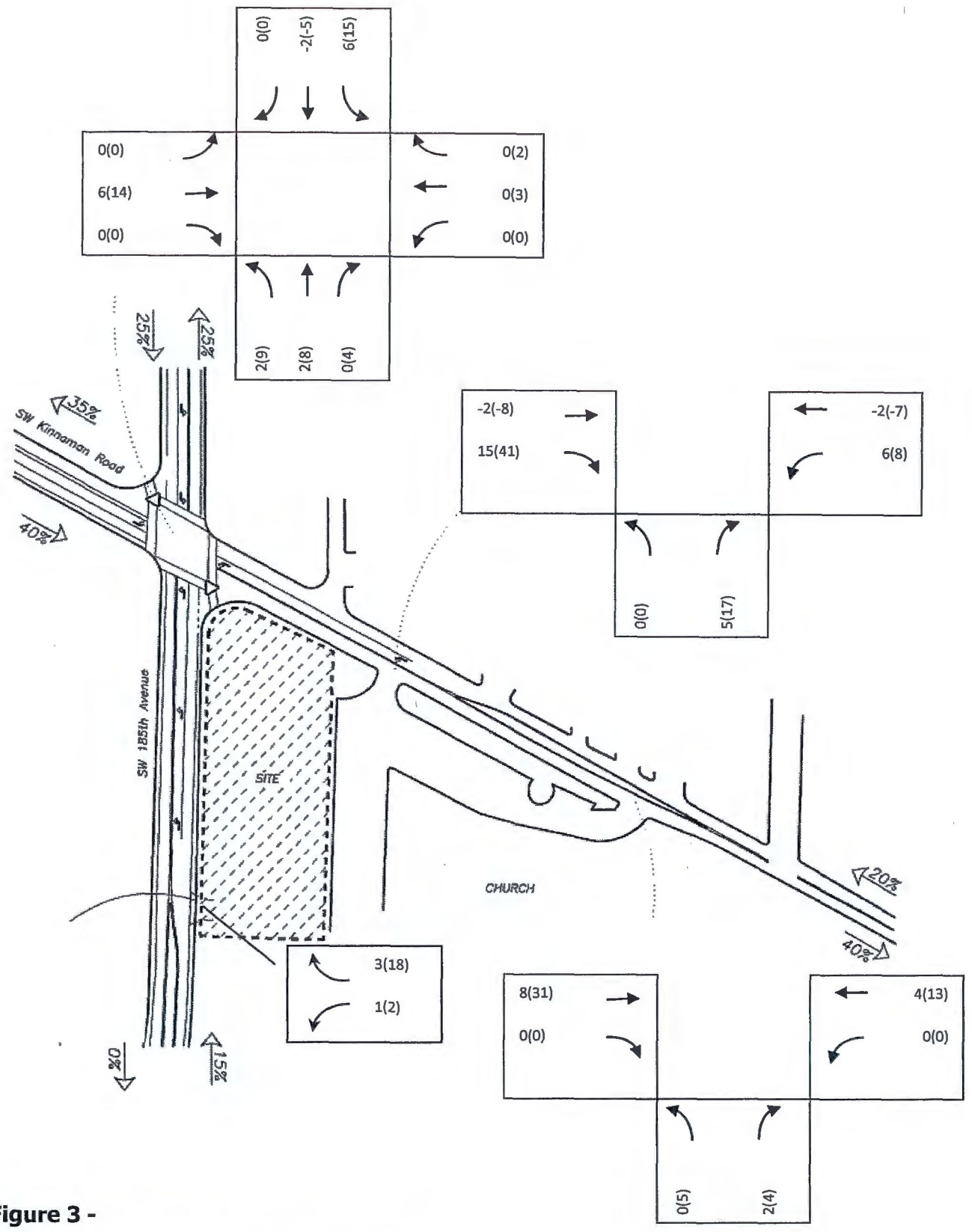


Figure 3 -

SITE TRIP DISTRIBUTION & ASSIGNMENT
Distribution Percentages & Trip Assignment – Proposed Zoning
AM & PM Peak Hour

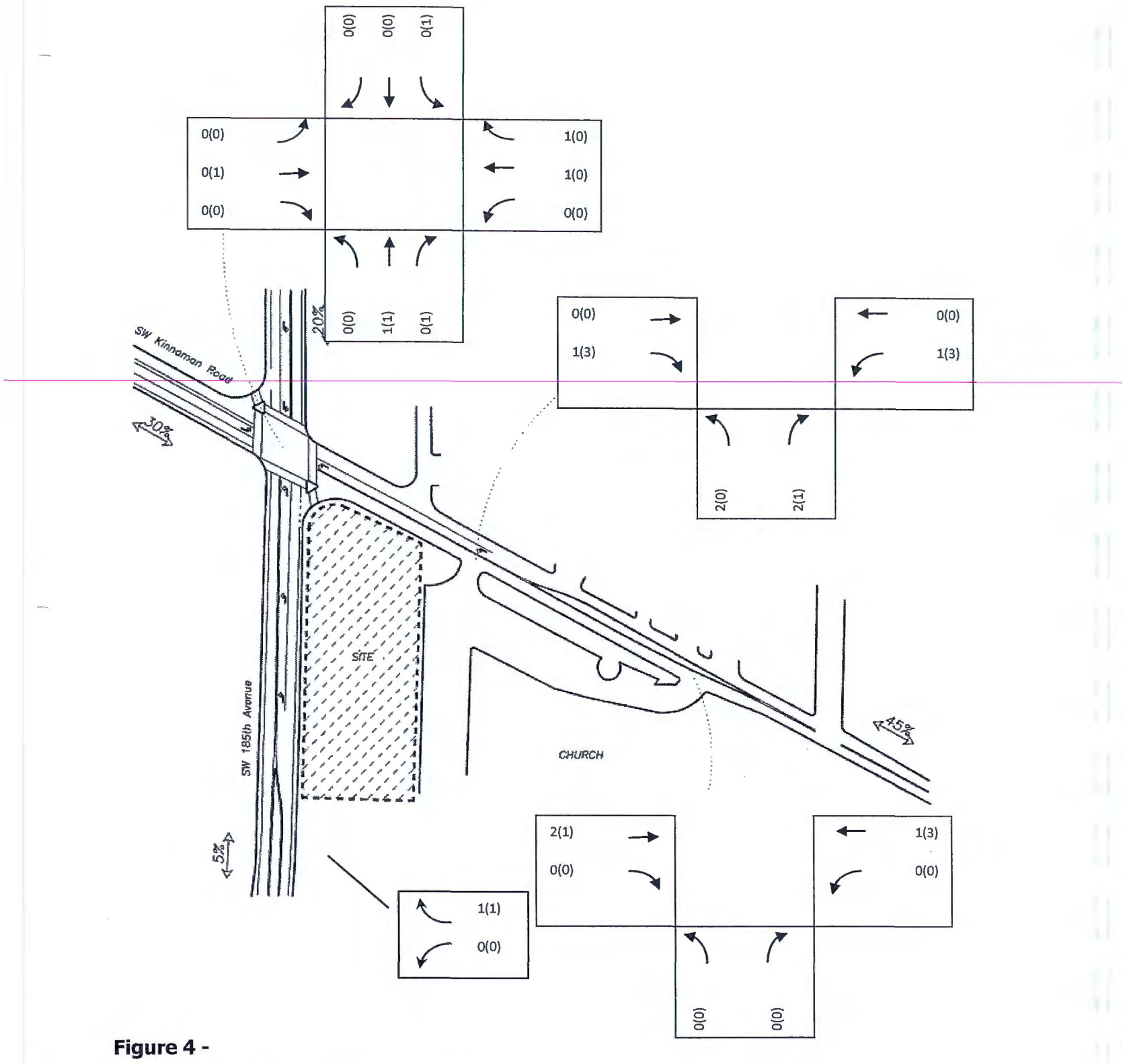


Figure 4 -

SITE TRIP DISTRIBUTION & ASSIGNMENT
Distribution Percentages & Trip Assignment – Current Zoning
AM & PM Peak Hour

SAFETY ANALYSIS

SIGHT DISTANCE

Sight distance measurements were made at the intersection of Kinnaman Road at the proposed site access driveway. The posted speed along Kinnaman Road is 35 mph, which requires 350 feet of intersection sight distance based on Code Section 501-8.5.F(4). As required by Code Sections 501-8.5.F (3) (a) and 501-8.5.F(3)(b), the intersection sight distance was measured based on an eye height of 3.5 feet and an object height of 4.25 feet above the road; and assumed to be 10 feet from the near edge of pavement to the front of a stopped vehicle, (actual measurement is taken 15 feet from pavement edge).

To the west of the proposed site access, intersection sight distance was available beyond the intersection of Kinnaman Road and 185th Avenue. The intersection is approximately 315 feet to the west, although sight distance exceeds 350 feet. To the east of the proposed site access, intersection sight distance was measured to be approximately 960 feet and was restricted by a slight vertical curve. Intersection sight distance is adequate to the east.

CRASH HISTORY

Crash data was obtained from Washington County for the intersection of 185th Avenue and Kinnaman Road for the period of January 1, 2005 to December 31, 2007. The crash data showed a total of 20 crashes at the intersection. Crash data is typically evaluated at intersections based on a crash rate, rather than just the number of crashes. This gives a better measure of the intersection safety by including the amount of traffic passing through the intersection, in addition to the number of crashes. The crash rate is calculated and reported based on the number of crashes per million entering vehicles. The existing peak hour volumes were used to calculate the crash rate at the intersection and it was assumed that the average daily traffic (ADT) volume is ten times the evening peak hour volume. Most jurisdictions consider an intersection to be operating safely if the crash rate is lower than 1.0 crashes per million entering vehicles.

At the intersection of 185th Avenue and Kinnaman Road the crash rate was calculated to be 0.86 crashes per million entering vehicles. A detailed crash history report and traffic counts are included in the appendix to this report.

While the intersection of 185th Avenue and Kinnaman Road is functioning with an acceptable crash rate, it was included on the most recent Safety Priority Index System (SPIS) list. There are two upcoming projects that will materially change the operation of the intersection, both offering an improvement in capacity and signal operation. The first is the upcoming widening project on 185th Avenue, which will add a considerable amount of capacity at the intersection, decreasing congestion. The second project is the installation of flashing yellow arrows, adding a permitted left-turn phase to the current protected-only operation. This phasing change will be made to both the northbound and southbound approaches. It is expected that these two projects will improve intersection operation and safety. Particularly with the acceptable crash rate at the intersection, no significant safety hazards were identified and no additional improvements are recommended.

OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

Historical counts on 185th Avenue and Kinnaman Road have shown a recent decrease in traffic volume on both facilities. However, negative growth is not expected to continue. For this reason, growth rates of one percent and two percent were applied to 185th Avenue and Kinnaman Road, respectively. The growth rate for 185th Avenue is expected to be lower since this facility is functioning closer to capacity than Kinnaman Road. The growth rates were applied for one year due to the small size of the development.

For the 2030 analysis required as part of the zone change, future year volumes provided by Washington County staff were used in place of a growth rate. The 2030 volumes will provide a more accurate estimate of future year volumes. One local development has been identified as approved but not yet built. The Spruce Place development is located north of the intersection of 185th Avenue and Kinnaman Road on the west side of 185th Avenue. Trips from the development were added to the background traffic at the intersection for the near term analysis scenario.

Figure 5 shows the 2010 background traffic and Figure 6 shows the 2010 background traffic with site trips from the proposed development. Figures 7 and 8 show 2030 background traffic and 2030 background traffic with site trips, respectively.

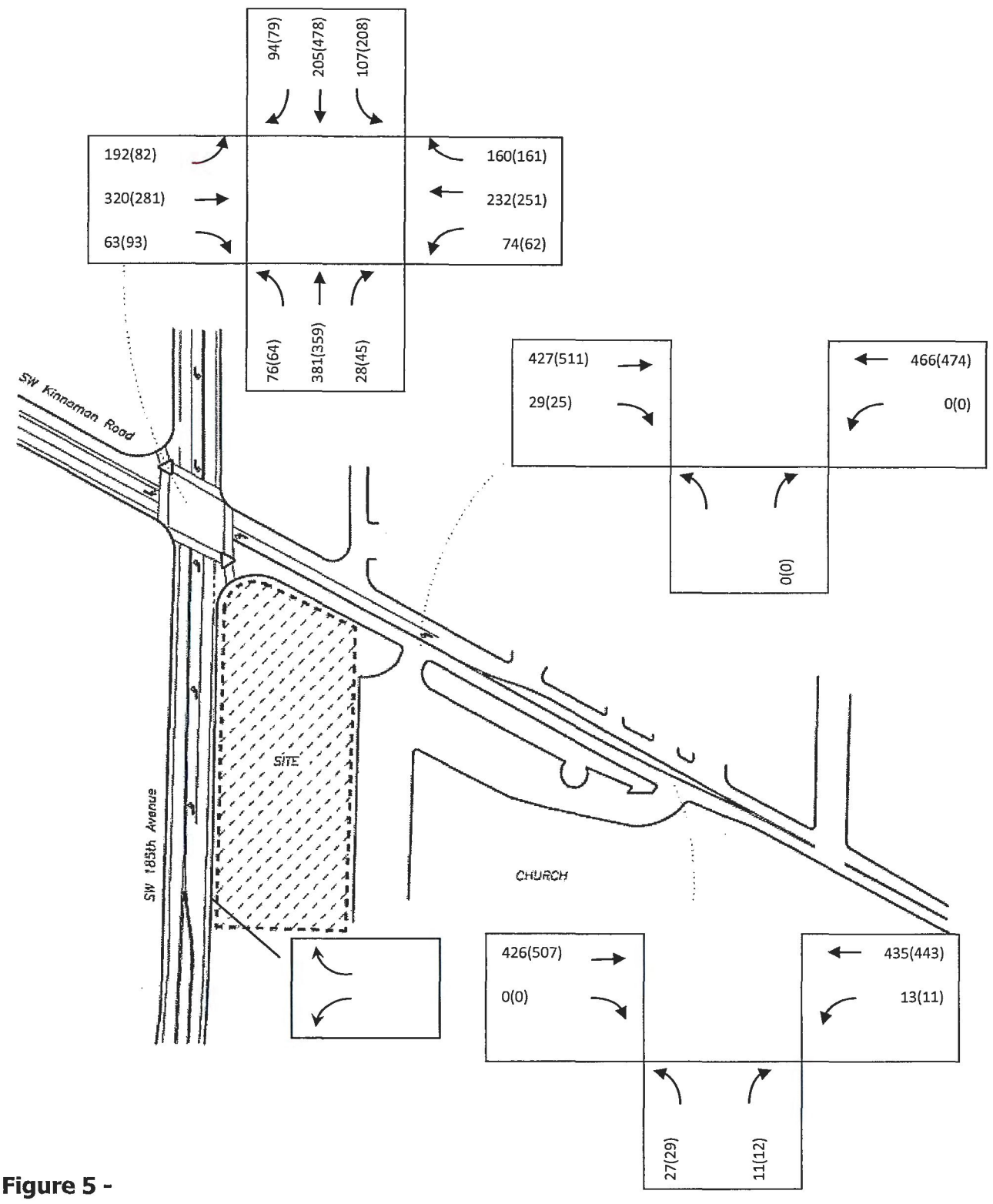


Figure 5 -

TRAFFIC VOLUMES
Year 2010 Background Conditions
AM & PM Peak Hours

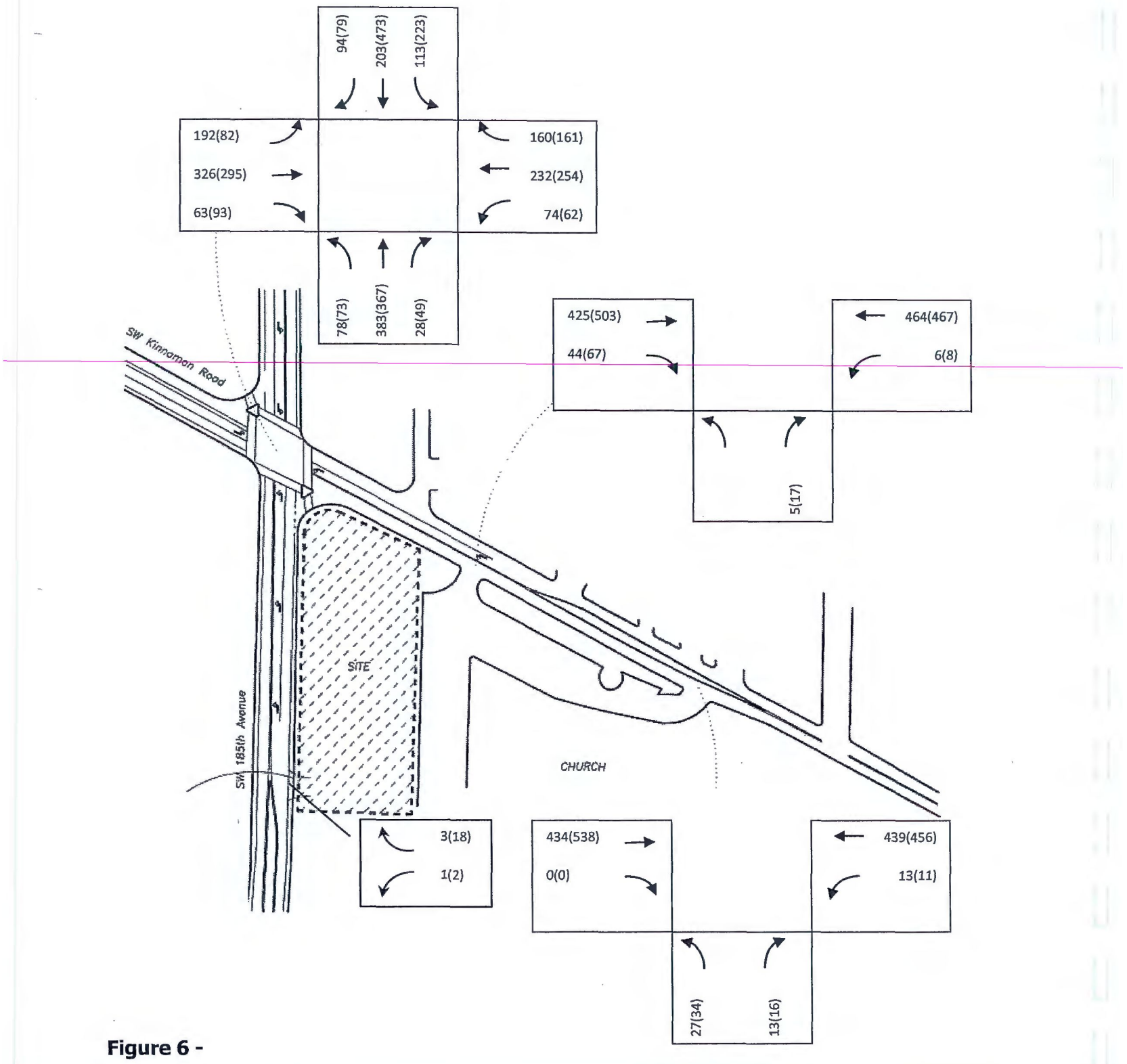


Figure 6 -

TRAFFIC VOLUMES
Year 2010 Background plus Site Trips Conditions
AM & PM Peak Hours

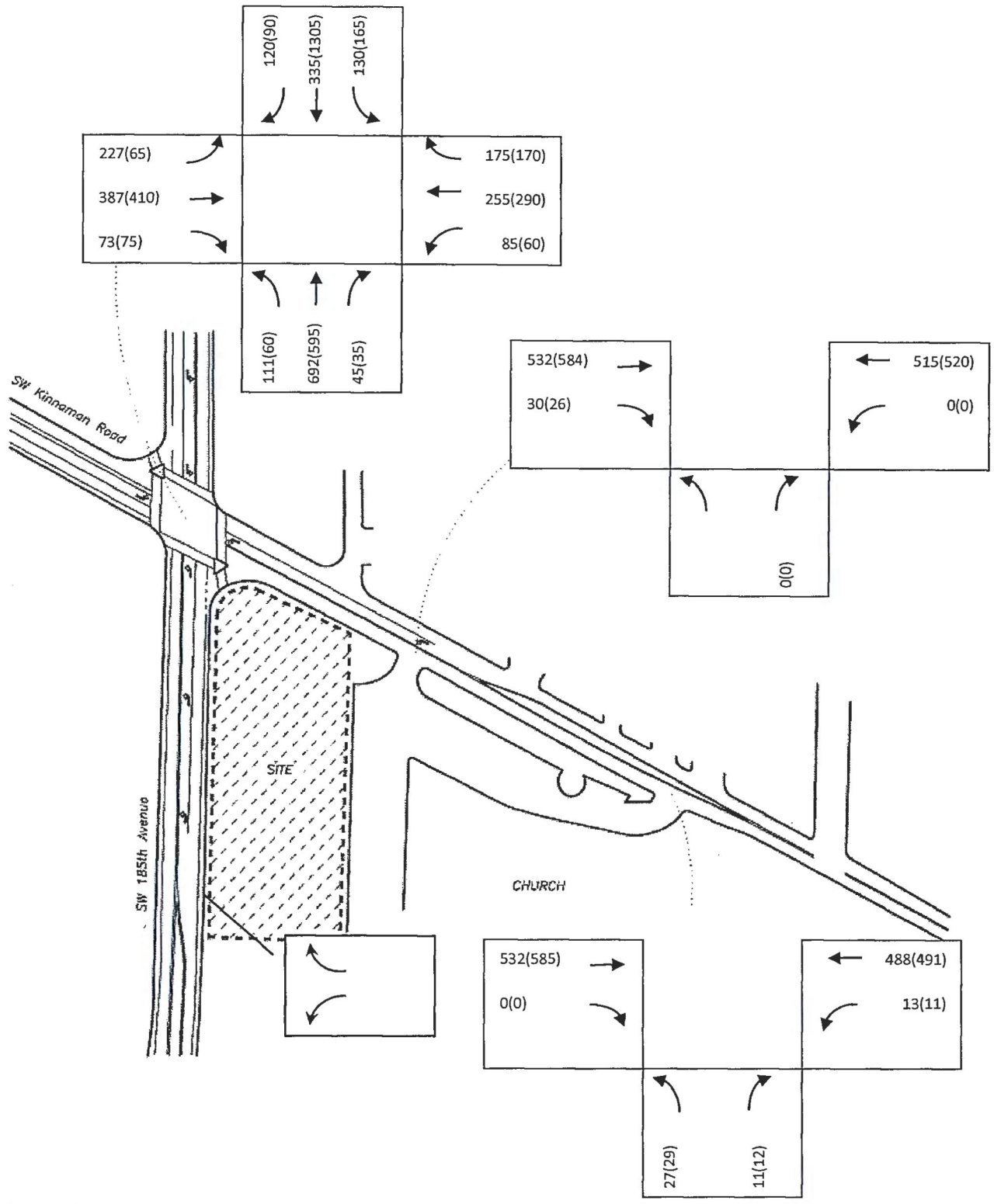


Figure 7 -
TRAFFIC VOLUMES
Year 2030 Background Conditions
AM & PM Peak Hours

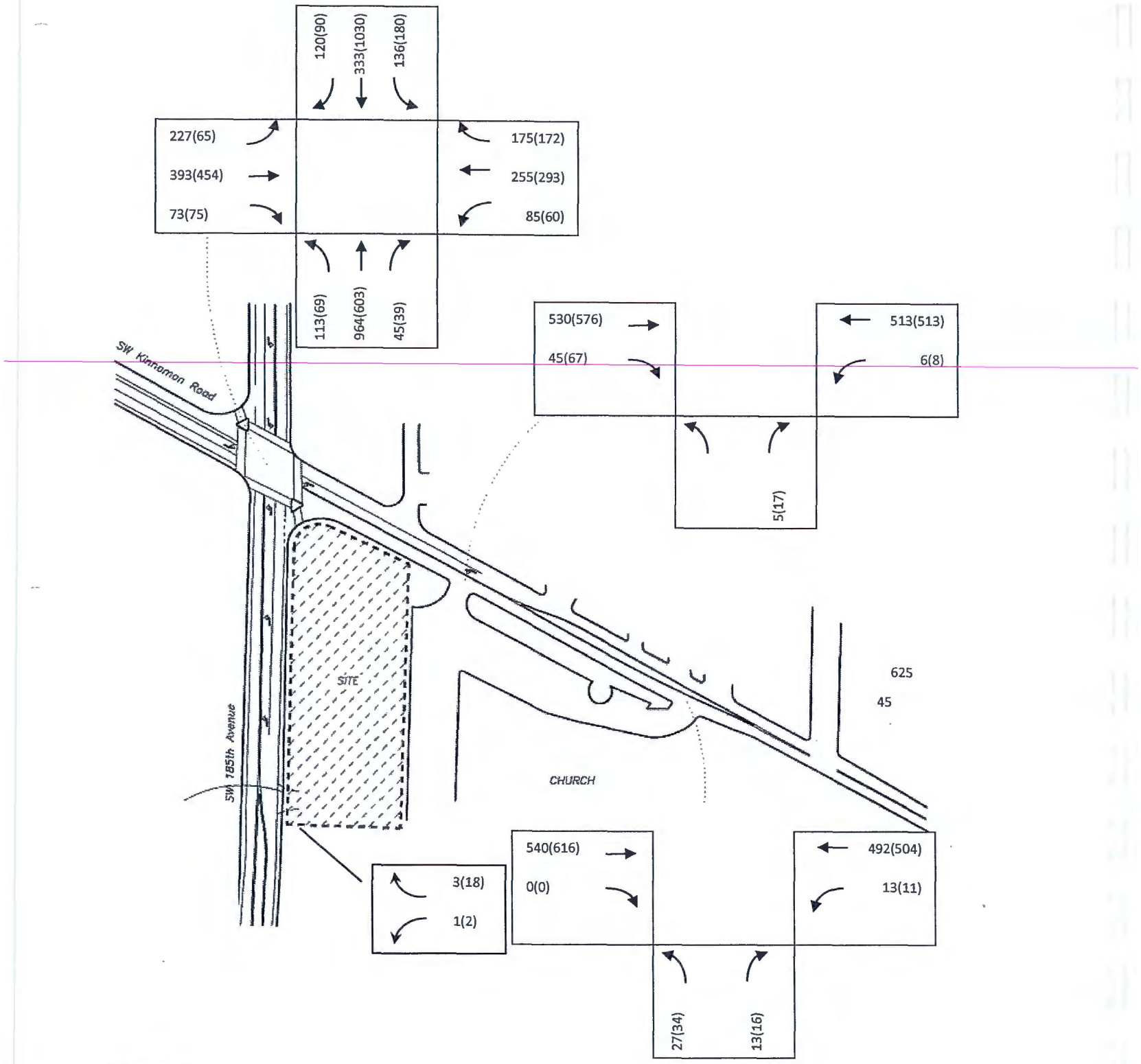


Figure 8-

TRAFFIC VOLUMES
Year 2030 Background plus Site Trips Conditions
AM & PM Peak Hours

CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. The analysis was conducted according to the signalized and unsignalized intersection analysis methodologies in the 2000 *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. Level of service can range from A, which indicates little or no delay, to F, which indicates a significant amount of congestion and delay. Washington County operational standards require intersections to operate with a v/c ratio of 0.99 or better. Detailed level of service descriptions are included in the appendix to this report. The intersection of Kinnaman Road and 185th Avenue currently operates with a v/c ratio of 0.91 during the morning peak hour and 0.79 during the evening peak hour. An upcoming project at this intersection will install a Flashing Yellow Left-turn Arrow (FYLA). For all scenarios except existing conditions, the FYLA was assumed to be in place. With addition of the 2010 background traffic the v/c ratio will increase to 0.94 during the morning peak hour and 0.83 during the evening peak hour.

With the addition of trips associated with the proposed zone change and development the v/c ratio will increase to 0.95 during the morning peak hour of 2010 and increase to 0.86 during the evening peak hour of 2010. With 2030 background traffic in place the intersection will operate with a v/c ratio of 0.89 during the morning peak hour and 0.89 during the evening peak hour. With the addition of trips from the proposed zone change and development the v/c ratio will increase to 0.92 during both the morning and evening peak hours. The 2030 traffic volumes were provided by Washington County. In addition, a planned widening project along 185th Avenue was assumed to be in place for the 2030 analysis scenario.
The intersection of the proposed site access and Kinnaman Road will operate with a v/c ratio of 0.07 during the morning peak hour and 0.27 during the evening peak hour of 2010 with the proposed zone change and development in place. At year 2030 the intersection will operate with a v/c ratio of 0.09 during the morning peak hour and 0.32 during the evening peak hour with the zone change and proposed development in place.

The intersection of the proposed south site access and 185th Avenue will operate with a v/c ratio of 0.01 during the morning peak hour and 0.05 during the evening peak hour of 2010 with the proposed zone change and development in place. At year 2030, the intersection will operate with a v/c ratio of 0.02 during the morning peak hour and 0.05 during the evening peak hour with the zone change and proposed development in place. At year 2030, the proposed five lane cross section on 185th Avenue was assumed to be constructed. The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the following table. Detailed capacity analysis results are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
185th Ave/Kinnaman Rd						
Existing Conditions	D	50	0.91	D	41	0.79
2010 Background	D	48	0.94	D	36	0.83
2010 Background + Site	D	52.8	0.97	D	39.5	0.87
2030 Background ^	D	41	0.89	D	36	0.89
2030 Background + Site ^	D	42.6	0.90	C	33.6	0.85
Kinnaman Rd/Site Access						
Existing Conditions	_*	_*	_*	_*	_*	_*
2010 Background	_*	_*	_*	_*	_*	_*
2010 Background + Site	C	24.5	0.00	C	21.7	0.00
2030 Background	_*	_*	_*	_*	_*	_*
2030 Background + Site	D	27.2	0.00	D	26.9	0.87
185th Ave/Site Access						
Existing Conditions	_*	_*	_*	_*	_*	_*
2010 Background	_*	_*	_*	_*	_*	_*
2010 Background + Site	B	12	0.01	B	12	0.05
2030 Background ^	_*	_*	_*	_*	_*	_*
2030 Background + Site ^	C	18.6	0.00	B	12.4	0.00

LOS = Level of Service
Delay = Average Delay per Vehicle in Seconds
V/C = Volume-to-Capacity ratio
* = Access is currently signed "Enter Only"
^ = 5-lane cross section on 185th Avenue

As shown in the table above, all study intersections currently operate acceptably during both peak hours and will continue to operate acceptably with the proposed development. No mitigations at the intersections are necessary or recommended with the development of this site.

QUEUING ANALYSIS

An analysis of the queuing at the study intersections was conducted for all of the scenarios during the morning peak hour conditions. The queue length for the signalized intersection was calculated from the Poisson distribution of the traffic volumes for each of the lane groups at the intersection. The 95th percentile of the distribution is used to estimate queue length for the traffic movements. This means that 95-percent of the time, the queue length will be less than or equal to what is calculated.

The queue lengths for the unsignalized intersections were based upon the ITE Journal article "Estimation of Maximum Queue Lengths at Unsignalized Intersections," from the November 2001 issue. John T. Gard prepared this methodology for the estimation of queue lengths at unsignalized intersections. Queue lengths at all intersections for all scenarios are presented in the following tables. More detailed queuing worksheets are included in the appendix to this report.

Kinnaman Rd/185th Ave, Queuing Analysis

Approach/Movement	Estimated Queue Length (feet) AM Peak Hour (PM Peak Hour) Existing/2010 Bkgd/2010 Total/ 2030 Bkgd/2030 Total	Available Storage (feet)
Northbound Left	100/75/75/100/100 (100/75/75/75/75)	295
Northbound T/R	300/300/300/325/325 (275/275/275/200/200)	–
Southbound Left	125/100/100/125/125 (200/125/150/100/125)	265
Southbound T/R	225/225/225/175/175 (300/300/300/325/325)	–
Eastbound Left	200/200/200/225/225 (100/100/100/100/100)	245
Eastbound T/R	250/250/275/300/325 (250/250/275/325/325)	–
Westbound Left	100/100/100/125/125 (75/100/100/75/75)	250
Westbound T/R	275/300/300/325/325 (275/275/275/300/300)	–

As shown in the above table, the striped storage at the intersection is adequate to accommodate all queues. The proposed development has a minimal impact on queuing at the intersection.

Kinnaman Rd/Site Access, Queuing Analysis

Approach/Movement	Estimated Queue Length (feet) AM Peak Hour (PM Peak Hour) 2010 Total/2030 Total	Available Storage (feet)
Northbound Right	25/25 (25/25)	–
Westbound Left	25/25 (75/75)	–

185th Ave/S Site Access, Queuing Analysis

Approach/Movement	Estimated Queue Length (feet) AM Peak Hour (PM Peak Hour) 2010 Total/2030 Total	Available Storage (feet)
Westbound Right	25/25 (25/25)	–

As shown in the table, expected queues at the intersection are minimal. No problems are expected at the intersection as a result of the queuing.

No mitigations are recommended with the proposed development.

ACCESS LOCATION AND QUEUING

With development of the site, access is being proposed onto both Kinnaman Road and 185th Avenue. Due to the site location and size both proposed access locations are in the influence area of the intersection of 185th Avenue and Kinnaman Road and require further analysis of the proposed accesses.

Site Access/Kinnaman Road

The proposed site access on Kinnaman Road will be approximately 250 east of the intersection of 185th Avenue and Kinnaman Road. The intersection of the site access and Kinnaman Road was analyzed in detail to determine the access configuration that would be most acceptable. The proposed access configuration at the site access will allow for left-in/right-in/right-out access. The left-out movement at the site access would be impeded by the westbound through queues from the intersection of 185th Avenue and Kinnaman Road extending beyond the proposed access. In order to control the outbound traffic flow, the access to SW 185th Ave. must be designed in manner to discourage violations. Figure 9 shows one possible configuration.

For the left-in movement at the site access, the westbound left-turn queue was examined at the intersection of 185th Avenue and Kinnaman Road to determine if adequate room is available behind the queue from the traffic signal to allow left turns into the site. The westbound left-turn queues at the intersection of 185th Avenue and Kinnaman Road are not expected to exceed 125 feet. This will allow for adequate room to store left-turning vehicles as well as provide a taper to full width west of the site access location. A left-turn lane on Kinnaman Road for traffic entering the proposed development will be striped.

185th Avenue/Kinnaman Road

The proposed site access onto 185th Avenue will be approximately 350 feet south of the intersection of 185th Avenue and Kinnaman Road. The proposed access configuration would allow for outbound movements at the access. Based on the previously discussed queuing report, northbound queues at the intersection of 185th Avenue and Kinnaman Road are not expected to extend more than 300 feet at year of opening. With planned mitigations in place along 185th Avenue, the queues will decrease. Over time, as traffic volumes grow, the queue will likely increase, reaching a 95th percentile length of 325 feet by the year 2030. As such, the proposed outbound access is not within the queue along 185th Avenue.

The proposed access to 185th Avenue is limited to right-turning movements since the street is an arterial and a higher functional classification than Kinnaman Road and has been widened to five lanes. Without access to 185th, there would be no means for a driver to exit the site and travel to the west or north. Without the access, all egress would be forced to travel east on Kinnaman Road. This would likely cause operational problems along Kinnaman Road to the east, as drivers make illegal u-turns or turn around at downstream intersections and driveways. In addition, the access on 185th Avenue would allow vehicles traveling from the south to access the site without adding additional trips to the intersection of 185th Avenue and Kinnaman Road.

Since the access is limited to outbound movements, intersection sight distance in either direction meets or exceeds County requirements at the proposed access location since no horizontal or vertical obstructions exist and therefore, intersection sight distance would be available.

In addition, since intersection sight distance will be available for drivers exiting the access, stopping sight distance for northbound vehicles on 185th Avenue will also be available. Due to the availability of sight distance for driveway traffic and approaching traffic on 185th Avenue, the access would be able to operate safely even though it would be located within the transition area in advance of the widening. It is important to note that the access would be located outside of the standing northbound queue from the intersection of 185th Avenue and Kinnaman Road, which is of greater concern than the transition area. Also, as 185th Avenue is widened to the south in the future, the access would no longer be within the transition area. The Washington County Transportation Plan identifies 185th Avenue as a planned four-to-five lane arterial south to Farmington Road.

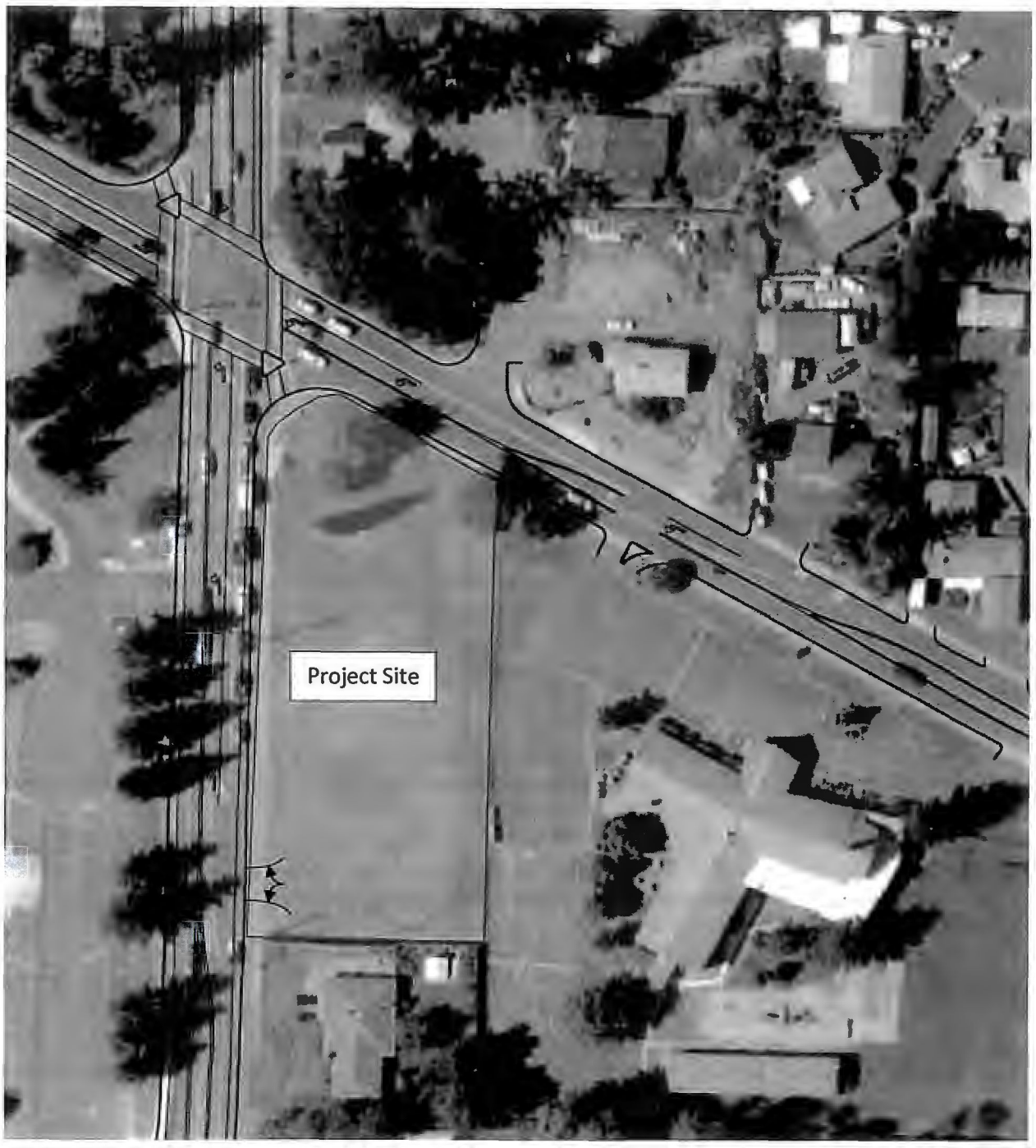


Figure 9 -
STUDY AREA
Kinnaman Road Restriping
Left–turn from Kinnaman Road to Site

CONCLUSIONS

A zone change has been proposed for a parcel of land in Washington County. The parcel is currently zoned R-15 (Residential, 12-15 units/acre) and the zone change would result in the parcel being zoned NC (Neighborhood Commercial). The development would take primary access onto Kinnaman Road via an access easement onto the neighboring church property.

In addition, a right-in/right-out access is proposed along 185th Avenue near the south end of the site. Previously, a 12-lot townhome development was approved on the site. The proposed zone change used the 12-lot townhome development as the worst case scenario for the current zoning. A worst case development under the proposed zoning would include 9,590 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors. The proposed zone change would result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips.

A safety analysis was conducted to determine if adequate sight distance is available at the proposed access onto Kinnaman Road. A total of 350 feet of intersection sight distance is required. To the east there is approximately 960 feet of intersection sight distance. To the west, intersection sight distance is available through the intersection of Kinnaman Road and 185th Avenue, which is approximately 315 feet from the proposed access. Sight distance at the proposed access onto 185th Avenue is restricted by vegetation on the adjacent property to the south. With the planned widening of 185th Avenue, the roadway alignment will be modified. Sight distance will be available if vegetation is removed to the south.

A review of crash history showed that the intersection of Kinnaman Road and 185th Avenue operates with a crash rate of 0.86 crashes per million entering vehicles. No further analysis is required at the intersection. The intersection was on the most recent SPIS list but planned improvements at the intersection will add capacity and also install flashing yellow arrows for both the northbound and southbound left-turn movements. These improvements will change the nature of traffic flow at the intersection and will likely have an affect on crash patterns.

The intersection of Kinnaman Road and 185th Avenue currently operates with a v/c ratio of 0.91 during the morning peak hour and 0.79 during the evening peak hour. With addition of the 2010 background traffic the v/c ratio will increase to 0.94 during the morning peak hour and 0.83 during the evening peak hour. With the addition of trips associated with the proposed zone change and development the v/c ratio will increase to 0.97 during the morning peak hour of 2010 and increase to 0.87 during the evening peak hour of 2010. With 2030 background traffic in place the intersection will operate with a v/c ratio of 0.90 during the morning peak hour and 0.85 during the evening peak hour.

With the addition of trips from the proposed zone change and development the v/c ratio will increase to 0.92 during both the morning and evening peak hours. The 2030 traffic volumes were provided by Washington County. In addition, a planned widening project along 185th Avenue was assumed to be in place for the 2030 analysis scenario.

The intersection of the proposed site access and Kinnaman Road will operate with a v/c ratio of less than 0.07 during the both morning peak hour and afternoon and evening peak hour of 2010 with the proposed zone change and development in place. At year 2030 the intersection will

operate with a v/c ratio of 0.02 during the morning peak hour and 0.05 during the evening peak hour with the zone change and proposed development in place.

No mitigations are recommended with the proposed zone change and development.

APPENDIX

LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.

LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS

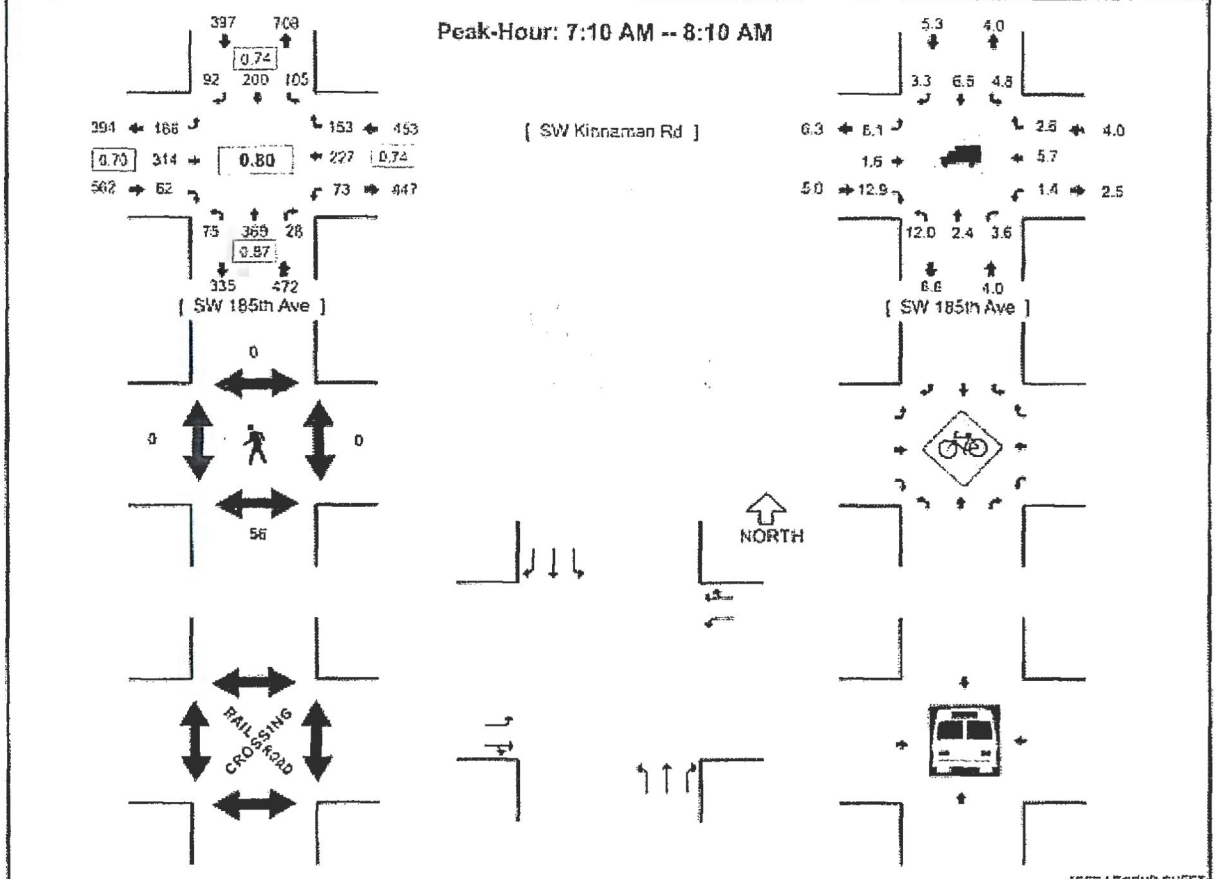
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	<10
B	10-15
C	15-25
D	25-35
E	35-50
F	>50

Type of peak hour being reported: User Defined

Method for determining peak hour: Total Entering Volume

INTERSECTION: SW 185th Ave--SW Kinnaman Rd
WEATHER:

QC JOB #: 10310209
DATE: 12/5/2007



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Kinnaman Rd (Eastbound)				SW Kinnaman Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	33	2	0	9	15	4	0	4	9	0	0	1	15	11	0	103	
7:05 AM	2	23	0	0	7	13	2	0	14	14	1	0	6	15	15	0	112	
7:10 AM	4	34	5	0	6	14	5	0	5	14	2	0	1	20	9	0	119	
7:15 AM	5	32	1	0	8	21	6	0	19	19	4	0	4	19	14	0	153	
7:20 AM	8	35	1	0	8	10	10	0	15	25	7	0	6	20	12	0	157	
7:25 AM	3	24	2	0	5	20	13	0	22	20	11	0	13	15	13	0	161	
7:30 AM	5	37	1	0	12	37	10	0	18	31	5	0	9	23	17	0	195	
7:35 AM	4	31	2	0	6	12	11	0	18	38	4	0	18	31	13	0	188	
7:40 AM	7	30	0	0	11	25	20	0	20	45	4	0	9	26	7	0	204	
7:45 AM	10	32	7	0	14	8	5	0	21	37	7	0	4	14	17	0	176	
7:50 AM	13	32	2	0	13	17	4	0	23	37	7	0	3	14	13	0	178	
7:55 AM	4	34	2	0	9	19	2	0	11	16	3	0	0	13	12	0	125	1871
8:00 AM	7	21	4	0	6	11	3	0	6	17	3	0	3	21	16	0	118	1836
8:05 AM	5	27	1	0	6	16	3	0	8	16	5	0	3	11	10	0	110	1854
8:10 AM	4	25	0	0	12	16	1	0	4	18	1	0	0	24	11	0	116	1881
8:15 AM	5	31	4	0	9	12	6	0	6	14	1	0	2	13	17	0	120	1848
8:20 AM	11	23	4	0	12	17	3	0	5	14	1	0	0	12	12	0	114	1805
8:25 AM	5	28	2	0	8	21	2	0	12	26	5	0	1	7	4	0	121	1765
8:30 AM	2	29	4	0	2	5	2	0	7	12	3	0	2	13	10	0	91	1661
8:35 AM	3	31	2	0	5	12	2	0	7	22	4	0	1	14	7	0	110	1583
8:40 AM	4	28	7	0	12	13	3	0	4	18	3	0	5	16	18	0	131	1510
8:45 AM	0	26	6	0	12	10	3	0	2	17	3	0	8	10	22	0	119	1453
8:50 AM	3	17	5	0	9	12	5	0	5	14	1	0	2	16	16	0	105	1380
8:55 AM	1	34	2	0	13	14	2	0	8	20	2	0	5	14	10	0	125	1380

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	392	12	0	116	256	164	0	224	456	52	0	144	320	148	0	2348
Heavy Trucks	8	8	0		4	8	4		8	12	4		0	8	4		68
Pedestrians		116				0				0				0			116
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 1/2/2008

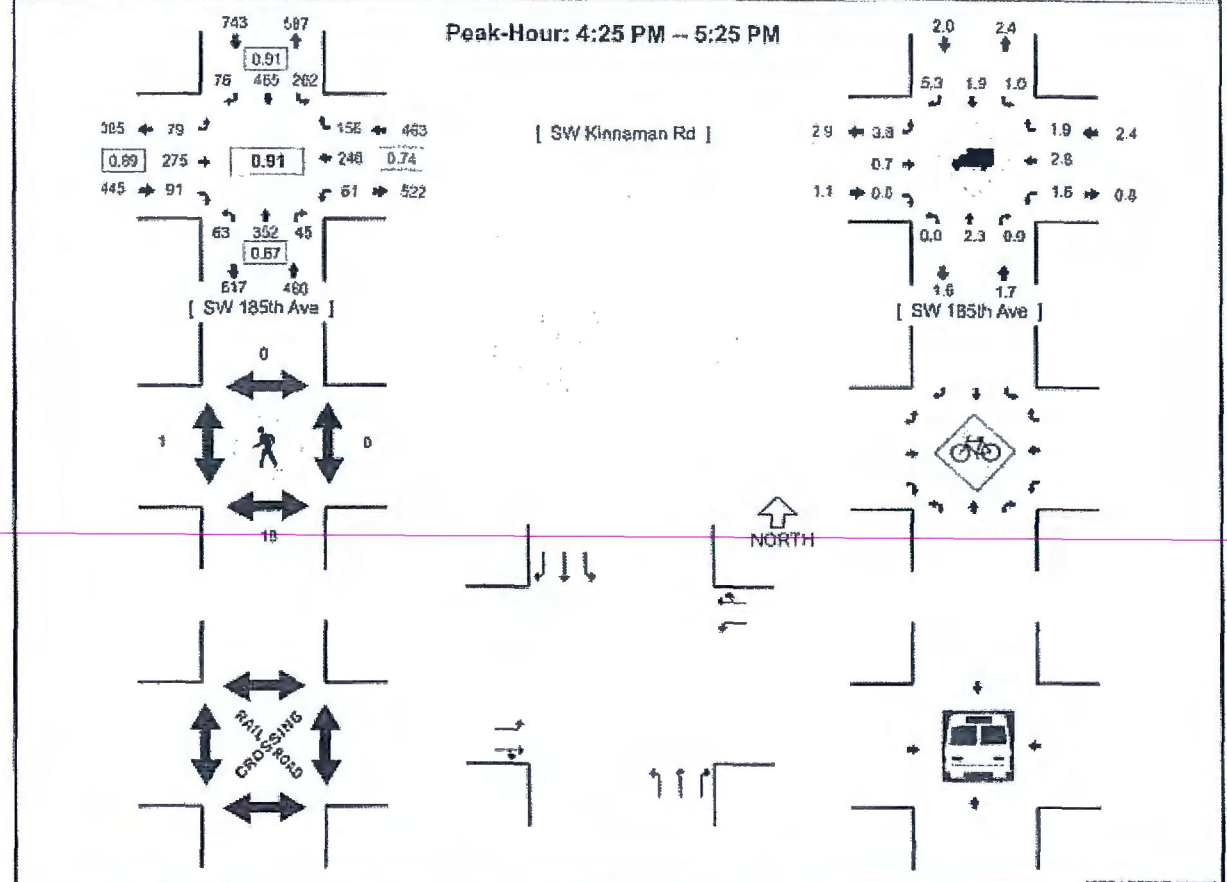
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of peak hour being reported: User Defined

Method for determining peak hour: Total Entering Volume

INTERSECTION: SW 185th Ave--SW Kinnaman Rd
WEATHER:

QC JOB #: 10310210
DATE: 12/5/2007



*SEE LEGEND SHEET

5-MIN COUNT PERIOD BEGINNING AT	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				SW Kinnaman Rd (Eastbound)				SW Kinnaman Rd (Westbound)				TOTAL	HOURLY TOTALS
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	23	4	0	19	32	8	0	6	22	12	0	8	17	17	0	175	
4:05 PM	6	24	2	0	19	39	4	0	15	29	6	0	1	13	13	0	171	
4:10 PM	8	20	5	0	17	40	5	0	4	18	2	0	6	22	10	0	155	
4:15 PM	2	16	4	0	16	36	4	0	7	28	7	0	5	20	14	0	157	
4:20 PM	9	21	3	0	14	41	2	0	5	15	6	0	2	23	18	0	159	
4:25 PM	3	32	4	0	12	47	11	0	6	24	4	0	2	21	9	0	175	
4:30 PM	3	32	1	0	20	49	5	0	3	21	9	0	6	22	10	0	181	
4:35 PM	4	40	3	0	14	42	4	0	8	35	8	0	3	9	10	0	180	
4:40 PM	7	32	1	0	15	33	6	0	10	21	10	0	2	18	11	0	166	
4:45 PM	4	36	5	0	22	41	6	0	7	18	5	0	7	20	17	0	188	
4:50 PM	9	27	5	0	16	31	4	0	7	32	4	0	2	22	12	0	171	
4:55 PM	7	22	2	0	16	32	11	0	3	23	9	0	6	22	7	0	162	2040
5:00 PM	8	29	5	0	20	30	7	0	5	26	10	0	8	29	17	0	194	2059
5:05 PM	3	24	3	0	21	40	4	0	9	22	9	0	11	26	19	0	191	2079
5:10 PM	7	29	10	0	15	39	7	0	9	20	10	0	4	22	20	0	192	2116
5:15 PM	3	24	3	0	17	50	4	0	4	15	9	0	4	9	11	0	153	2112
5:20 PM	5	25	3	0	14	31	7	0	8	18	4	0	4	26	13	0	158	2111
5:25 PM	7	37	5	0	20	52	5	0	13	16	9	0	2	12	9	0	187	2123
5:30 PM	8	31	3	0	19	32	4	0	6	27	5	0	6	29	15	0	185	2127
5:35 PM	5	28	1	0	22	45	5	0	1	23	7	0	3	24	5	0	169	2116
5:40 PM	2	30	2	0	8	43	3	0	13	22	7	0	2	26	7	0	165	2115
5:45 PM	9	28	6	0	22	47	1	0	8	13	6	0	2	16	7	0	165	2092
5:50 PM	2	20	12	0	15	45	3	0	7	16	2	0	3	9	12	0	146	2087
5:55 PM	5	24	7	0	23	23	2	0	4	15	5	0	3	11	6	0	128	2033

PEAK 15-MIN FLOW RATES	Northbound				Southbound				Eastbound				Westbound				TOTAL
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	72	328	72	0	224	436	72	0	92	272	116	0	92	308	224	0	2308
Heavy Trucks	0	8	0		0	12	0		4	0	0		0	12	0		36
Pedestrians		20				0				0				0			20
Bicycles																	
Railroad																	
Stopped Buses																	

Counter Comments:

Report generated on 1/2/2008

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

TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 15

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	2	6	8

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	6	3	9

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	50	50	100

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	48	48	96

Source: TRIP GENERATION, Eighth Edition

TRIP GENERATION CALCULATIONS

Land Use: Shopping Center
Land Use Code: 820
Variable: 1,000 Sq Ft Gross Leasable Area
Variable Value: 9.59

AM PEAK HOUR

Trip Equation: Ln(T)=0.59Ln(X)+2.32

	Enter	Exit	Total
Directional Distribution	61%	39%	
Trip Ends	**24**	**15**	**39**

PM PEAK HOUR

Trip Equation: Ln(T)=0.67Ln(X)+3.37

	Enter	Exit	Total
Directional Distribution	49%	51%	
Trip Ends	**65**	**67**	**132**

WEEKDAY

Trip Equation: Ln(T)=0.65Ln(X)+5.83

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**740**	**740**	**1,480**

SATURDAY

Trip Equation: Ln(T)=.63Ln(X)+6.23

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**1,055**	**1,055**	**2,110**

Source: TRIP GENERATION, Seventh Edition

TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Occupied Dwelling Units
Variable Value: 12

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	**1**	**5**	**6**

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	**5**	**2**	**7**

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**40**	**40**	**80**

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**38**	**38**	**76**

Source: TRIP GENERATION, Eighth Edition

TRIP GENERATION CALCULATIONS

Land Use: Day Care Center
Land Use Code: 565
Variable: Students
Variable Value: 102

AM PEAK HOUR

Trip Equation: T = 0.73(X) + 5.24

	Enter	Exit	Total
Directional Distribution	53%	47%	
Trip Ends	42	38	80

PM PEAK HOUR

Trip Equation: Ln(T)=0.87Ln(X)+0.32

	Enter	Exit	Total
Directional Distribution	47%	53%	
Trip Ends	36	41	77

WEEKDAY

Trip Equation: T = 4.55(X) - 5.64

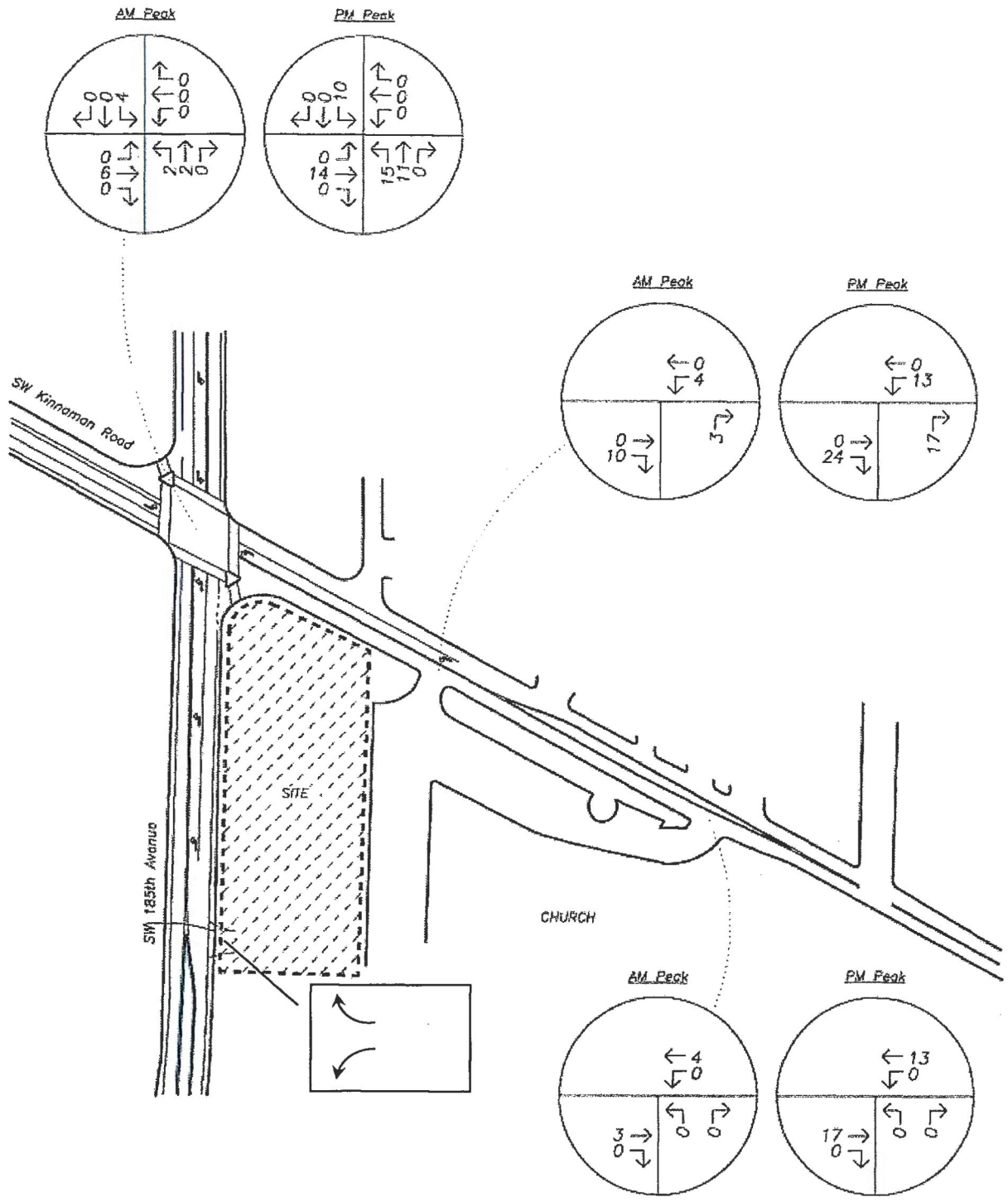
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	229	229	458

SATURDAY

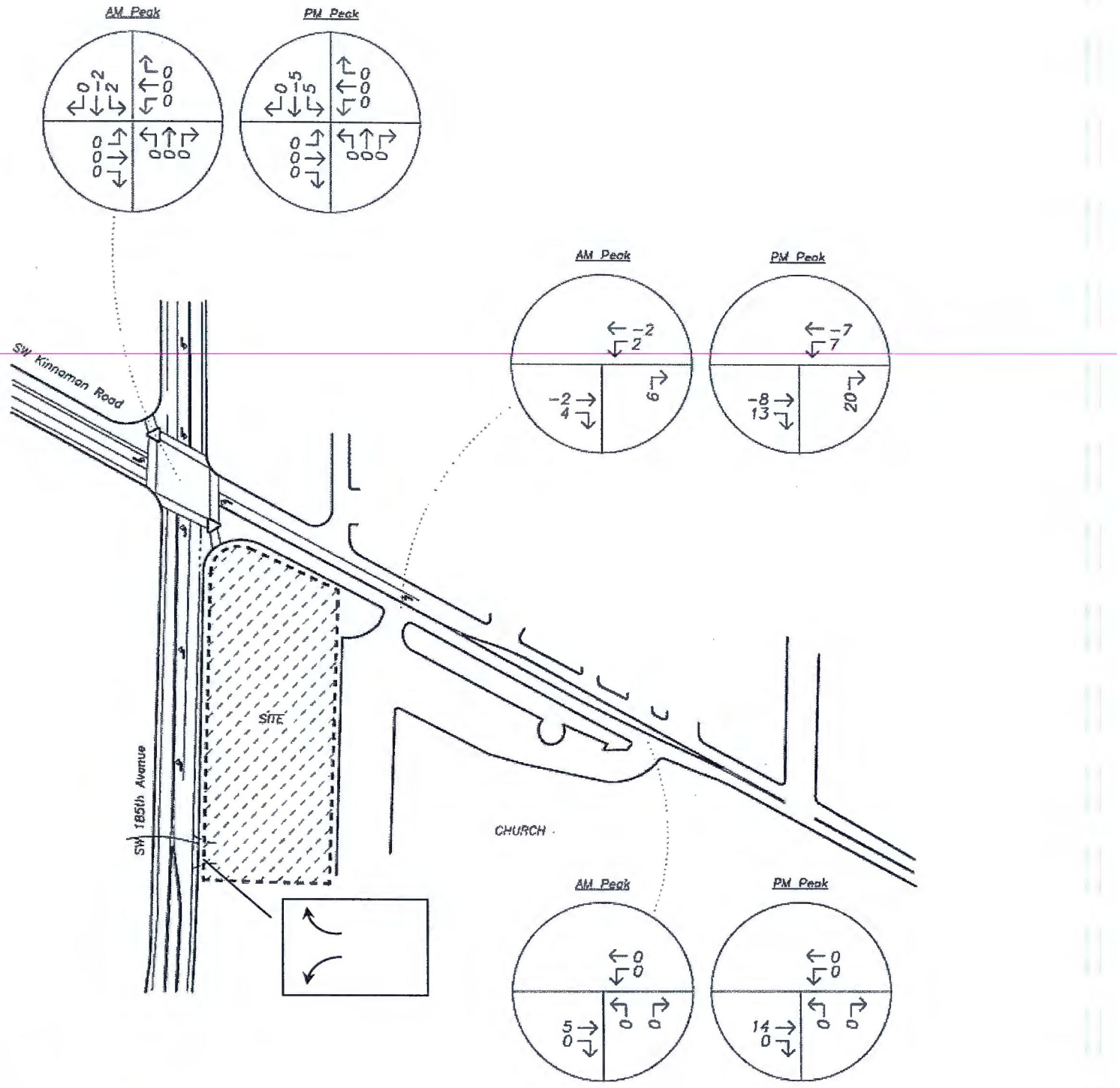
Trip Rate: 0.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	20	20	40

Source: TRIP GENERATION, Eighth Edition



PRIMARY SITE TRIPS
Primary Site Trip Assignment
AM & PM Peak Hour



NON-PRIMARY TRIPS
Non-Primary Trip Assignment
AM & PM Peak Hour

LOS1[illegible] 2008

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

SW 185th Avenue at SW Kinnaman Road plus 250' in all directions in near Beaverton
1-1-2002 through 12-31-2006

PAGE 1

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE (ONLY)	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR 2006														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	1	4	5	0	1	0	4	1	3	2	5	0	0
2006 TOTAL	0	2	4	6	0	2	0	5	1	4	2	6	0	0
YEAR 2005														
ANGLE	0	1	0	1	0	2	0	1	0	1	0	1	0	0
REAR-END	0	1	1	2	0	2	0	1	1	1	1	2	0	0
2005 TOTAL	0	2	1	3	0	4	0	2	1	2	1	3		
YEAR 2004														
REAR-END	0	2	0	2	0	1	0	2	0	2	0	2	0	0
2004 TOTAL	0	2	0	2	0	1	0	2	0	2	0	2	0	0
YEAR 2003														
FIXED OTHER OBJECT	0	0	1	1	0	0	0	0	0	0	0	0	0	1
REAR-END	0	1	0	1	0	2	0	0	1	0	1	0	0	0
2003 TOTAL	0	1	1	2	0	2	0	0	1	0	1	0		1
YEAR 2002														
ANGLE	0	2	0	2	0	0	0	1	1	1	1	2	0	0
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	3	2	5	0	5	0	5	0	3	2	5	0	0
2002 TOTAL	0	5	4	9	0	8	0	8	1	6	3	9	0	0
FINAL TOTAL	0	12	10	22	0	15	0	17	4	14	7	20	0	

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

SERVICES AND FACILITIES

ACCESS

As shown on the Preliminary Plat, access into the site will be provided from SW Kinnaman Road and or SW 185th Ave. Access into the site is limited along both streets. An access management plan has been approved as part of the Comprehensive Plan Amendment.

SANITARY SEWER

Sanitary sewer can be extended into the site from the existing sewer in SW 185th Avenue.

WATER SUPPLY

Individual water lines and meters will be extended into the site from the existing water line in SW 185th Avenue.

STORM DRAINAGE

As shown on the Preliminary Plat, the storm drain facilities will be constructed in the streets to pick up storm drainage for all impervious areas, either through individual storm laterals or through weep holes in the curb. The water will be directed south towards a Water Quality Swale. From the outfall of the Water Quality Swale the storm water will flow west into an existing drainage channel flowing south along 185th Ave.

FIRE PROTECTION

Tualatin Valley Fire and Rescue District serves the site. The applicant will design the onsite water system in accordance with Tualatin Valley Water District and Tualatin Valley Fire and Rescue Design Standards. Fire hydrants will be spaced accordingly.

POLICE PROTECTION

Washington County Sheriffs Office has primary responsibility for police.

SCHOOLS

The project site is served by the Beaverton School District.

OTHER UTILITIES

Providers of the following utilities are also available to this site:

Electrical power ..... PGE

Telephone ..... Verizon

Cable television ..... Com Cast

Natural gas ..... Northwest Natural

Clean Water Services
Our commitment is clear.

RECEIVED
APR 24 2009
By

Sensitive Area Pre-Screening Site Assessment

CWS File Number 09-000658

Jurisdiction: _____

Property Information: *(example 1S234AB01400)*
Tax lot ID(s): 1S-1-18BC TL 3900
Site Address: 18430 Kinnaman Rd.
Nearest Cross Street: 185th Ave.

Owner Information:
Name: Saiid Behboodi
Company:
Address: 13777 Melrose Place
Lake Oswego, OR 97035
Phone/Fax: 503-880-7409 /
E-mail:

Development Activity: Check all that apply
Addition to Single Family Residence *(rooms, deck, garage)* ☐
Lot Line Adjustment ☐ Minor Land Partition ☐
Residential Condominium ☐ Commercial Condominium ☐
Residential Subdivision ☐ Commercial Subdivision ☐
Single Lot Commercial ☐ Multi Lot Commercial ☐
Other Mixed Use Development for residential and commercial uses.

Applicant Information:
Name: Steve Bloomquist
Company: Harris McMonagle Associates Inc.
Address: 8740 Scoffins Street
Tigard, Or 97223
Phone/Fax: 503-639-3453 (ext 19) fax 639-1232
E-mail: steve@h-mc.com

Will the project involve any off-site work: YES ☐ NO ☒ Unknown ☐ **Location and description of off-site work:** _____

Additional comments or information that may be needed to understand your project: _____

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

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

Print/Type Name: Steve Bloomquist *Print/Type Title:* Land Use Planner

Signature: _____ Date: _____

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: _____ **Date:** 4/30/09

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

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

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

☐ OTHER _____

PRE-APPLICATION DATE: _____

Service Provider, PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc.
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins St.
Tigard, OR 97223
PHONE: 503-639-3453 (ext 19)

OWNER(S):
NAME: Saiid Behboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-639-3453 (ext 19)

Property Desc.: Tax Map(s): 1S-1-18BC Lot Number(s): 3900

Site Size: 0.97 Acres

Site Address: 18430 Kinnaman Rd.

Nearest cross street (or directions to site): 185th Ave.

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Zone Change from R-15 to Neighborhood Commercial to allow for a mixed use development

EXISTING USE: Site is vacant PROPOSED USE: Residential and Commercial

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. ____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: To Be determined
NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000

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

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

ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:
1. Topographical map (minimum scale 1"= 200', contour interval no closer than 5 feet)
2. Development layout (streets, lots, parking areas, building configuration, pathways, creeks, wetland, landscape areas)
3. Vicinity map (minimum scale 1" – ¼ mile)

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

Water Quality Facility required	☑ Y	☐ N	Water Quantity Facility required	☑ Y	☑ N
Hydraulic and hydrological analysis required	☐ Y	☐ N	Vegetated corridor required	☐ Y	☑ N

DEPENDS ON ANALYSIS

COMMENTS/EXPLANATION: _____

SIGNATURE: _____ POSITION: PLAN REVIEWER DATE: 4/30/09

Service Pro CWS 05/30/06

EMAILED TO APPLICANT 4/30

3/17/2011

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

Request For Statement Of Service Availability (Service Provider Letter)

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc.
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins ST.
Tigard, OR 97223
PHONE: 503-639-3453 (ext. 19)

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

OWNER(S):
NAME: Saiid Behboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-880-7409

Additionally, you'll need our separate, individual request forms titled:
- **Clean Water Services (Surface Water Mgmt.)**
- **Tri-Met**
- **School**
- **Sheriff / Police**
- **Tualatin Hills Park & Recreation District**

Property Desc.: Tax Map(s): 1S-1-18BC Lot Number(s): 3900
Site Size: 0.97 Acres
Site Address: 18430 Kinnaman Rd.
Nearest cross street (or directions to site): 185th Ave.

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Zone change from R-15 to Neighborhood Commercial to allow for mixed use development for residential and commercial.

EXISTING USE: Site is vacant PROPOSED USE: Mixed Use

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. _____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: To be determined
NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000

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

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

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

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

DEVELOPMENT MUST HAVE DIRECT ACCESS TO GRAVITY SERVICE

SIGNATURE: _____ POSITION: PLAN REVIEWER DATE: 3/17/2011 4/30/09

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

SIGNATURE: _____ POSITION: _____ DATE: _____

Service Pro General 08/30/07

E MAILED TO APPLICANT 4/30
3/17/2011

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

Request For Statement Of Service Availability For Sheriff / Police Services

☑ WASHINGTON COUNTY SHERIFF

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associated Inc.
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Sunshine St.
Tigard, OR 97223
PHONE: 503-639-3453 (ext. 10)

OWNER(S):
NAME: Khalid Mehboodi
ADDRESS: 21777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-680-7409

Property Desc: Tax Map(s): 1S-1-10BC; Lot Number(s): 3900

Site Size: 0.97 Acres

Site Address: 16430 Kinnaman Road

Nearest cross street (or directions to site): 165th Ave

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Plan Amendment, from R-15 to Neighborhood Commercial to allow for future mixed use development

EXISTING USE: Site is Vacant PROPOSED USE: Residential and Commercial

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. ____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: Commercial
NO. OF SQ. FT. (GROSS FLOOR AREA): 10,000

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

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

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

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

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

SIGNATURE: _____ POSITION: Records Manager DATE: 3/16/2011 4-27-09

☐ 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 Prv Sheet 6/24/08

Jay Harris — 503 639-1232

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

Request For Statement Of Service Availability (Service Provider Letter)

PRE-APPLICATION DATE: _____

Service Provider PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins St.
Tigard, OR 97223
PHONE: 503-639-3453 (ext. 19)

- [x] WATER DISTRICT: Tualatin Valley
- [ ] FIRE DISTRICT: _____
- [ ] CITY OF: _____
- [ ] CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):
NAME: Saiid Bakhoodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-888-7409

Additionally, you'll need our separate, individual request forms filled:
- Clean Water Services (Surface Water Mgmt.)
- Tri-Met
- School
- Sheriff / Police
- Tualatin Hills Park & Recreation District

Property Desc: Tax Map(s): 1S-1-10BC | Lot Number(s): 3900
Site Size: 0.97 Acres
Site Address: 10430 Kinnaman Rd
Nearest cross street (or directions to site): 105th Ave.

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Plan Amendment from R-15 to Neighborhood Commercial to allow for a mixed use development.

EXISTING USE: Site is vacant PROPOSED USE: Mixed Use

IF RESIDENTIAL: NO. OF DWELLING UNITS: 12-15 SINGLE FAM. ____ MULTI-FAM. X
IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: Commercial NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000
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).

- [x] 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 the project.

Stewart F Davis Sr Engr 3-18-2011

SIGNATURE: Stewart F Davis POSITION: Sr Eng'r DATE: 4/29/09

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

SIGNATURE: _____ POSITION: _____ DATE: _____
Service Provider (Optional)

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

Request For Statement Of Service Availability THPRD

TUALATIN HILLS PARK & REC. DISTRICT

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO: APPLICANT:
COMPANY: Harris McMonagle Associates
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins Street
Tigard, OR 97223
PHONE: 503-639-3453 (ext 19)

OWNER(S):
NAME: Saiid Pahboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97038
PHONE: 503-680-7409

Property Descr. Tax Map(s): Lot Number(s):
1S-1-18-BO 3900

Site Size: 0.97 acres
Site Address: 16430 Kinnaman Rd
Nearest cross street (or directions to site): 165th Ave

PROPOSED PROJECT NAME:

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT NAME), SUBDIVISION, PARTITION, SPECIAL USE
Plan Amendment from R-15 to Neighborhood Commercial to allow for mixed use development.

EXISTING USE: Site is vacant PROPOSED USE: Commercial and residential

IF RESIDENTIAL: NO. OF DWELLING UNITS: 13-15 SINGLE FAM. ____ MULTI-FAM. X
IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: Commercial NO. OF BLDG/ (GROSS FLOOR AREA) 10700
IF INSTITUTIONAL: NO. OF BLDG: ____ NO. STUDENTS/EMPLOYEES/MEMBERS: ____

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

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

☒ This project is IN the THPRD.

☐ This project is OUT of the THPRD.
☐ This project is required to annex into the THPRD service district prior to plat recordation.
☐ This project is NOT required to annex.

SIGNATURE: Hal Bergsma POSITION: Planning Director DATE: 3-21-11 (4-27-09) HB

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

SIGNATURE: _____ POSITION: _____ DATE: _____

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

Request For Statement Of Service Availability (Service Provider Letter)

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc.
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins ST.
Tigard, OR 97223
PHONE: 503-639-3453 (ext. 19)

☐ WATER DISTRICT: _____
☑ FIRE DISTRICT: TVF&R
☐ CITY OF: _____
☐ CLEAN WATER SERVICES (Sanitary Sewer)

Additionally, you'll need our separate, individual request forms titled:
- **Clean Water Services (Surface Water Mgmt.)**
- **Tri-Met**
- **School**
- **Sheriff / Police**
- **Tualatin Hills Park & Recreation District**

OWNER(S):
NAME: Saiid Behboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-888-7409

Property Desc.: Tax Map(s): 1S-1-18BC Lot Number(s): 3900
Site Size: 0.97 Acres
Site Address: 18430 Kinnaman Rd
Nearest cross street (or directions to site): 185th Ave.

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Plan Amendment from R-15 to Neighborhood Commercial to allow for a mixed use development.

EXISTING USE: Site is vacant PROPOSED USE: Mixed Use

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. _____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: Commercial
NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000

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

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

☑ SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.
This is confirmation that equipment and personnel are able to respond to an emergency - this Not an approval of your project. Submit Fire Access + Fire fighting water supplies to Bldg official for Fire Dept approval

SIGNATURE: Karen Mobley POSITION: Deputy Fire Marshal DATE: 5/15/07

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

SIGNATURE: _____ POSITION: _____ DATE: _____

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

Request For Statement Of Service Availability For Schools

PRE-APPLICATION DATE: _____

Service Provider, PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc.
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins St.
Tigard, OR 97223
PHONE: 503-639-3453 (ext 19)

☑ SCHOOL DISTRICT NO.: Beaverton 48J

OWNER(S):
NAME: Saiid Behboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-880-7409

Property Desc.: Tax Map(s): 1S-1-18BC Lot Number(s): 3900
Site Size: 0.97 Acres
Site Address: 18430 Kinnaman Rd
Nearest cross street (or directions to site): 185th Ave

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Plan Amendment from R-15 to Neighborhood Commercial to allow for future mixed use development

EXISTING USE: Site is currently vacant PROPOSED USE: Mixed Use

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. _____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: Commercial
NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000

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

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

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

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

See Attached

SIGNATURE: _____ POSITION: _____ DATE: _____

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

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

SIGNATURE: _____ POSITION: _____ DATE: _____

Beaverton SCHOOL DISTRICT
creating pathways to the future for all students

Jennifer R. Garland
Facilities Planning Coordinator
jennifer_garland@beaverton.k12.or.us
16550 SW Merlo Road•Beaverton, OR 97006
503.591.4319 • Fax 503.591.4484

Service Provider Statement

Date: May 27, 2009

Proposed Residential Development: Residential and Commercial Development, Plan Amendment from R-15 to Neighborhood Commercial, 18430 SW Kinnaman Road, 1S118BC03900

Affected Schools*: Kinnaman, Mountain View, Aloha

Proposed Number of Dwellings:		**Projected Number of Students:**	
Single-family		Elementary Level	2
Attached		Middle School Level	1
Multiple-family	15	High School Level	0
		TOTAL	3

*Please note that these may not be the actual schools children from this development will attend, as boundary adjustments may be made subsequent to issuance of this letter.

The District has evaluated your proposal for residential development and has projected that the proposed development and plan amendment will produce the following student impact on Beaverton School District:

Student Impact:
Elementary Level Moderate Impact
Middle School Level Moderate Impact
High School Level Moderate Impact if high school students are generated

This analysis is based on the District's data on the capacity, current enrollment, projected student impact of approved yet unbuilt dwellings, and the impact of this request for service with regard to the schools within whose boundaries this proposal is located. Please be aware that this analysis is based on current school boundaries; these boundaries are subject to change.

Due to rapid residential growth, the District has ongoing concerns regarding the cumulative impact of residential development on school capacities. The District will continue to monitor population and enrollment forecasts, as well as track all proposed and approved residential developments in order to anticipate significant impact on schools.

Please refer to the attached data showing the District's total capacity less the current enrollment, student impact of the currently approved residential dwellings, and the resulting status of capacity. Also, please refer to the definitions of the variables used in this calculation.

ASSESSMENT OF DATA

	Elementary	Middle School	High School
Total 2008 Available Capacity	19,504	8,204	11,647
Less Sept. 30, 2008 actual enrollment	17,151	8,248	10,801
Less future student impact of approved dwellings	1,088	472	493
Remaining Capacity or Capacity Deficit	1,265	*-516*	353

VARIABLES DEFINED AND USED IN THIS CALCULATION:

Capacity

District capacity is determined by using Board approved "Objective Criteria for Determining School Capacity". The capacity criteria are included in the School Facility Plan, which was approved by the School Board in June 2002. The School Facility Plan, which was required for O.R.S. 195.110 compliance, is on file at District offices.

The District's capacity stated below includes current permanent capacity, the increased capacity as provided by the November 2000 bond, 2006 bond, and portable classrooms currently owned by the District. Capacity dedicated to self-contained special education programs has been deducted.

	Elementary Level	Middle School Level	Comprehensive High Schools	District Total
Total Capacity	19,504	*8,204	*9,790	*37,498

*Does not include capacity at options schools. Enrollment in those programs is based on student and parent election to participate.

Enrollment

	Elementary Level	Middle School Level	High School Level	Special Education	District Total
Enrollment Sep. 30, 2008	17,151	8,248	10,985	919	37,303

Net Approved (Unoccupied) Residential Dwellings/Projected Students (As of September 2008)

The following is the number of residential dwellings within Beaverton School District that have been approved by the city/county jurisdictions serving the District that were unbuilt or never occupied as of September 2008.

Single-family dwellings approved	2,822
Attached dwellings approved	1,972
Multiple-family dwellings approved	156
TOTAL APPROVED DWELLINGS	4,950

Based on factors currently used by the District, the following number of students would be projected from the number of approved dwellings listed above.

Projected Elementary Students	1,088
Projected Middle School Students	472
Projected High School Students	493
TOTAL STUDENTS PROJECTED	2,053

Student Safety Impacts

The District is concerned with the safety of its students as they travel to and from school, whether as pedestrians or by vehicular transportation. The District has evaluated the development application from a safety and transportation standpoint and has the following comments:

- The District requires that the developer provide sidewalks within the development and linkages that will provide safe student pedestrian access to schools and school bus stops.

Service Statement valid for 90 days

Jennifer R. Garland — 5/27/09
Facilities Planning Coordinator — Date

"One Goal, One Focus"

District Goal for 2004-2009: Increase academic achievement District-wide with a special emphasis on literacy and mathematics gains for each student. The intent is to give every student the skills to succeed in challenging courses, meet academic standards, graduate from high school and be fully prepared for a range of post-secondary education and vocational options.

Beaverton SCHOOL DISTRICT
creating pathways to the future for all students

Jennifer R. Garland
Facilities Planning Coordinator
jennifer_garland@beaverton.k12.or.us
16550 SW Merlo Road•Beaverton, OR 97006
503.591.4319 • Fax 503.591.4484

Service Provider Statement

Date: May 27, 2009

Proposed Residential Development: Residential and Commercial Development, Plan Amendment from R-15 to Neighborhood Commercial, 18430 SW Kinnaman Road, 1S118BC03900

Affected Schools*: Kinnaman, Mountain View, Aloha

Proposed Number of Dwellings:		**Projected Number of Students:**	
Single-family		Elementary Level	2
Attached		Middle School Level	1
Multiple-family	15	High School Level	0
		TOTAL	3

*Please note that these may not be the actual schools children from this development will attend, as boundary adjustments may be made subsequent to issuance of this letter.

The District has evaluated your proposal for residential development and has projected that the proposed development and plan amendment will produce the following student impact on Beaverton School District:

Student Impact:

Elementary Level	Moderate Impact
Middle School Level	Moderate Impact
High School Level	Moderate Impact if high school students are generated

This analysis is based on the District's data on the capacity, current enrollment, projected student impact of approved yet unbuilt dwellings, and the impact of this request for service with regard to the schools within whose boundaries this proposal is located. Please be aware that this analysis is based on current school boundaries; these boundaries are subject to change.

Due to rapid residential growth, the District has ongoing concerns regarding the cumulative impact of residential development on school capacities. The District will continue to monitor population and enrollment forecasts, as well as track all proposed and approved residential developments in order to anticipate significant impact on schools.

Please refer to the attached data showing the District's total capacity less the current enrollment, student impact of the currently approved residential dwellings, and the resulting status of capacity. Also, please refer to the definitions of the variables used in this calculation.

ASSESSMENT OF DATA

	Elementary	Middle School	High School
Total 2008 Available Capacity	**19,504**	**8,204**	**11,647**
Less Sept. 30, 2008 actual enrollment	**17,151**	**8,248**	**10,801**
Less future student impact of approved dwellings	**1,088**	**472**	**493**
Remaining Capacity or Capacity Deficit	**1,265**	***-516***	**353**

VARIABLES DEFINED AND USED IN THIS CALCULATION:

Capacity

District capacity is determined by using Board approved "Objective Criteria for Determining School Capacity". The capacity criteria are included in the School Facility Plan, which was approved by the School Board in June 2002. The School Facility Plan, which was required for O.R.S. 195.110 compliance, is on file at District offices.

The District's capacity stated below includes current permanent capacity, the increased capacity as provided by the November 2000 bond, 2006 bond, and portable classrooms currently owned by the District. Capacity dedicated to self-contained special education programs has been deducted.

	Elementary Level	Middle School Level	Comprehensive High Schools	District Total
Total Capacity	**19,504**	***8,204**	***9,790**	***37,498**

*Does not include capacity at options schools. Enrollment in those programs is based on student and parent election to participate.

Enrollment

	Elementary Level	Middle School Level	High School Level	Special Education	District Total
Enrollment Sep. 30, 2008	**17,151**	**8,248**	**10,985**	**919**	**37,303**

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- The District requires that the developer provide sidewalks within the development and linkages that will provide safe student pedestrian access to schools and school bus stops.

Service Statement valid for 90 days

Jennifer R. Garland — 5/27/09
Facilities Planning Coordinator — Date

WASHINGTON COUNTY
Dept. of Land Use & Transportation
Land Development Services Division
155 N. 1st Avenue, #350-13,
Hillsboro, OR 97124
Ph. (603) 846-8761 Fax (503) 846-2908
http://www.co.washington.or.us

Request For Statement Of Service Availability For Schools

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc.
CONTACT: Steve Bloomquist
ADDRESS: 8740 SW Scoffins St.
Tigard, OR 97223
PHONE: 503-639-3453 (ext 19)

☑ SCHOOL DISTRICT NO.: Beaverton 48J

OWNER(S):
NAME: Saiid Behboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: 503-880-7409

Property Desc.: Tax Map(s): 1S-1-18BC Lot Number(s): 3900

Site Size: 0.97 Acres

Site Address: 18430 Kinnaman Rd

Nearest cross street (or directions to site): 185th Ave

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Plan Amendment from R-15 to Neighborhood Commercial to allow for future mixed use development

EXISTING USE: Site is currently vacant PROPOSED USE: Mixed Use

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. _____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: Commercial
NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000

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

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

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

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

See Attached

SIGNATURE: _____ POSITION: _____ DATE: _____

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

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

SIGNATURE: _____ POSITION: _____ DATE: _____

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

Request For Statement Of Service Availability for Tri-Met Services

☑ TRI-MET

Doc C: CP021887

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:
COMPANY: Harris McMonagle Associates Inc
CONTACT: Steve Bloomquist
ADDRESS: 8790 Scoffins St.
Tigard, OR 97223
PHONE: 503-639-3453 (ext 19)

OWNER(S):
NAME: Saiid Behboodi
ADDRESS: 13777 Melrose Place
Lake Oswego, OR 97035
PHONE: _____
Property Desc.: Tax Map(s): 1S-1-18BC Lot Number(s): 3900
Site Size: 0.97 Acres
Site Address: 18430 Kinnaman Rd
Nearest cross street (or directions to site): 185th Ave

PROPOSED PROJECT NAME: _____

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, PARTITION, SPECIAL USE)
Plan Amendment from R-15 to Neighborhood Commercial to allow for future mixed use development

EXISTING USE: Site is vacant PROPOSED USE: Mixed Use

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 12-15
SINGLE FAM. _____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:
TYPE OF USE: Commercial
NO. OF SQ. FT. (GROSS FLOOR AREA) 10,000

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 within a quarter mile walk to TriMet bus 52 and so is adequately served by transit.

SIGNATURE: H Ball POSITION: Planner DATE: 6/16/09

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

SIGNATURE: _____ POSITION: _____ DATE: _____

COMPREHENSIVE PLAN AMENDMENT WRITTEN NARRATIVE

WASHINGTON COUNTY, OREGON

Submitted For Review March 17, 2011
Revised February 6, 2012 adding Policy 21 and 22 response.

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Applicant and Consultants:

Owner/Applicant:	Saiid Behboodi 13777 Melrose Place Lake Oswego, Oregon 97036 Phone: 503-880-7409
Applicant's Representative:	Harris McMonagle Associates, Inc. 8740 SW Scoffins Street Tigard, Oregon 97223 Contact Person: Steve Bloomquist Phone: 503-639-3453 (Ext. 19)
Traffic Consultant:	SABA, C.E.S PO Box 3055 Beaverton, Oregon 97075 Contact Person: Massoud Saberian

Existing Conditions:

The subject site is currently zoned R-15 on the Washington County Comprehensive Plan. It is located at the intersection of Kinnaman Road and SW 185th Ave, along the southeast corner. The site is 0.97 gross acres in size and is located within unincorporated Washington County, Oregon. It is specifically identified on Tax Assessor's Map 1S-1-18BC as Tax Lot 3900. The topography of the site is flat but, generally slopes from the north towards the south. The site is currently vacant. Vegetation on and around the site consists primarily of a few mature evergreen trees concentrated on the north side and open grassy areas covering the remainder of it.

SW 185th Ave bounds the site on the west and travels in a north/south direction. SW Kinnaman Road bounds the site on the north and travels in a northwest/southeast direction. A church parking lot is adjacent to the site on the east. SW 185th Ave is classified as a 5 lane arterial street that is currently improved to three lanes with sidewalks and bike lanes on both sides. SW Kinnaman Road is classified as a 3 Lane Collector that is currently improved to three lanes with sidewalks along both sides. The Kinnaman Road/SW 185th Avenue intersection is signalized. A Tri-Met bus shelter has been constructed adjacent the northwest portion of the sites western boundary directly along SW 185th Ave, as shown on the existing conditions plan. Tri Met Route #52-Farmington/185th offers frequent transit service throughout the day and night to the Beaverton Transit Center.

Adjacent to the east boundary of the site the property is zoned for Institutional uses and developed with a Church (Aloha Church of God) and associated parking areas. Directly west of the site across 185th Avenue the area is also zoned for Institutional uses and is developed with the Aloha High School. Directly to the south the site is a residential property which is zoned R5. Directly north and northeast the site across Kinnaman Road properties are zoned for Office Commercial (OC) and Residential uses. The intersection at SW 184th Ave and Kinnaman Road forms a boundary between the residential and OC zones. Properties located west of 184th Ave, are zoned for Office Commercial uses and properties east of 184th Ave are zoned for residential uses.

General Site Information

Site Address	18430 Kinnaman Road
County	Washington Co.
Urban Growth Boundary	Inside
Local Designation	R15
Generalized Classification	MUR
Flood Plain (FEMA 100 yr.)	Outside
Watershed Basin	TUALATIN RIVER
Watershed Subbasin	ROCK CREEK - TUALATIN RIVER
Fire Protection	Tualatin Valley Fire & Rescue
Parks	Tualatin Hills Park & Recreation
School District	Beaverton No. 48J
Sewer	Clean Water Services District
Water	Tualatin Valley Water District
Sheriff	Washington County Sheriff
Storm	Clean Water Services District

Existing Conditions Table

Subject Site Zoning Designation	R-15	
Current Site Development	Vacant	
Site Size	0.97 Acres	
Neighborhood	CPO 6 Cooper MTN-Aloha	
Comprehensive Plan	Land Use: Residential: 12-15 Units Per Acre	
*Surrounding Uses	Zoning: North: Office Commercial (OC) South: Single Family Residential (R-5) East: Institutional (INST) West: Institutional (INST)	Uses: North: Professional offices South: Residential East: Aloha Church of God West: Aloha High School

*Surrounding land uses near the site are predominantly institutional or commercial in nature with scattered pockets of residential zoning. All areas surrounding the site have been developed The site is located along a major transportation route adjacent to a signalized intersection making it easily accessible for all modes of transportation.

Summary of Proposal:

The purpose of this application is to amend the sites current zoning designation from R-15 (Multi Family Residential 12-15 dwelling units/acre) to Neighborhood Commercial (NC). The intent of the owner/applicant is to subsequently develop the site as a Mixed Use Development, consisting of approximately 8,000-10,000 square feet of retail spaces on the main floors with residential units above the retail spaces. The Neighborhood Commercial zoning district allows for multi use residential dwellings, but also requires the ground floors of all new NC developments be used for some type of commercial use. The NC district is intended to provide for the shopping and service needs of the immediate urban neighborhood. The immediate urban area can be defined as those areas within ½ to 1 mile which is true walking distance to the subject site.

The applicant has included an exhibit titled "Zoning Study" located in Section 6, showing the location of all properties within one mile of the site zoned NC. The Zoning Study exhibit also briefly describes the current land uses on each of these properties. In summary there are three areas within 1 mile of the site labeled (A-D) which are currently zoned NC, as discussed below.

Area "A" is located northwest of the site has been developed by Intel as a parking lot with no structures. It can be concluded that there are no additional development potentials within the boundaries of Area "A", with consideration of its current use.

Area "B" is an undeveloped 0.74 vacant parcel located on a corner lot just over ½ mile north the site on the west side of 185th Ave and on the south side on Tualatin Valley Highway. Upon further investigation Area "B" is currently not for sale and upon discussions with an adjacent business owner the property has never been available for sale. Referring to the County Permits and Projects Section of Intermap, aTraffic Impact Statement was completed in 1996, including the development of adjacent properties, but it appears that a formal Land Use Application was not submitted.

Area "C" is located along both sides of SW 185th Ave. Area "C" it is the largest neighborhood commercial center closest to the site. Area "C" has been fully developed to allow for a wide range of commercial services. Currently residents north of the subject site have to travel to Area C (over 1 mile) or the Farmington Mall to meet their service needs. In all likelihood most people north of the subject site that travel to Area C or the Farmington Mall (Area D) do so by automobile to travel and carry goods back to their home. At the time of writing this narrative no vacant lands, commercial leases or future redevelopment opportunities exist within area "C" which is comparable to the development opportunity of the subject site.

The proposed Plan Amendment would allow residents within ½ to one mile of the site to be closer in proximity to services. A smaller neighborhood commercial center could be developed on the site and would promote an immediate reduction in auto use and support independence of movement for both the young and elderly that live near the site. A small neighborhood commercial center will support the office corridor along 185th Ave to the north, and the Aloha High School to the west by providing goods, services and other amenities, within walking distance. The site is an excellent location for the proposal because it is currently vacant land and the location and size make it a very desirable place for the development of a small neighborhood/residential commercial area, being a full service lot within the UGB. The sites location and will reduce traffic from those areas within 1 mile of the site which the current consumers currently travel to other highly congested areas to meet their retail/commercial service needs.

Other benefits which could be provided by the future development are; improved landscaping along SW Kinnaman and SW 185th Ave, improved tax base, new employment opportunities, revitalization of the SW

185th Ave/Kinnaman corridor and increased energy conservation through reduced reliance on the automobile. The proposed Plan Amendment would not result in a net loss of potential future residential housing units, due to the fact that similar residential housing densities are allowed to be developed in both the R-15 and NC zoning districts. The proposed mixed use development will create residential housing units that are constructed above the future commercial spaces allowing a variety of housing choices/prices for the consumer.

APPLICABLE POLICIES AND IMPLEMENTING STRATIGIES
Washington County Comprehensive Plan
Urban Comprehensive Framework Plan Considerations

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.

Implementing Strategies of The Planning Process

quasi-judicial plan amendments:

1. May be initiated by the owner of the subject parcel by filing an application, as provided by the Planning Director. The schedule for acceptance of requests for quasi-judicial map amendments shall be established by the Board of County Commissioners through a Resolution & Order.

> *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.*

Applicant Response: Policy 1 does not contain mandatory approval criteria. It is a directive to the County to establish a legal land use planning process to allow for comprehensive planning and related community development opportunities. The implementing strategy of the planning process allows landowners and or their agents an opportunity to initiate a Comprehensive Plan Amendment on a semi-annual basis.

This application is specifically to request a Comprehensive Plan Amendment in order to change the current zoning designation on the site from R-15 to NC. This application has been initiated by the property owner of record and it has been submitted by the processing deadline date. In this narrative and other supporting documentation the applicant will demonstrate that the proposed Plan

Amendment conforms with applicable policies and regulations of the Washington County Urban Comprehensive Framework plan, Washington County Transportation Plan, applicable sections of the Washington County Community Development Code, in addition to the Metro Urban Growth Management Functional Plan and Oregon Administrative Rule 660-012-0060.

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 Response: As discussed on page 4 of this narrative and also graphically demonstrated on the Zoning Study there is a lack readily available sites that are similar in size that would allow for similar development opportunities. There are three areas within one mile of the site which are currently zoned NC, these areas are labeled A-C. Area A is located to the northwest of the site. It has been fully developed to allow for parking and associated vehicular circulation. There are no other development opportunities within area A, with consideration of its current use. Area B is currently vacant land, which is smaller in size (0.74 acres) then compared to the subject site. Upon further investigation Area B is currently not for sale, therefore it cannot be developed at this time. Area C is located 0.60 miles south of the site along both sides of 185th Avenue. Area C is an older established business area that has been fully developed to allow for a wide range of commercial and professional uses.

Existing land use/development patterns, zoning and readily available mass transit options make the subject site an excellent candidate to support some of the additional commercial needs of the immediate area including the surrounding residential neighborhoods, institutional uses and the office commercial corridor north the site. The proposed Plan Amendment and subsequent redevelopment of the site could allow for both commercial and residential uses, creating opportunities for future jobs and affordable housing. In addition the subject site is in close proximity to existing businesses, Aloha High School and residential areas that would directly benefit from having commercial services within close proximity for pedestrian and automobile traffic.

Title 2 of the Metro Regional Plan calls for more compact development as a means to encourage more efficient use of the available lands inside the UGB, promote non-auto trip opportunities which will also save on valuable natural resources and help to protect air quality by reducing dependence on the automobile. The proposed future site development would make efficient use of vacant land inside the UGB with existing services and facilities as an alternative to extending new facilities to other less serviced areas in the County for similar purposes.

POLICY 2, CITIZEN INVOLVEMENT:

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

Implementing Strategies:

The County will:

a. Provide information on planning issues and policies in a clear and understandable form.

b. Seek and encourage continued citizen involvement through the Citizen Participation Organization (CPO) Program. The County will strengthen that program by:

1. Offering support and technical assistance;

2. Maintaining the Committee for Citizen Involvement (CCI) to assist in the evaluation and implementation of the citizen involvement program;

3. Working with CCI and CPO members while developing the Community Plans by providing them the opportunity, information and assistance necessary for their involvement; and
4. Providing opportunities for citizen involvement during the formulation, revision and amendment of the Comprehensive Plan and all its constituent parts, including the Comprehensive Framework Plan, Community Plans, Community Development Code, capital improvement plans, and functional plans (e.g., transportation, parks and recreation).

Applicant Response: Policy 2 does not contain mandatory approval criteria. Policy 2 is a directive to the County to encourage citizen participation throughout the Land Use Planning Process. The implementing strategy also encourages local citizen participation through Citizen Participation Organization (CPO) neighborhood programs supported by the County.

This application will be reviewed as a Quasi-judicial procedure. During this type of review procedure public notice is provided to all property owners in a defined area, who will have the opportunity to participate in the public hearings process during the plan amendment process. If this plan amendment is approved, there will be additional opportunity for public input at the neighborhood meeting on the overall future site development plans. It should be noted that no development will be allowed to occur as a result of this application. Prior to any site development taking place Washington County will review the proposed site design either through a Type II or III procedure to ensure compliance with current zoning regulations. This type of review process allows citizens two opportunities to participate if they choose to do so.

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.

The County will:
a. Support the regional Urban Growth Boundary and procedures for its amendment as acknowledged by the Oregon Land Conservation and Development Commission.
b. Categorize urban facilities and services into three categories: Critical, Essential and Desirable.

1. Critical facilities and services are defined as: Public water, public sanitary sewers, fire protection, drainage, and access on Local roads and Neighborhood Routes. These facilities and services are addressed in adopted urban service agreements. Urban service agreements address who are the long-term providers of these services and facilities. An inability to provide an adequate level of Critical services in conjunction with the proposed development will result in the denial of a development application.

Applicant Response: The subject site is vacant land inside the UGB that is fully serviceable. The site is a corner lot and has public street frontage along both SW 185th Ave and Kinnaman Road. Service provider letters from Tualatin Valley Water, Clean Water Services and Tualatin Valley Fire and Rescue have been included with this application narrative as exhibits, verifying all critical facilities exist to service the site. With consideration of the existing development pattern, service provider approvals and infrastructure surrounding the site it can be concluded there is adequate and existing access to all critical facilities such as public water, fire, sanitary sewer and storm drainage.

2. Essential facilities and services are defined as: Schools, Arterial (including State highways) and Collector roads, transit improvements (such as bus shelter and turnouts, etc.), police protection, street lighting and on-site pedestrian facilities in the public right-of-way. These facilities and services are addressed in adopted urban service agreements. Urban Service agreements address who are the long-term providers of these services and facilities. Failure to ensure the availability of an adequate level of all Essential services within five (5) years from occupancy may result in the denial of a development application. The Review Authority may condition the approval to limit the period of time to a

period shorter than five (5) years depending upon the degree of impact that the proposal has on the inadequate facilities or services and the risks to public safety in the interim period.

The development application will be denied when the Essential facilities and or services cannot be ensured within the required time period unless the following findings of fact can be made. All exceptions to the public facility and service standards shall require a public hearing:

a) The particular inadequate facility(ies) or service(s) is not necessary for the particular proposal within the aforesaid five (5) year period;

b) The approval of the development application will not substantially interfere with the ability to later provide the particular inadequate facility(ies) or service(s) to anticipated uses in the vicinity of the subject property;

c) The approval of the development application without the insurance of the particular inadequate facility(ies) and service(s) will not cause a danger to the public or residents in the vicinity of the subject property; and

d) It is shown that the applicant has exhausted all practical methods within the ability of the applicant to ensure the provision of the unacceptable facility(ies) and service(s).

Applicant Response: The site is located on a corner lot adjacent to essential facilities that include; public streets - SW 185th Ave (5 lane arterial type street) and SW Kiannaman Road (3 lane Collector Street), schools, and mass transit opportunities. Police protection is provided by the Washington County Sheriff, who has indicated service level is adequate in the area. The existing streetscape surrounding the site is adequately illuminated at night and provides for safe pedestrian facilities via the existing sidewalks along the public rights of way. The applicant has included service letters from the essential service providers verifying that their service facilities are adequate to serve the site.

3. Desirable facilities and service(s) are defined as: Public mass transportation service, parks and recreation facilities, bicycle facilities and off-site pedestrian facilities. These facilities and services are addressed in adopted urban service agreements. Urban service agreements address who are the long-term providers of these services and facilities. These are facilities and services that may be expected in a reasonable time frame from the occupancy of a development. Requiring new development to annex to a park provider is an acceptable way to promote the availability of park and recreation facilities. A development application may be conditioned to facilitate desirable facilities and services based upon specific findings.

c. Rely upon standards established by the appropriate special service district and adopted County Standards as the measurement of acceptability for the service provided by the service provider. The information obtained from the service provider shall be treated as a rebuttable presumption as to the ability to provide an adequate level of the facility or service. However, the evidence that can rebut it must be compelling evidence based upon objective data in order to controvert the determination of the service provider. Specific standards for implementation will be identified in the Community Development Code as well as acceptable methods for assuring availability of required public services and facilities.

d. Require that the cost of providing the required County urban services for a particular land use proposal shall be borne by the applicant or benefited properties unless otherwise authorized by the Board of County Commissioners. Methods to assure needed improvements that address development impacts may include but are not limited to improvements by an applicant, planned capital improvements by a public agency, fees, and annexation to a park district.

e. Apply the growth management standards to all new development actions as provided in the Community Development Code.

f. Establish clear and objective criteria for the issuance of all development permits. These criteria will consider:

1. Consistency with the Comprehensive Plan and appropriate Community Plans,
2. Adequacy of public facilities and services as required in the growth management strategy, and
3. Consistency with development standards contained in the Community Development Code.

g. Use, and encourage other public service providers to use, the following priority list to guide the investment of public monies in public facilities and services:

1. Solve existing health, safety and welfare problems.
2. Facilitate infill development or new development which is contiguous to existing.
3. Promote commercial and industrial economic development opportunities.
4. Extend services to outlying, undeveloped areas designated for residential development in the Comprehensive Plan.

Applicant Response: The subject site is a vacant and a fully serviceable parcel inside the UGB. The site is located adjacent to the SW 185th Ave corridor where Trimet provides frequent public transportation services. The site is also located in the Tualatin Hills Park and Recreation district and in close proximity to Butternut Park and Arnold Park which could provide opportunities for those to utilize public recreational facilities if they choose to do so. In addition SW 185th Ave and Kinnaman Road are classified as bicycle and pedestrian routes. It can be concluded that the site is located in close proximity to desirable facilities that would support non-auto trips.

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.

Implementing Strategies
The County will:
a. Utilize the land use classifications for the community planning program characterized in this section as plan designations. In determining the appropriate land use designations for community land, the location criteria should be utilized. Through the preparation of Community Plans the application of the plan designations may deviate from the general characterizations of those designations. Such deviations shall be characterized in the Community Plans.

b. Incorporate the plan designations characterized in this section into the Development Code as land use districts. A precise definition of the use types permitted within each district and their development standards shall be contained within the regulations. These regulations will be developed, with citizen input, concurrently with the development of the Community Plans.

R15

Characterization: This class of uses includes attached residences, mobile home parks and subdivisions and detached residences, and appropriate accessory uses. These uses will occur at a density of no more than 15 units per acre and no less than 12 units per acre. When allowed by a legislative or quasi judicial plan amendment, assisted living units, that are part of a mixed-use residential development, may be used to satisfy the minimum density requirement.

Location Criteria: Residences in this class should be located on or near Neighborhood Routes and Arterials both to allow ready access to transit and discourage the use of local streets for through traffic. If residences are located at or near Collector-Arterial intersections, construction and design features to buffer the impact of noise and air pollution must be provided. This class of uses should not be located at the intersection of two Arterials unless particular care is taken to minimize potential environmental impacts.

Neighborhood Commercial (NC)
Characterization: This district provides for small to medium-sized shopping facilities, including food markets, up to 35,000 square feet in gross floor area, and limited office use. Food markets with between 35,000 and 50,000 square feet in gross floor area may be allowed in the district consistent with quasi judicial public review procedures and criteria established in the Community Development Code. The intent is to provide for the shopping and service needs of the immediate urban neighborhood and as such should be readily accessible by car and foot from the surrounding neighborhoods. The scale, operation and types of uses permitted in this district are in keeping with the neighborhood character and the capacity of public facilities and services. The principal tenant is likely to be a food market.

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

Applicant Response: The subject site is currently zoned R-15. The intent of the R-15 zoning district is to provide for residential housing at a density of 15 units per acre but at no less then 12 units per acre. The site had been previously approved to allow for 12 attached residential units to be constructed on the site. However the previous owner could not secure the necessary funding and the property was foreclosed. The current applicant/owner purchased the property after a few meetings with the Aloha Church of God specifically in regards to access into and out of the site. The Church and the current owner came to an agreement to allow access through the Church's property onto Kinnaman Road.

The intent of the NC zoning district is to provide for shopping and service needs of the surrounding neighborhood. A future mixed use development could help to support the immediate needs of those properties north the site that currently lack access to convenient shopping opportunities. One of the locational factors states that the NC zoning district should be located adjacent to collector and or arterial streets at intervals a mile apart. The applicant has summarized the locations of areas A-C which are zoned NC and within 1 mile of the site. The closest functional NC zoning district is Area C which is .60 miles south of the site. However, many properties located north the subject site currently lack options to convenient shopping and other services. Rezoning the subject site could potentially reduce auto use in the immediate area. Future development of the site could help to support the surrounding areas north of the site.

An interesting note is that both the R-15 and NC zoning districts have the same residential density requirements. A future mixed use development such as is proposed for the site could yield the same amount of residential units on the site as the R-15 zoning district. Potential housing units would not be lost as a result of the change in zoning. No other properties adjacent the sites boundaries have the proposed NC zoning designation. The existing character of the area surrounding the site is currently a mix of institutional uses, smaller offices and various older residential housing developments. The subject site is essentially sandwiched in between an arterial street on the west, Collector Street on the north and a parking lot on the east.

The requested plan amendment will provide for both new housing and employment in an area that is fully serviceable. The site is readily accessible to public transit, vehicular/foot traffic and the intersection is stop controlled allowing for safe passage to the site. The proposed Plan Amendment will have little negative impact on surrounding properties as the location of the site improvements will provide for appropriates buffers on the south and east of the development. Prior to any future development the County will require a site development review application to ensure compliance with issues directly related to development such compatibility, buffering/landscaping and access into the

site. The County will regulate development on the site in direct regards to the zoning to ensure compliance with the Community Development Code and the General Design Elements of the Aloha Reedville Community Plan. The NC location criteria more closely match the subject site than the R-15 zoning district due to the nature of existing development surrounding the site. The proposed Comprehensive Plan Amendment is consistent with the Implementing Strategy in direct regard to the location criteria and characterization described above for the R-15 and NC zoning districts.

POLICY 19, INFILL:

It is the policy of Washington County to provide regulations for developing vacant bypassed lands of two acres or less in areas designated R5 and R6.
The intent of such regulations shall be to ensure that new development is consistent with the density requirements of each district, and is compatible with the character of existing developments by establishing a review process and criteria which emphasize building orientation, privacy, lot size, buffering, access, and circulation. Application of the review criteria shall not preclude development to the density allowed by each district.

Summary Findings and Conclusions
Within more urbanized areas developable land still remains. Where such land is found in the midst of existing low density neighborhoods, particularly on small lots, the prospect of future "infill" development raises concerns among surrounding residents and challenges to the community-at-large. Infilling on bypassed land is desirable because existing public facilities such as sewers can be more fully utilized and public services such as police patrol and public transit can be provided more efficiently and economically. Infilling on smaller land parcels is also an important element in helping the County to implement the housing and density requirements of Metro's Urban Growth Management Functional Plan that are applicable to the County, including the minimum density requirement. Infilling is undesirable when existing residents lose privacy, access to and from infill developments is haphazard, and the concerns of affected residents are not sought before the development takes place. The challenge, then, is to establish a process through which the density requirements are met while addressing design, access, and other concerns of affected neighbors.

Applicant Response: Policy 19 provides regulations for infill development of vacant bypassed lands two acres of less in areas zoned R5 and R6. The implementing strategy ensures that any new land development proposal is consistent with density standards and is compatible with the character of the existing developments through the land use review process which emphasizes building orientation, privacy, lot size, buffering, access, and circulation. The subject site is adjacent to one property on the south (tax lot 3901) zoned R-5. Tax lot 3901 does have the potential for one additional lot or a future land division with the current R-5 zoning. Any future development of the subject site will require a future land use review whereby the privacy, site design, buffering, access and other concerns of any affected neighbors are addressed. Development of the subject site will not hinder the ability of this lot to divide in the future. The proposed Plan Amendment directly supports Policy 19 by allowing for infilling on vacant bypassed vacant land, that is fully serviceable.

POLICY 20, URBAN AREA ECONOMY:

It is the policy of Washington County to encourage and participate in activities which strengthen the local economy through:
(1) Retention and expansion of existing businesses and industry;
(2) Provision of diverse employment opportunities;
(3) Education and training of the local labor force; and

(4) Continued diversification of the County's economic base.

Implementing Strategies
The County will:
a. Clarify and streamline the development review process in the Community Development Code. Development standards will take into account the availability of technology which can mitigate possible negative impacts of business and industrial uses, impact which can affect the location and conduct of those uses.
b. Help create a healthy climate for economic development by designating an adequate amount of serviced commercial and industrial land to ensure choice in the regional market place. The supply will be subject to periodic review to ensure that the economy is not harmed due to the fact that there is not enough land or that the size and location of remaining land does not meet market needs.
c. Take advantage of Federal and State programs, which may become available for construction of public facilities and services or for other assistance needed to support economic development in the County. Specific County actions will include continued participation in the Federal Community Development Block Grant program.

Applicant Response: Policy 20 encourages the County to support activities which strengthen the local economy, through both retention and expansion of existing business and industry opportunities. The policy encourages diverse employment opportunities, education and training of the local labor force and continued diversification of the County's economic base. The implementing strategy sets forth a clear development review process by careful review of the community development code standards. The proposed Plan Amendment supports Policy 20 by expansion of new businesses and employment opportunities which would directly support the local labor force.

POLICY 21, HOUSING AFFORDABILITY:
It is the policy of Washington County to encourage the housing industry to provide an adequate supply of affordable housing for all households in the unincorporated urban County area. The County will:
a. Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre.
b. Streamline the development review process to reduce the regulatory costs associated with land development, while improving the quality of review.
c. Through a regulatory process in the Community Development Code, permit the creation of a second dwelling unit within detached dwellings where the structural characteristics are deemed by the Planning Director to allow such an adaptation and where such a change will not adversely affect the neighborhood.
d. Review design and development standards for residential projects as part of an effort to reduce unnecessary housing costs while maintaining housing and neighborhood quality.
e. Review the utilization of residential planned densities on a periodic basis to determine if any Plan changes are required. Large housing projects for the elderly may include accessory convenience commercial uses. Appropriate standards shall be included in the Community Development Code.
f. Encourage compatible development in partially developed residential areas to make optimal use of existing urban service facility capacities and maximize use of the supply of residential land.
g. Assist State and local public housing agencies in the development of affordable housing opportunities throughout Washington County by continuing to fund the Department of Housing Services (DHS) and the Office of Community Development (OCD).
1. DHS administers federal housing programs to fund affordable housing projects, provides rental assistance to low income households and affordable housing opportunities for low and moderate income households, and partners with local jurisdictions, non-profit corporations and private developers to develop other affordable housing opportunities. Further, DHS owns and manages affordable housing throughout Washington County.
2. OCD manages, on behalf of the County and participating city consortium members the Community Development Block Grant (CDBG) and the Washington County HOME Consortium

Grant programs. CDBG funds can finance housing projects that benefit low and moderate income persons; while HOME Consortium Grant funds can finance housing projects that serve low income households and/or support Community Housing Development Organizations through operating grants.
h. Encourage the housing industry and both public and private housing agencies to build a sufficient number of new affordable housing units within unincorporated Washington County to meet Metro's voluntary affordable housing production goal.
i. Periodically assess the feasibility of establishing a voluntary inclusionary housing program and a transfer of development rights program to improve the opportunities for affordable housing within Washington County.

Applicant Response: Policy 21 is a directive to the County to provide an adequate supply of affordable housing for all income ranges and ensure an average overall density of housing is provided of at least eight net units per net buildable acre. The proposed plan amendment continues to support Policy 21 by proposing a commercial service shopping element with a residential component of living units above the commercial area. This concept provides for close in living for single, empty nester people which is close to public transportation and offers living security and promotes multiple uses of the site instead of just a residential use which is all the current zoning would allow. Potential housing units would not be lost as a result of the change in zoning. The proposed Plan Amendment will substantially yield the same amount of residential units on the site as the R-15 zoning district while providing for a close to existing neighborhood shopping facility. The proposal will maximize the use of land that is already fully serviced, and can be "shovel ready" in a short amount of time.

POLICY 22, HOUSING CHOICE AND AUTHORITY
It is the policy of Washington County to encourage the housing industry to make a variety of housing types available, in sufficient quantities, to the housing consumer.
Implementing Strategies The County will:
a. Designate a sufficient amount of land in the Community Plans to allow at least 50% of the housing units constructed over the next 20 years to be attached units.
b. Allow for the construction of a variety of housing types on all land planned for residential use, except where specifically limited by ordinance, as long as density limits are not exceeded and development standards are complied with.
c. Designate through the community planning process, an adequate amount of land in each unincorporated urban community to allow for the widest possible range of housing types and density levels, consistent with the Comprehensive Framework Plan.
d. Support the provision of needed mobile home sites in mobile home parks and mobile home subdivisions throughout the County.
e. Allow by right in all residential districts housing projects designed to meet the needs of special groups (the elderly, handicapped and migrant workers), as long as all development standards are complied with.

Applicant Response: The proposed Plan Amendment can help Washington County achieve its Goal of allowing 50% of the housing units to be constructed as attached units. The applicant intends to build attached residential units above the commercial space. The nature of the development will yield smaller more affordable attached units that will provide a higher security level than ground level units. The maintenance cost for these units will be spread over a larger base than ground level units thereby making them more affordable for those people needing this type of housing. The proposed Plan Amendment supports the Comprehensive Plan by increasing the diverse supply of affordable housing.

POLICY 30, SCHOOLS:

It is the policy of Washington County to coordinate with school districts and other educational institutions in planning future school facilities to ensure proper location and safe access for students.
Implementing Strategies
The County will:
a. Include as an element of the Resource Document of the Comprehensive Plan, the School Facility Plans adopted by high growth school districts pursuant to ORS 195.110. The County will also provide notice to the affected high growth school district when considering a plan or land use regulation amendment that affects school capacity.
b. Include in the Community Development Code the opportunity for school districts to review and comment on all development proposals subject to the growth management standards.
c. Include in the Community Development Code clear and objective criteria regarding the location and design of educational facilities. Such criteria will address pedestrian, bicycle and vehicle access, the means to ensure compatibility of the facility with surrounding uses and consistency with the applicable Com. Plan.
d. Encourage the re-use of school buildings when such facilities are removed from use by the school district.

Applicant Response: The subject site is within the Beaverton School District. The applicant received a response from the school district in the form of a service provider letter, which has been included with this application narrative as an exhibit.

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.

Applicant Response: The subject site is located within the Tualatin Valley Fire and Rescue District and police protection is provided by the Washington County Sheriff. Prior to submittal of this application the applicant submitted a Request of Service Availability to both the Fire district and Sheriff who provides police protection. Both departments indicated their service level is adequate to respond to future emergencies. In addition water mains are located within both public rights of way bordering the site. Prior to future development on the subject property detailed development plans will be reviewed showing access roadways, water supplies, fire hydrants and other details which will be submitted to the Fire District for review and approval. It can be concluded that the service level is adequate to provide emergency services for both fire and police protection.

POLICY 32, TRANSPORTATION:

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

Implementing Strategies
The County will:

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

Applicant Response: The Owner/future developer of the site retained the services of SABA, C.E.S. to prepare a Traffic Impact Analysis and Access Management Plan that was required to be approved prior to this application to be considered for a Comprehensive Plan Amendment to change the zoning from R-15 to NC. SABA, C.E.S. used the 12-lot townhome development as the worst case traffic generation for the current zoning. A worst case development under the proposed zoning would include 8,000-10,000 square feet of retail uses. The retail area would be on the first floors in multiple buildings with residential units on the second and third floors.

The proposed zone change would result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips. A review of crash history showed that the intersection of Kinnaman Road and 185th Avenue operates with a crash rate of 0.86 crashes per million vehicles. The intersection was on the latest SPIS list but future (planned) construction project at the intersection would add additional capacity and also install flashing left-turn arrows for both the northbound and southbound approaches. The proposed modifications will materially change in the operation at the intersection, providing improvements that will help mitigate safety deficiencies. No further safety analysis was required at the intersection.

The applicant's Traffic Engineer also concluded that the intersection of Kinnaman Road and 185th Avenue currently operates with an acceptable v/c ratio. With the addition of background traffic the intersection will continue to operate acceptably. With the zone change and proposed development built the intersection will continue to operate acceptably both in the near term and at the planning horizon. It is important to note that a planned roadway widening project along 185th Avenue was assumed to be in place for the 2030 year analysis (is now nearly complete). The proposed development will have a minimal impact on queuing at the intersection and all queues can be accommodated by the existing striped storage. The roadway widening along 185th Ave has been mostly implemented and will be in place prior to any development occurring on the site.

The intersection of Kinnaman Road and the site access will operate acceptably with the zone change and proposed development in place. The intersection will continue to operate acceptably through the planning horizon as well. Queuing at the intersection is minimal and will not have an impact on operations at the intersection. The intersection of Kinnaman Road and the south site access will

operate acceptably with the zone change and proposed development in place. The intersection will continue to operate acceptably through the planning horizon. Queuing at the intersection is minimal and will not impact operations at the intersection. No improvements to the roadways or intersections are recommended by Washington County staff with the proposed zone change and development.

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.
Implementing Strategies
The County will:
a. Work with cities, special districts and the public to identify the long-term service providers of park, recreation and open space services. The County recognizes park districts and cities as the appropriate long-term providers of these park, recreation, and open space services. If an urban service agreement does not apply to an area, the County may identify the long-term service provider to the area:

1. When the area lies within an area for which a park district is designated a party in a cooperative agreement adopted pursuant to ORS 195.020; and
2. After consulting with local governments that provide or declare an interest in providing service to the area prior to identifying the service provider.

Applicant Response: The subject site is served by the Tualatin Hills Park and Rec. District. The district stated that their service level is adequate for the future development of the site. It can be concluded that the service level is adequate to provide recreation facilities and services to future residents who choose to live at the site.

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

Applicant Response: The applicant understands the importance of energy conservation or "green development" and intends to utilize these practices in overall design of the buildings that will eventually be constructed on the site. Prior to final development plan review, and also during the preliminary development review process, energy savings building practices for the proposed future development will be incorporated. Furthermore the applicant has worked with an architect licensed in the State of Oregon to design conceptual buildings which supports the implementing strategy which encourages cluster development of mixed uses with a variety of commercial uses, office uses and residential uses which will promote energy conservation and allow more efficient energy systems. The applicant has included these preliminary plans as an exhibit with this application.

POLICY 39, LAND USE CONSERVATION:

It is the policy of Washington County to develop land use strategies which take advantage of density and location to reduce the need to travel, increase access to transit, increase the use of alternate modes of

transportation, including transit, and permit building configurations which increase the efficiency of heating and cooling residences.

Implementing Strategies
The County will:
a. Limit low-density sprawl development, and create a multi-centered land use pattern in the preparation of Community Plans to decrease travel needs.
b. Encourage infilling of passed-over vacant land and revitalization of older areas, especially where a major transportation corridor is close by.
c. Plan for higher density urban development in areas with convenient access to public transportation.
d. Encourage close locational relationships between living, working, shopping, and recreation areas in accord with the development concept.
e. Encourage development of compact communities containing a range of commercial and residential uses.
f. Encourage the efficient use of land and promote non-automobile trips by:
1. Adopting Parking Maximum Designations and minimum and maximum parking standards based upon the frequency and location of transit service consistent with Title 2 (Regional Parking Policy) of the Metro Urban Growth Management Functional Plan;
2. Annual monitoring and forwarding of data to Metro regarding:
a) The number and location of newly developed parking spaces; and
b) A demonstration of compliance with the minimum and maximum parking standards, including the application of any variance to Metro's Title 2 regional standards; and
3. Reviewing and updating the Parking Maximum Designations every three (3) years to account for changes in the frequency and location of transit service.
g. Support planning for alternative modes of transportation as a means of conserving energy.

Applicant Response: The subject site is vacant land adjacent to the intersection of Kinnaman Road and SW 185th Ave which is an important transportation corridor. The proposed Plan Amendment directly supports Policy 39, by infilling vacant lands and directly contributing to the revitalization of an older area along a major transportation corridor. The site is located adjacent to transit corridor along SW 185th Ave where public transit opportunities are available with frequent Tri Met service Route #52 Farmington/185th.

A future mixed use development on the site would reduce the need for those residents living in the surrounding neighborhood to travel to other areas by vehicle for certain goods and services that could be provided locally. The proposed Plan Amendment supports the implementing strategy by limiting urban sprawl, allowing for infilling of bypassed vacant land and revitalization to an older area in the community. It will encourage living, working and shopping in a compact community containing a variety of commercial uses in addition to residential uses.

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.
Implementing Strategies
The County will:
a. Participate in regional growth management and transportation planning efforts to help build better communities.
b. Implement regional growth management requirements through a process that includes opportunities for citizen involvement.
c. Identify the 2040 Growth Concept Design Types characteristics that generally represent the form of future development.
d. Adopt a map that identifies the general location of the 2040 Growth Concept Design Types.

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

Applicant Response: Washington County conducted a multi-year effort to amend the Comprehensive Framework Plan, the Community Plans and implementing land use ordinances to meet the land use and transportation requirements of the Urban Growth Management Functional Plan (UGMFP). One of the requirements of this plan was to adopt a Design Type Boundary Map. The Washington County 2040 Design Type Boundary Map indicates the location of the design types. The subject site is adjacent to a Transit Corridor along SW 185th Ave that has frequent transit service via Tri Met Route #52 Farmington/185th offers frequent service throughout the day. As demonstrated below in this narrative the proposed plan Amendment is consistent with the 2040 Growth Concept Design.

Design Type Characteristics
*• **Regional Centers:** Regional Centers generally will be the most intensively developed areas that include a wide range of uses that serve the broader community. These areas will include opportunities for commercial, residential and mixed-use development. The various permitted uses will work together to create a lively, prosperous focal point that serves as a place to live, work, shop and recreate with less reliance on the automobile than might be found elsewhere in the community. Regional Centers will be destination points for public transit that serve these centers of more intensive development. Wide sidewalks and amenities such as street trees and benches will make these areas "pedestrian-friendly." Regional Centers will include multiple story retail commercial, services and offices placed close to public sidewalks.*
*• **Town Centers:** Town Centers generally are areas designed to function as the heart of surrounding neighborhoods. The objective is to shape future growth in such a way that each town center becomes, over time, a more compact node of multiple activities. Primary uses permitted in the Town Centers are local retail commercial, services, and office uses. Also, mixed-use developments (residential above retail stores or commercial services or offices), multi-family housing, condominiums, rowhouses and some institutional uses will be components of Town Centers. This mixing of land uses and activities will allow residents, employees, and business customers to move between uses. Therefore, Town Centers will be "pedestrian-friendly" with wide sidewalks, and amenities such as street trees and benches. The scale of retail commercial, services and offices uses in Town Centers will primarily be multiple story buildings placed close to public sidewalks. Town Centers will be well served by public transit that serve these centers of more intensive development.*
*• **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 offices 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.*
*• **Neighborhoods:** New residential neighborhoods generally will be developed at densities of four to six units per acre. Future residential developments within neighborhoods will be slightly more compact than subdivisions created prior to the late 1990's. "Infill" development is anticipated on sites that were previously overlooked and on underutilized larger lots. Some institutional uses and limited neighborhood commercial activities may be appropriate in neighborhoods.*
*• **Employment Areas:** Employment Areas are designed to provide the community with locations for jobs.*

Primary uses include firms that fit the niche between commercial retail/services and industrial. New commercial development will be limited to uses that are of a size and nature that serve the Employment Area workers and do not compete with Centers, Main Streets or Corridor commercial developments.

Applicant Response: The change in zoning will activate a significant street corner which is currently located along the SW 185th Ave Transit Corridor. The relatively small size of the site (less than 1 acre) limits the scale of potential commercial development. The change in zoning will support the Washington County Urban Comprehensive Plan by allowing for a smaller neighborhood commercial area intended to support both a mix of commercial and residential uses. Development of the site will allow future residents, employees, and visitors to walk, bicycle, or use public transit as an alternative to driving their own vehicle as the site is in a great location along a major transit corridor which has already been improved to the design standards envisioned to 2030.

Washington County Transportation Plan
General Policies
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.

Strategies:

1.1 Provide a multi-modal transportation system that supports the land uses delineated in the County's and other applicable comprehensive plans, minimizes reliance on any single travel mode, and makes progress toward achieving mode share targets identified in Strategy 5.3 of this Plan.

1.2 Provide a transportation system that meets the mobility and accessibility needs of Washington County residents and businesses, including movement of goods and services, as defined by performance standards identified in Table 5 of this Plan.

1.3 Provide an interconnected transportation network that effectively links subareas of the County and the regional system, encourages non-auto travel and minimizes out-ofdirection travel through appropriate sizing and spacing of its major elements, and which, when properly managed in conjunction with other strategies in the Plan, reduces growth in vehicular miles traveled per capita.

1.4 Provide a transportation system with facilities that are accessible to all people, complying in the process with applicable provisions of the Americans With Disabilities Act (ADA).

1.5 Encourage and support transportation services that meet the needs of the transportation disadvantaged, including children, elderly and low-income area residents as provided for in the Regional Transportation Plan.

1.6 Ensure that progress toward meeting travel needs in Washington County is financially, environmentally, geographically and modally balanced as defined by Plan implementation and management priorities.

Applicant Response: The site is currently located directly along a Tri Met Bus route which provides direct access to public transportation that effectively provides a link to the entire metro area thereby encouraging non-auto travel. In addition the site is located adjacent to SW 185th Ave and Kinnaman Road both streets are classified as bicycle and pedestrian routes which also encourage non-auto travel. Furthermore the County will review any future development proposals for the site to ensure

compliance with the design requirements in the Washington County Development Code to Neighborhood Commercial zoned properties.

2.0 SYSTEM SAFETY POLICY
IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A TRANSPORTATION SYSTEM THAT IS SAFE.
Strategies:
2.1 Ensure systems supporting motor vehicle, bus, bicycle and pedestrian travel are structurally and operationally safe.
2.2 Periodically conduct the review necessary to identify and correct transportation facility and system design and operation problems.
2.3 Identify solutions for safety problems utilizing design standards that provide or preserve the intended multi-modal function of system facilities as defined in the Transportation Plan.
2.4 Identify and prioritize transportation system safety capital improvement projects through the Washington County Transportation Capital Improvement Program.
2.5 Program transportation system maintenance expenditures through the annual Washington County Road Maintenance Program to ensure that systems supporting all modes of travel are maintained in a safe condition.
2.6 Work with other agencies and organizations to provide educational programs that improve public understanding of safe and efficient use of the transportation system.

Applicant Response: No development is proposed as a result of this application. Prior to any future site development the County will review the proposed preliminary development with respect to the Washington County Community development code to ensure the proposed transportation system improvements are safe for all means of transportation.

The applicant will work with the County and other applicable agencies during the preliminary development review process to identify any transportation issues that could happen as a result of the future site development. If determined necessary the applicant would fund necessary improvements which are relative to the future development of the subject site.

It should be noted that the applicant retained the professional services of S.A.B.A who is a Traffic Consultant to prepare an Access Management Plan (AMP) and related traffic analysis as required by Washington County prior to a decision being made of this application. A worst case development under the proposed zoning would include 8,000-10,000 square feet of shopping center, which is comprised of one building with a footprint of 2,450 square feet and two buildings with footprints of 3,570 square feet with residential units on the second and third floors. The proposed zone change would result in a potential increase of 23 morning peak hour trips and 84 evening peak hour trips. Kinnaman Road and 185th Avenue operates with a crash rate of 0.86 crashes per million entering vehicles. The intersection was on the latest SPIS list but a planned construction project at the intersection will add capacity and also install flashing left-turn arrows for both the northbound and southbound approaches. The proposed modifications will materially change the operation at the intersection, providing improvements that will help mitigate safety deficiencies. No further safety analysis is required at the intersection. The intersection of Kinnaman Road and 185th Avenue currently operates with an acceptable v/c ratio. With the addition of background traffic the intersection will continue to operate acceptably. With the zone change and proposed development built the intersection will continue to operate acceptably both in the near term and into the planning horizon.

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.

Strategies:

4.1 Develop funding mechanisms adequate to support the Transportation Plan, that provide resources in a manner that is consistent with Plan policies, and in cases where improvements are jointly funded, consistent with the priorities and policies of other involved jurisdictions.

4.2 Address transportation system maintenance and operations needs through financing mechanisms that recognize the primary responsibility of system users, distinguishing between countywide and local responsibilities.

4.3 Recognize that addressing transportation system needs on local government facilities is primarily the financial responsibility of Washington County residents, businesses and system users who create those needs.

4.4 Provide a transportation system improvement funding structure in which the benefits from tax- and fee-funded improvements and services accrue to those who pay for them.

Applicant Response:

No mitigation was recommended with the proposed zone change by both the applicant's Traffic Engineer and Washington County staff. At the time of future development if it is determined necessary the applicant will fund any applicable public street improvements relative to the impact of future development of the site. Prior to future site development the County will review the proposed site design and issue conditions of approval as necessary. When the project is built in conformance with the conditions of approval the transportation facilities will be improved as needed to meet the County requirements.

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

Strategies:

5.1 Provide a transportation system that accommodates travel demand consistent with applicable performance standards for all modes of travel, recognizing a need to minimize or mitigate impacts on existing neighborhoods.

5.2 Efficiently manage the allocation of County resources for capital projects through the Washington County Transportation Capital Improvements Program.

5.3 Implement plan strategies that are necessary to make progress toward achieving the 2040 Regional Non-Single Occupant Vehicle mode share targets prescribed in the Regional Transportation Plan, these being 45-55 percent in Regional Centers, Town Centers, Main Streets, Light Rail Station Areas and Corridors; and 40-45 percent in Industrial and Employment areas, Inner and Outer neighborhoods and for Intermodal facilities.1

5.4 Efficiently manage County resources for transportation system maintenance and preservation through the Washington County Road Operations and Maintenance Program.

5.5 Develop a long-term financial strategy that supports cost-effective and timely implementation of transportation system capital improvement and operations and maintenance programs.

5.6 Communicate and coordinate with other jurisdictions and transportation agencies to ensure orderly and efficient development and operation of the system as a whole and that applicable federal, state and regional planning directives are met.

5.7 Develop, emphasize and support plan transportation demand management and demand reduction strategies as mechanisms for reducing vehicle trips and shifting travel to offpeak travel periods.

5.8 Develop, emphasize and support transportation system management strategies as mechanisms for maximizing transportation system operating efficiency.

5.9 Research, develop and implement new technologies that improve transportation services.

5.10 Encourage the identification of issues in the plan monitoring process that may not be adequately addressed during plan implementation, and address these issues through plan amendments or the next plan update.

Applicant Response: The applicant submitted an AMP prepared by a professional Traffic Engineer from the state of Oregon. The AMP analysis was based on a reasonable worst case development/trip generation scenario based on the proposed 'NC' plan designation. Staff found the AMP analysis to be consistent with the Transportation Planning Rule. The AMP was a necessary part of this application to establish the feasibility of access into and out of the site for the proposed plan designation. The applicant intends to continue to work with the County and or other applicable review agencies to identify any transportation issues which may be relative to the future development of the site to ensure the transportation system is efficiently managed.

Roadway Elements

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.

Strategies:

6.1 Provide a roadway system necessary to support travel demand associated with anticipated future development of land uses identified in the County's Comprehensive Plan at or better than the standards identified in Table 5 and consistent with policies identified in this plan.

6.2 Design and implement a roadway system with characteristics necessary to encourage and support non-auto travel and not negatively impact neighborhoods.

6.3 Identify and implement projects necessary to improve performance and reduce system design deficiencies in roadway corridors and segments that are operating or forecasted to operate at less than acceptable standards as identified in Table 5.

6.4 Implement the roadway system in a manner that enhances accessibility by all modes by developing projects necessary to address access deficiencies.

6.5 Implement the roadway system to provide access to choices for transportation disadvantaged people, including youth, elderly and disabled. Provide barrier free roadways and other transportation facilities that comply with the Americans with Disabilities Act of 1990. Identify and assess structural barriers for transportation disadvantaged populations in the current transportation system, and address these through a comprehensive program.

6.6 Design and manage the transportation system to minimize excessive traffic volumes and speeds on Neighborhood Routes and Local streets, while maintaining adequate neighborhood access.

6.7 Develop County Street Design standards, as appropriate, consistent with the Regional Transportation Plan and Metro's publication entitled 'Creating Livable Streets – Street Design Guidelines for 2040'.

6.8 Until the revisions contemplated in Strategy 6.7, above, are completed, consider the street design characteristics set forth in the Regional Transportation Plan and Metro's publication entitled 'Creating Livable Streets – Street Design Guidelines for 2040' during development review and project development, when construction or reconstruction is proposed on roadway segments and intersections identified on the Regional Street Design Overlay Map, either in association with private development or as part of a public project.

6.9 Identify and prioritize roadway capital improvements through the Transportation Capital Improvement Program.

6.10 Identify and mitigate potential impacts of roadway system improvement projects on the built and natural environments utilizing the transportation project development and development review processes.

6.11 Require new development or redevelopment projects to comply with local street connectivity, access management, parking and other applicable regulations in the Community Development Code, the Community Plans and the Rural/Natural Resource Plan.

6.12 There continues to be considerable discussion in the Washington County community about how best to define and address north-south circulation and capacity needs in the western urban areas – between Hillsboro and the Tualatin/Sherwood area. This Plan identifies these needs and the facilities, programs and services necessary to accommodate them in a manner that is consistent with State, Regional and other local government transportation plans. This approach includes planned construction of numerous large projects within the Urban Growth Boundary and requires acceptance of several "deficiency areas" throughout the County.

Applicant Response: Prior to future site development compliance with the above standards will be ensured during subsequent land use reviews.

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:

***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.

***Collector Streets** provide both access and circulation between residential, commercial, industrial and agricultural community areas and the Arterial system. As such, Collectors tend to carry fewer motor vehicles than Arterials, with reduced travel speeds. Collectors may serve as freight access routes, providing local connections to the Arterial network. Collector characteristics include:*

- *Collectors connect neighborhoods to nearby centers, corridors, station areas, main streets and nearby destinations in the urban area. Land development should not be sited to obstruct the logical continuation of Collector streets.*
- *In the rural area, Collectors are a primary link between the local street system and Arterials for freight, people, goods and services.*
- *Access control on Collectors is lower than on Arterials. Commercial, industrial and institutional uses will be eligible for direct access to Collectors in accordance with the provisions of Article V of the Community Development Code direct access to new residential lots is not permitted.*

Applicant Response: The applicant has received approvals to allow limited access to SW 185th Ave and SW Kinnaman Road. SW Kinnaman Road is classified as a three lane collector roadway per the 2020 Transportation Plan. If the proposed plan designation is approved, the site will have a commercial designation and the Kinnaman access will be a common access, shared with the Aloha Church of God, directly adjacent the site on the east. Adequate left turn storage refuge can be provided for westbound traffic in addition to the SW 185th/Kinnaman intersection as a result of the proposed plan designation. As a condition of the AMP left turn movements have been restricted from the site to prevent turning conflicts with westbound traffic on SW Kinnaman Road.

As part of the AMP approval a right turn movement out of the site was approved onto SW 185th Ave which is an Arterial roadway per the 2020 Transportation Plan. Access onto 185th Ave will allow those

leaving the site the opportunity to continue to travel north on 185th Ave in a safer manner. County staff found the proposed access to 185th Ave will maintain traffic flow on SW 185th Ave and SW Kinnaman Road, subject to the conditions of approval from the AMP.

The applicant understands that the all future development on the subject site must comply with the functional roadway classification system and will work with appropriate agencies to ensure the roadway system continues to operate safe and efficiently.

Transit System Element
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.

Applicant Response: The nearest bus stop is on the subject site. Its location is identified on the Existing Conditions Plan which has been included with this application narrative as an exhibit. The applicant will work with local agencies to ensure appropriate design features support and complement transit services, as well as provide convenient pedestrian and bicycle access to public transit to and from the site.

Pedestrian Element
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.

Applicant Response: Future development of the site will include pedestrian/bicycle circulation system that safely, logically and efficiently connects the surrounding area. Future site development will provide logical connections to the existing sidewalk system along SW 185th Ave and Kinnaman Road. Walking will be encouraged through the interconnected system of walkways on site to the existing system. In addition walking is already encouraged as the site is directly adjacent to SW Kinnaman Road and SW 185th Ave, both streets are classified as pedestrian routes and have sidewalks along both sides of the street.

Bicycle Element
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.

Applicant Response: Future development of the site will include a pedestrian/bicycle circulation system that logically connects to the surrounding area. Bicycle usage is already encouraged as the site is directly adjacent to SW Kinnaman Road and SW 185th Ave, both are classified as bicycle routes.

Plan Implementation And Policy Element
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.

Applicant Response: Policy 19 is a directive to staff to provide opportunities for citizens to participate in the local planning process if they choose to do so. The applicant is prepared to participate in the public involvement process as a result of the proposed Plan Amendment in addition to the development review process. This application will be reviewed as a Quasi-judicial procedure. During this type of review procedure public notice is provided to all property owners in a defined area (500 feet), who will have the opportunity to participate in the public hearings process during the plan amendment process.

If this plan amendment is approved, there will be additional opportunity for public input at the neighborhood meeting on the overall future development plans for the site. It should again be noted that no development will occur as a result of this application and prior to any site development taking place Washington County will review the proposed site design either through a Type II or III procedure to ensure compliance with current zoning regulations. This type of review process allows citizens the opportunity to participate if they choose to do so.

ALOHA-REEDVILLE-COOPER COMMUNITY PLAN

GENERAL DESIGN ELEMENTS:

The general design elements listed below pertain to development in the Aloha-Reedville-Cooper Mountain Planning Area as a whole.

Applicant Response: The subject site is specifically located within the Central Residential Sub area of the Aloha Reedville-Cooper Community Mountain Area (CPO6). There are 21 General Design Elements that need to be considered in the design for any new development. These 21 elements are addressed below in this narrative.

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

Applicant Response: There are no significant natural resource areas, steep slopes, scenic features, or power line easements that will affect future development of the subject site. The subject site is not located adjacent to any public park areas.

2. *Master Planning-Primary Use or Planned Development procedures and standards shall be required for development on land which includes a Significant Natural Resource as a means of protecting the resource while accommodating new development. A density transfer from the resource area to the buildable portion shall be allowed for any Significant Natural Resource site as specified in the Community Development Code.*

Applicant Response: There are no Significant Natural Resource Areas that affect the site.

3. *Open space shall be utilized for park and recreation facilities or passive recreation and dedicated to the appropriate recreation service provider whenever feasible.*

Applicant Response*:* No new development or open space is proposed as part of this application.

4. *Significant historical and cultural resources shall not be altered, defaced, demolished or relocated without first obtaining a development permit as provided for in the Historic and Cultural Resource Management Overlay District contained in the Community Development Code.*

Applicant Response*:* The subject site is not designated as a significant natural or cultural resource area.

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

Applicant Response*:* The subject site is located within the Tualatin Hills Park and Recreation District. The applicant has included a service provider letter from the Parks district verifying the site is within the district and the service level is adequate.

6. *Trees located within a Significant Natural Resource area shall not be removed without a development permit for tree removal having first been obtained, as provided for within the Community Development Code. A permit shall not, however, be required for tree removal from powerline rights-of-way, public parks and playgrounds, or mineral and aggregate sites.*

Applicant Response*:* The site is not located within a significant natural resource area.

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

Applicant Response*:* The existing sidewalk system surrounding the site currently provides public pedestrian access along the perimeter of the sites boundaries that connects to adjacent development, surrounding the site in. The site is located at the southwest corner of the intersection of SW 185th Ave and SW Kinnaman Road. This intersection is signalized to allow safe pedestrian movement across 185th Ave and Kinnaman Road.

Upon application submittal for future site development review, pedestrian/bicycle connections will be provided in accordance with the provisions of the NC zoning designation. The proposed connections to the existing system will be reviewed and approved prior to any site development take place which will ensure compliance with this Design Element.

8. *Pedestrian/bicycle pathways identified in the County's Transportation Plan and this community plan shall be included in the design of road improvements that are required of new developments to meet the County's growth management policies.*

Applicant Response: There are no additional pedestrian/bicycle pathways planned or identified on the County's Transportation Plan on or near the site that need to be considered.

9. *The County shall emphasize non-auto (transit, bicycle, and pedestrian) measures as an interim solution to circulation issues. These measures shall be used to facilitate access to transit centers.*

Applicant Response: This design element is a directive to county staff to emphasize non-auto modes of transportation. Non auto measures are already in place for those who choose to walk, ride bicycles and utilize public transit.

10. *Noise reduction measures shall be incorporated into all new developments located adjacent to arterial or Collector streets or rock quarries. Noise reduction alternatives will include vegetative buffers, berms, walls and other design techniques such as insulation, set backs, and orientation of windows away from the road.*

Applicant Response: The subject site is located directly east of 185th Ave classified as an Arterial and south of SW Kinnaman Rd classified as a Collector. Prior to preliminary site development approval, noise reduction measures will be incorporated into the design of future buildings.

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

Applicant Response: Upon application for specific development, noise reduction and lighting measures will be proposed and reviewed by County Staff in accordance with this Design Element in addition to the Washington County Development Code.

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

Applicant Response: Public water and sewer service is available and will be connected to serve the site.

13. *New development shall, when determined appropriate through the development review process, dedicate right-of-way for road extensions and alignments indicated on Washington County's Transportation Plan or the Aloha-Reedville-Cooper Mountain Community Plan. New development shall also be subject to conditions set forth in the County's growth management policies during the development review process.*

Applicant Response: Upon submittal of an application for a site development review, appropriate right of way will be dedicated in accordance with Washington County Transportation system plan. Adequate corner radius will also be dedicated at the intersection of SW 185th Ave and Kinnaman Road accordance with Washington County Transportation system plan. The amount of right of way proposed for dedication will be consistent with the Transportation Plan. All future rights-of- way which may be needed for each roadway will be dedicated as part of the final plat or the development review procedure.

14. *Maintenance of existing housing and neighborhoods in the community shall be encouraged through public financial assistance where appropriate (e.g., Federal Community Development Block Grant funds) and through consistent enforcement of the Community Development Code.*

Applicant Response: The site is currently vacant.

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

Applicant Response: Proposed access onto Kinnaman Road will be shared with the Aloha Church of God. Without the proposed access out of the site onto 185th Avenue, all site trips would be forced to travel east on Kinnaman Road when exiting the site. This could lead to operational problems along Kinnaman Road as vehicles that want to travel to the north and west of the site make illegal u-turns or turn around at driveways downstream. The proposed access would also increase circulation through the proposed development and could possibly result in fewer site trips at the intersection of 185th Avenue and Kinnaman Road. All points of access into and out of the site have been approved by Washington County, as approved by the AMP.

16. *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.*

Applicant Response: Bicycle parking facilities will be included in the preliminary site design; these facilities will be evaluated for compliance with Washington County Community Development Code at the time an application is submitted to the County for formal development.

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

Applicant Response: The applicant has submitted a plan titled Existing Conditions with this application narrative depicting the subject site, adjacent lots, showing existing building locations, street patterns, parking areas, circulation and utilities. After careful review of the Existing Conditions Plan it can be concluded that any future development of the subject site would not preclude the redevelopment potential of the adjacent property to the south.

18. *Establishment of the entire width of power line rights-of-way as public access open space shall be encouraged. At a minimum, however, a sufficient amount of open space allowing for a continuous pedestrian/bicycle corridor along the length of each right-of-way shall be dedicated for public use unless determined to be inappropriate through the development review process.*

Applicant Response: The above design element does not apply to this application.

19. *Many existing residential developments in the plan area were developed under the Planned Residential (PR) District or through the Planned Unit Development (PUD) process. In several cases approvals secured through the PR or PUD process sanction densities and unit types which would otherwise be prohibited by the plan designation. Such developments shall be considered to be conforming to the plan designation with respect to density, unit type, lot size and dimension standards if such provisions were sanctioned by a previous PR or PUD approval. Where feasible, all residences which are remodeled or rebuilt shall be brought into conformance with all applicable development standards except density, lot area and lot dimension standards.*

Applicant Response: The above design element does not apply to this application.

20. Citizen participation in future Aloha-Reedville-Cooper Mountain Community transportation planning shall be encouraged through CPO representation on CAC (Citizen Advisory Committee) and TAC (Technical Advisory Committee) groups.

Applicant Response: This design element encourages residents to participate in future transportation planning.

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

Applicant Response: The subject site is located within Zone A of the Parking Maximum Designation. Upon submittal of an application for development review, specific parking requirements for the proposed types of uses will be reviewed in accordance with the Washington County Development Code to ensure the Parking requirements can and will be met for any future development.

CENTRAL RESIDENTIAL AREA

This area lies between the Tualatin Valley Highway and Farmington Road corridors and is generally bounded on the east by 160th Avenue and by the properties to the west of 209th Avenue. The area is transected by several arterial and Collector roads, including 160th, 170th, 185th, 198th, 209th and Kinnaman. The properties to the west of 209th Avenue, between McInnis Lane and Rosedale Road, were added to the Regional Urban Growth Boundary in 2002. This area is designated Future Development - 20 Acres (FD-20) and is approximately 200 acres in size. The predominant land use is agricultural and residences on small acreage.

Residences east of 185th tend to be older than those west of 185th. Many are located on larger lots which have good redevelopment potential. Because of proximity to Farmington Road, Tualatin Valley Highway, the Aloha Community Business District, Farmington Mall and the St. Mary's property, these larger, unplatted properties are given a slightly higher density residential designation (R-9) than under the previous plan of development.

Most of the area west of 185th is planned to remain low density residential (R-5 or R-6 designations), reflecting its present character and lotting pattern as well as its greater distance from activity centers and transportation corridors. The exceptions to this are the large properties along 209th and 198th that are designated for low-medium or medium (R-9 or R-15 designations) density residential development because of their direct access to a Collector or arterial street.

The properties west of 209th Avenue shall maintain the FD-20 designation until the planning for this new urban area is complete. The planning for this area shall be consistent with the requirements of the Comprehensive Framework Plan for the Urban Area and Title 11 of Metro's Urban Growth Management Functional Plan.

Applicant Response: The site is located within Central Residential Area, east of 185th Ave. Convenient public transportation along 185th Ave makes the subject site suitable to allow for a higher intensity of development. The site has direct access to both an Arterial (SW 185th Ave) and a collector (Kinnaman Road.) These qualities in addition to the recent improvements to SW 185th Ave make the site a great candidate for the proposed Zone Change.

WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE
300 INTRODUCTION

Article III of the Washington County Community Development Code consists of the primary and overlay districts which apply to the unincorporated areas of Washington County. These districts are provided to implement the goals and policies of the Comprehensive Plan. In addition to the standards listed in each District, all development is subject to all other applicable provisions of this Code, including Article IV, Development Standards; Article V, Public Facilities; and Article VI, Land Divisions. Additionally, all development is subject to the applicable requirements and standards of the Community Plans, the Rural/Natural Resource Plan, and the Transportation Plan listed below:

300-1 Intent and Purpose

The intent and purpose of the land use districts is to implement the policies of the Comprehensive Plan and land use designations on the community plan maps and the Rural/Natural Resource Plan. The purpose is to provide for a full range of uses to implement the land use needs set forth in the community plans and the Rural/Natural Resource Plan.

In addition to the standards of the land use districts, all development, including land divisions, shall comply with the following applicable standards and requirements of the community plans, the Rural/Natural Resource Plan, and the Transportation Plan:

WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE

305 R-15 DISTRICT (RESIDENTIAL 5 UNITS PER ACRE)

305-1 Intent and Purpose

The R-15 District is intended to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than five (15) units per acre and no less than four (12) units per acre, except as specified otherwise by Section 300-2.

Applicant Response: It is the intent of the applicant to Change the current zoning of the subject site from R-15 to NC. This narrative and other supporting exhibits/documentation the applicant has provided a thorough evaluation of the applicable criteria in the NC district in order to justify the proposed Comprehensive Plan Amendment. Re-designation of the subject site currently zoned R-15 will not create a situation where potential residential housing units will be lost. The NC zoning district allows a mix of commercial and residential uses at the same density allowed in the R-15 zoning district. Therefore the proposed plan Amendment will not result in a loss of residential housing.

311 NEIGHBORHOOD COMMERCIAL DISTRICT –(NC)

311-1 Intent and Purpose

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

It is the intent of the applicant to Change the current zoning of the subject site from R-15 to NC. It is also the intent of the owner to subsequently develop a small sized shopping center consisting of approximately 10,000 square feet of commercial space and residential units above the commercial space which would be located on the main floor. This narrative and other supporting exhibits/documentation the applicant has provided a thorough evaluation of the applicable criteria in the NC district in order to justify the proposed Comprehensive Plan Amendment. Re-designation of the subject site currently zoned R-15 will not create a situation where potential residential housing units will be lost. The sites location makes it easily accessible by all modes of transportation. The sites location directly adjacent to 185th Ave, Kinnaman Ave and a parking lot will have minimal negative impact on surrounding residential properties. Therefore the proposed plan Amendment will not result in a loss of residential housing.

Metro Urban Growth Management Functional Plan

TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION

3.07.010 Purpose
The regional policies which are adopted by this Urban Growth Management Functional Plan recommend and require changes to city and county comprehensive plans and implementing ordinances. The purpose of this functional plan is to implement regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. The comprehensive plan changes and related actions, including implementing regulations, required by this functional plan as a component of the Regional Framework Plan, shall be complied with by cities and counties as required by Section 5(e)(2) of the Metro Charter.

Any city or county determination not to incorporate all required functional plan policies into comprehensive plans shall be subject to the conflict resolution and mediation processes included within the RUGGO, Goal I provisions, prior to the final adoption of inconsistent policies or actions.
(Ordinance No. 97-715B, Sec. 1.)

Applicant Response: The site is located within the urban growth boundary in an unincorporated portion of Washington County, Oregon. Therefore Plan Titles 1, 2, 4, 6, 8 and 12 of the Metro Regional Functional Plan are applicable to this application. In this narrative the applicant will demonstrate that the proposed Plan Amendment is consistent with applicable goals and other policy objectives which where adopted as part of the Metro Urban Growth Management Functional Plan.

REGIONAL FUNCTIONAL PLAN REQUIREMENTS
TITLE 1: REQUIREMENTS FOR HOUSING AND EMPLOYMENT ACCOMMODATION
(Metro Code Sections 3.07.110 – 3.07.170)

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.)

Applicant Response: The Plan policies described in Title 1 seek ways to promote more efficient uses of land inside the Urban Growth Boundary, by increasing development capacity to accommodate both housing and employment opportunities. The proposed Plan Amendment would change the sites zoning designation from R-15 zoning to Neighborhood Commercial (NC). The NC zoning designation will allow vacant land inside the UGB to be developed at a higher use.

Upon approval of this application the applicant plans to develop a Mixed Use development intended for both commercial and residential uses. The proposed Plan Amendment is consistent with the purpose and intent of Title 1 by providing both housing and employment opportunities. The proposed use increases the development potential of vacant bypassed land inside the UGB, which is located adjacent to a major transportation corridor. Another important fact to consider is that the requested change in zoning will not result in net loss of potential housing units due to the fact that both the R-15 and NC zoning districts allow for the same maximum residential densities of 15 units per acre.

TITLE 2: REGIONAL PARKING POLICY
(Metro Code Sections 3.07.210 – 3.07.220)
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."

COMMENT: The functional plan policies described in Title 2 establish region wide parking policies that set the minimum and maximum number of parking spaces that can be required by local governments for different types of new developments. In regards to the subject site minimum and maximum parking space requirements are set forth by Washington County Code Article 413. No new development is proposed as a result of this application. Any new development on the site will be subject to development review for compliance with parking in addition to other site development requirements.

TITLE 4: INDUSTRIAL AND OTHER EMPLOYMENT AREAS
(Metro Code Sections 3.-07.410 – 3.07.440)

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

3.07.420 Protection of Regionally Significant Industrial Areas
A. Regionally Significant Industrial Areas (RSIAs) are those areas near the region's most significant transportation facilities for the movement of freight and other areas most suitable for movement and storage of goods. Each city and county with land use planning authority over RSIAs shown on the Employment and Industrial Areas Map shall derive specific plan designation and zoning district boundaries of RSIAs within its jurisdiction from the Map, taking into account the location of existing uses that would not conform to the limitations on non-industrial uses in this section and the need to achieve a mix of employment uses.
B. Cities and counties shall review their land use regulations and revise them, if necessary, to include measures to limit the size and location of new buildings for retail commercial uses - such as stores and restaurants - and retail and professional services that cater to daily customers -- such as financial, insurance, real estate, legal, medical and dental offices - to ensure that they serve primarily the needs of workers in the area. One such measure shall be that new buildings for stores, branches, agencies or other outlets for these retail uses and services shall not occupy more than 3,000 square feet of sales or service area in a single outlet, or multiple outlets that occupy more than 20,000 square feet of sales or service area in a single building or in multiple buildings that are part of the same development project, with the following exceptions:

COMMENT: Title 4 places restrictions on Regionally Significant Industrial Areas; however the site is not classified and or located near a Regionally Significant industrial area. The closest Industrial area to the site is located the northwest along SW Shaw St. This area is shown on the zoning map which has been included with this narrative as an exhibit. The proposed Plan Amendment will not affect a regionally significant industrial area.

3.07.440 Protection of Employment Areas

A. Except as provided in subsections C, D and E, in Employment Areas mapped pursuant to Metro Code Section 3.07.130, cities and counties shall limit new and expanded commercial retail uses to those appropriate in type and size to serve the needs of businesses, employees and residents of the Employment Areas.
B. Except as provided in subsections C, D and E, a city or county shall not approve a commercial retail use in an Employment Area with more than 60,000 square feet of gross leasable area in a single building, or commercial retail uses with a total of more than 60,000 square feet of retail sales area on a single lot or parcel, or on contiguous lots or parcels, including those separated only by transportation right-of-way.
C. A city or county whose zoning ordinance applies to an Employment Area and is listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if the ordinance authorized those uses on January 1, 2003.
D. A city or county whose zoning ordinance applies to an Employment Area and is not listed on Table 3.07-4 may continue to authorize commercial retail uses with more than 60,000 square feet of gross leasable area in that zone if:

COMMENT: Title 4 also places restrictions on Employment areas which restrict retail uses to less than 60,000 square feet. With consideration of the size of the site the proposed Plan Amendment if approved, would allow the applicant to develop a small commercial/retail area that would be approximately 8,000-10,000 square feet in size. The 60,000 square foot limitation will not effect the future development of the site.

TITLE 6: CENTRAL CITY, REGIONAL CENTERS, TOWN CENTERS AND STATION COMMUNITIES (Metro Code Sections 3.07.610 – 3.07.650)

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."

COMMENT: Metro adopted the 2040 Growth Concept Plan with the participation of thousands of Oregonians in the 1990's. The plan was intended to guide growth and development over the next 50 years. The guiding principals in the regions long range plan included safe neighborhoods, compact development, the creation of more jobs and business opportunities, protection of natural areas, balanced transportation and housing for people of all incomes in every community.

Ten urban design types where identified on the 2040 Growth Concept Plan. The site is located directly adjacent to 185th Ave which has been identified as a corridor street. Corridors are major streets that serve as key transportation routes for people, goods and services. Another important note is that corridors are served day and night by mass transit. The proposed Plan Amendment if approved would allow the applicant to proceed with a development Review for the future development of a compact mixed use commercial/residential area. Jobs and housing would be created as a result of the future development of the site. No natural areas would be jeopardized as a result of the proposed development. The future residential units which would be located above the commercial space would also allow more affordable housing, then otherwise would be provided if the site was developed as strictly residential. The proposed Plan Amendment would also provide convenient neighborhood commercial services to those within 1 mile of the site.

TITLE 8: COMPLIANCE PROCEDURES
(Metro Code Sections 3.07.810-3.07.890)

3.07.810 Compliance With the Functional Plan

"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."

COMMENT: This title ensures that all cities and counties in the region are fairly and equitably held to the same standards and that the Metro 2040 Growth Concept is implemented. Title 8 establishes a process for time extensions and exemptions to Metro Code Requirements. Washington is required to make Plan Amendments in compliance with the functional plan. To be in compliance Washington County will submit this application for a Plan Amendment to Metro for review as described in depth Title 8. Because Washington County is required to comply with the Functional Plan when approving Plan Amendments, this application will be in compliance with the functional plan.

TITLE 12: PROTECTION OF RESIDENTIAL NEIGHBORHOODS
(Metro Code Sections 3.07.1210 – 3.07.1240)

Existing neighborhoods are essential to the success of the 2040 Growth Concept Plan. The purpose of this title is to protect the region's existing residential neighborhoods from air and water pollution, noise and crime, and to provide adequate levels of public services.

Access to Commercial Services (3.07.1230)

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

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

   1. *A commercial retail use with more than 20,000 S.F. of gross leasable area in a single building; or*

   2. *Office commercial uses with more than 10,000 S.F. of gross leasable area in a single building or on a single lot or parcel.*

COMMENT: The proposed Plan Amendment requests a change in zoning from R-15 to NC on single lot of record that is 0.97 gross acres in size. With consideration of the size of the site and the Washington County NC Development Code Requirements the applicant would be able to develop a commercial retail/office area of 8,000-10,000 square feet. The scale of the proposed development will not generate 20,000 square feet of leasable area. At the time of writing this narrative the applicant has not yet selected the type of commercial and or office uses but sees no problem with meeting the above requirements listed in B.1-2.

By allowing the zone change to NC the parcel would not greatly impact other neighborhood centers which are within ½ to 1 mile of the subject site. It is important to note that the intent of the NC zoning district is to provide for the shopping and service needs of the immediate area where locations are at a Collector and or Arterial and at intervals a mile apart. SW 185th Ave is a arterial and Kinnaman Road is classified as a collector street. Changing the zoning of the subject site to NC would have no negative impacts on surrounding properties as the location of the site directly borders SW 185th Ave on the west, SW Kinnaman Road on the north and church parking lot on the east. The site does border a R-5 zoned property on the south but, would be buffered by a landscaped buffer in addition to a access way into and out of the proposed development. The proximity of the subject site proposed to be commercially zoned is consistent with the intent of Title 12 by ensuring that commercial services are convenient to residents, which helps to encourage more non-auto forms of transportation thus decreasing vehicle demand on transportation facilities and reducing noise and air pollution.

Oregon Administrative Rule 660-012-0060
Plan and Land Use Regulation Amendments
Division 12 Transportation Planning

(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.

COMMENT: Per the requirements of Goal 12 and OAR 660-012, the applicant retained the Professional services of S.A.B.A traffic engineering to prepare a Traffic Impact Analysis and Access Management Plan for review and approval to Washington County planning prior to moving forward with Comprehensive Plan Amendment Application phase of the project. The analysis concluded that traffic impacts of the proposed amendment and future development would 1) not cause a change in the functional classification of any street or transportation facility; 2) not require a change to the standards implementing the functional classification system of any roadway. Refer to the Traffic Impact Analysis which addresses the requirements of Goal 12 Transportation and OAR 660-12.

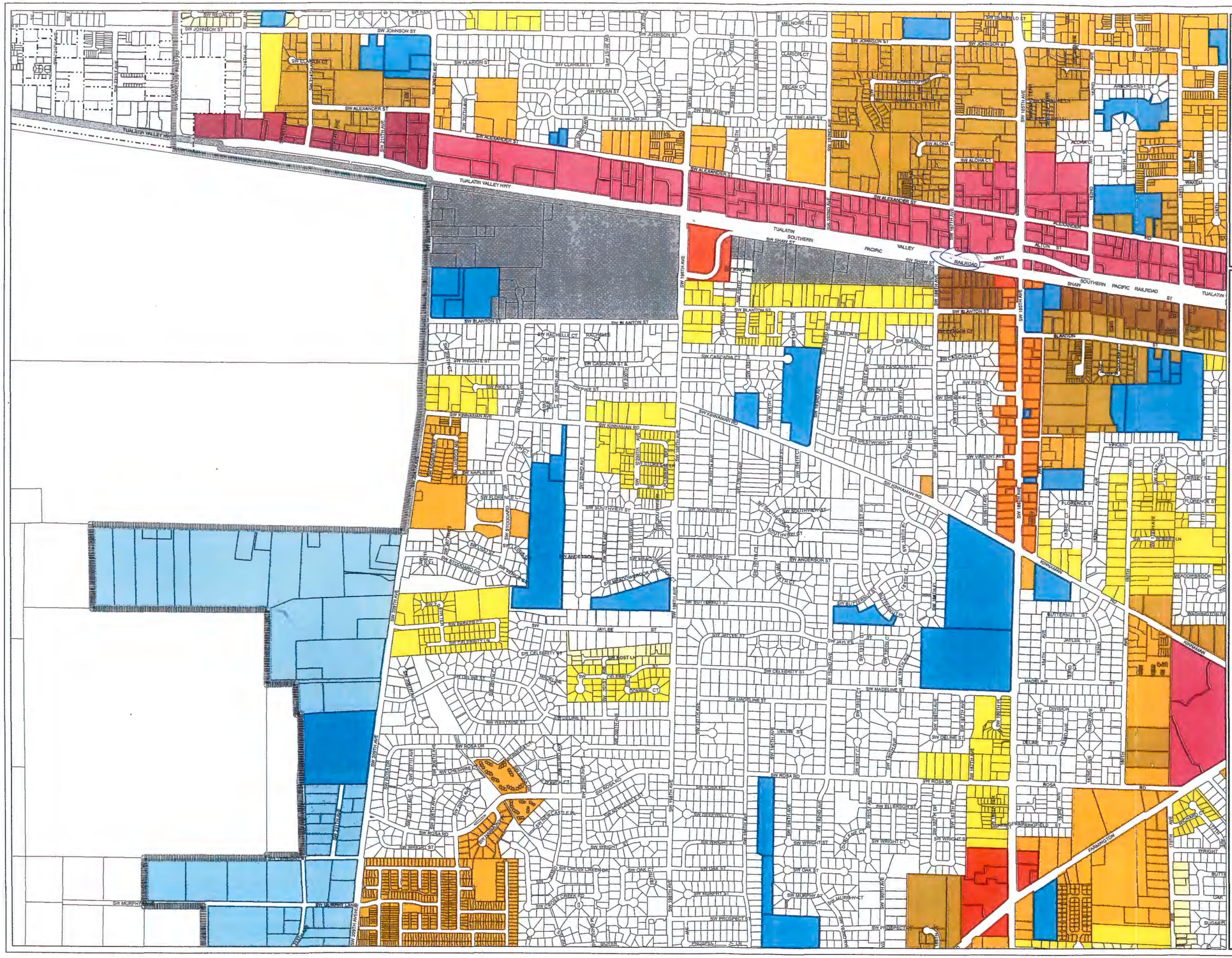
The Transportation Impact Analysis which has been included with this application narrative addresses the proposed Plan Amendment concludes that traffic operations using the worst case scenario for both the existing zoning and the proposed new land use designation, the document concludes operations would continue to operate at a safe capacity. The proposed amendment does not reduce or worsen the performance and any transportation facilities. The applicant has demonstrated compliance with the Transportation Rule.

CONCLUSION

In conclusion the nature of the existing street system and nature of existing land uses surrounding the site; make it an appropriate place for the proposed new zoning designation. The type of use proposed "mixed use" is consistent with current and existing uses surrounding the site. The current R-15 zoning designation of the subject site is no longer appropriate with consideration of surrounding development patterns. The proposed Amendment could help to enhance the surrounding area and not result in a discontinuous zoning pattern. The uses allowed by the proposed Plan Amendment will not reduce the ability of other NC zoned properties or the CBD area to attract or retain the principal retail opportunities.

Conditions are right for the Plan Amendment as the proposed new zoning designation for the subject site has been shown to be appropriate and logical for its location and consistent with the Comprehensive Plan. The proposed zoning designation will encourage and support existing public transportation services adjacent the site which will help o meet the needs for transportation disadvantaged, including children, elderly and low-income area residents. The proposed plan amendment would create jobs and allow for new housing opportunities. The proposed Plan Amendment if approved would reactivate a significant street corner and help facilitate the revitalization process of an older neighborhood along a major transportation corridor. The proposed change in zoning would allow for a mixed use development at the intersection of SW 185th Ave and SW Kinnaman Road. This intersection is an important and well traveled intersection in the community that could be a cornerstone that could help to define the area for years to come.

This narrative and other supporting documents the applicant has demonstrated compliance with all Washington County code requirements, established by the Urban County Comprehensive Plan, Transportation Plan and Community Plan. The applicant has proposed a Zoning Map Amendment that will allow for the future development of the subject site. The future development of the site will efficiently use vacant lands inside the UGB that are fully serviceable. Mixed Use development on the subject site will create additional jobs and more affordable housing which otherwise could not be provided if the site was developed to the R-15 standards. The applicant respectfully requests approval of this application for a Comprehensive Plan Amendment to change the zoning of the site from R-15 to NC.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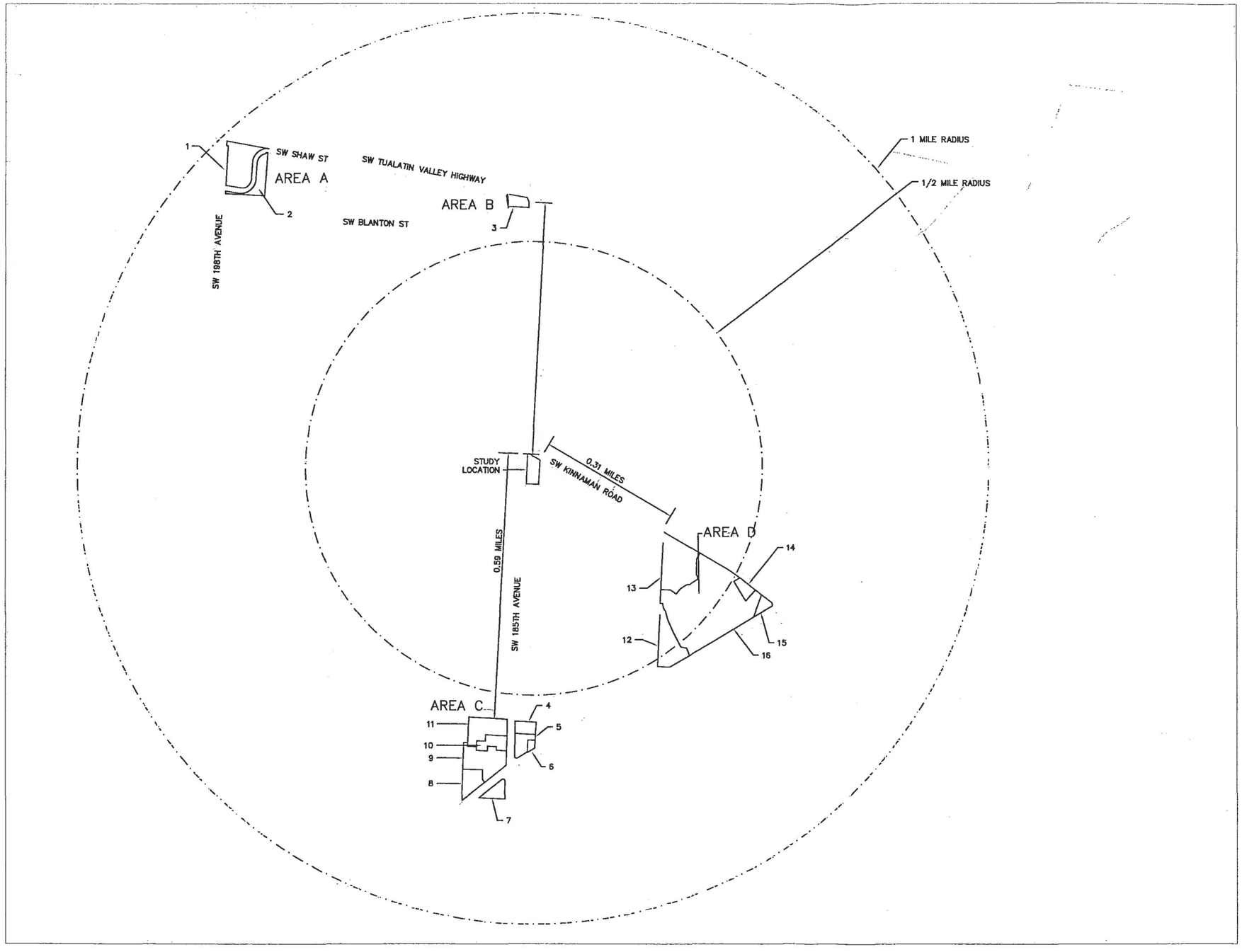


NEIGHBORHOOD COMMERCIAL (NC) ZONING MAP

NC PROPERTIES:

AREA A:

1 – OVERFLOW PARKING
1S2 12CD T/L 5600 R 356858 19730 SW SHAW ST

2 – OVERFLOW PARKING
1S2 12CD T/L 5601 R 2070147 ADDRESS N/A

AREA B:

3 – VACANT/NOT FOR SALE
1S1 12DD T/L 104 R 2004587 18570 SW SHAW ST

AREA C:

4 – ALOHA LAWN CENTER
1S1 18CC T/L 800 R 157369 5990 SW 185TH AVE

5 – COIN LAUNDRY
1S1 18CC T/L 900 R 157378 18485 SW FARMINGTON RD

6 – US BANK
1S1 18CC T/L 901 R 157387 18415 SW FARMINGTON RD

7 –
1S2 24AA T/L 2100 R 387799 18540 SW FARMINGTON RD

8 –
1S2 24AA T/L 102 R 1293102 18647 SW FARMINGTON RD

9 –
1S2 24AA T/L 100 R 378450 6055 SW 185TH AVE

10 –
1S2 13DD T/L 101 R 1293095 6025 SW 185TH AVE

11 –
1S2 13DD T/L 100 R 375365 5955 SW 185TH AVE

CBD PROPERTIES:

AREA D:

12 –
1S1 18CA T/L 100 R155290 NO ADDRESS

13 –
1S1 18CA T/L 101 R155307 17455 SW FARMINGTON RD

14 –
1S1 18CA T/L 103 R155325 17455 SW FARMINGTON RD

15 –
1S1 18CA T/L 300 R155334 17395 SW FARMINGTON RD

16 –
1S1 18CA T/L 102 R155316 17675 SW FARMINGTON RD

N

REVISIONS			
REV.	DESCRIPTION	APPR.	DATE

REFERENCE INFORMATION:

SAIID BEHBOODI
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035

STAMP

DESIGN SB
DRAFTED SB
CHECKED JOH
DATE 3/15/11

HMC Harris-McMonagle Associates, Inc.
Since 1968
ENGINEERING - SURVEYING - PLANNING
8740 SW Scoffins Street Tigard, Oregon 97223
Tel. (503) 639-3453 Fax (503) 639-1232

AREAS OF INTEREST MAP
WASHINGTON COUNTY, OREGON

ZONING STUDY
18430 SW KINNAMAN ROAD

SCALE

DRAWING NAME NC ZONING MAP

SHEET 1 OF 1



AREA A

DESIGN HMC DRAFTED HMC CHECKED HMC DATE 4/1/09	SAIID BEHBOODI 13777 MELROSE PLACE LAKE OSWEGO, OREGON 97035 **HARRIS-McMONAGLE ASSOCIATES, INC.** ENGINEERING - SURVEYING - PLANNING 8740 SW Scoffins Street Tigard, Oregon 97223 Tel. (503) 639-3453 Fax (503) 639-1232	ZONING MAP AREA A "NC"	SCALE NTS DWG. NAME NCZMAP SHEET 1 OF 4



AREA B

DESIGN HMC DRAFTED HMC CHECKED HMC DATE 4/1/09	SAIID BEHBOODI 13777 MELROSE PLACE LAKE OSWEGO, OREGON 97035 **HARRIS-McMONAGLE ASSOCIATES, INC.** ENGINEERING - SURVEYING - PLANNING 8740 SW Scoffins Street Tigard, Oregon 97223 Tel. (503) 639-3453 Fax (503) 639-1232	ZONING MAP AREA B NEIGHBORHOOD COMMERCIAL	SCALE NTS DWG. NAME NCZMAP SHEET 2 OF 4



AREA C

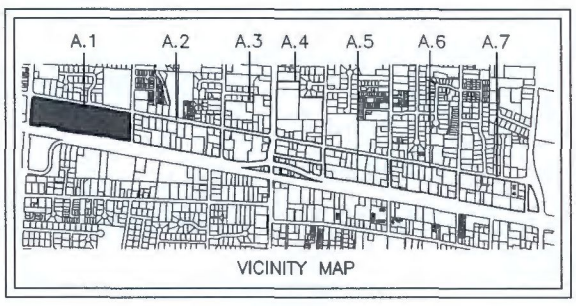
DESIGN HMC DRAFTED HMC CHECKED HMC DATE 4/1/09	SAIID BEHBOODI 13777 MELROSE PLACE LAKE OSWEGO, OREGON 97035 **HARRIS-McMONAGLE ASSOCIATES, INC.** ENGINEERING - SURVEYING - PLANNING 8740 SW Scoffins Street Tigard, Oregon 97223 Tel. (503) 639-3453 Fax (503) 639-1232	ZONING MAP AREA C NEIGHBORHOOD COMMERCIAL	SCALE NTS DWG. NAME NCZMAP SHEET 3 OF 4



AREA D

DESIGN HMC DRAFTED HMC CHECKED HMC DATE 4/1/09	SAIID BEHBOODI 13777 MELROSE PLACE LAKE OSWEGO, OREGON 97035 **HARRIS-McMONAGLE ASSOCIATES, INC.** ENGINEERING - SURVEYING - PLANNING 8740 SW Scoffins Street Tigard, Oregon 97223 Tel. (503) 639-3453 Fax (503) 639-1232	ZONING MAP AREA D NEIGHBORHOOD COMMERCIAL	SCALE NTS DWG. NAME NCZMAP SHEET 4 OF 4





Parcel	Zoning	TaxlotID	RNO	Address	City	LandVal	BldgVal	TotalVal	BldgSqFt	Acres	Yearbuilt	LandUse	TaxCode	SaleDate	SalePrice
A1	CBD	1S212CA01100	R356732	3230 SW 198TH	BEAVERTON	318540	217610	536150	2720	0.44	0	COM	29.26	201101	310000
A2		1S212CA01001	R993447	19755 SW TUALATIN VALLEY HWY	BEAVERTON	449220	201280	650500	0	0.5	0	COM	29.26	197901	0
A3		*1S212CA01002*	*R1243746*	*19750 SW ALEXANDER ST*	*BEAVERTON*	*352000*	*966690*	*1318690*	*0*	*1.53*	*1983*	*MFR*	*29.26*	*200501*	*1470000*
A4		1S212CA01004	R1316267	19745 SW TUALATIN VALLEY HWY	BEAVERTON	664180	449150	1113330	2956	0.95	0	COM	29.26	199201	325000
A5		1S212CA00900	R356714	19660 SW ALEXANDER ST	BEAVERTON	243110	118260	361370	1400	0.37	0	COM	29.26	200706	355305
A6		1S212CA00700	R356689	19630 SW ALEXANDER ST	BEAVERTON	126160	21900	148060	528	0.18	0	COM	29.26	200504	150000
A7		1S212CA00600	R356670	19600 SW ALEXANDER ST	BEAVERTON	122210	129750	251960	1358	0.17	0	COM	29.26	199710	115000
A8		1S212CA00500	R356661	19560 SW ALEXANDER ST	BEAVERTON	148790	166370	315160	0	0.33	0	COM	29.26		0
A9		1S212CA00800	R356698	19655 SW TUALATIN VALLEY HWY	BEAVERTON	508330	43650	551980	0	0.83	0	COM	29.26	200102	180000
A10		1S212CA00801	R356705	19635 SW TUALATIN VALLEY HWY	BEAVERTON	476590	523000	999590	0	0.67	0	COM	29.26		0
A11		1S212CA01300	R356741	19565 SW TUALATIN VALLEY HWY	BEAVERTON	460540	607910	1068450	4143	0.67	0	COM	29.26		0
A12		1S212CA00400	R356652	19505 SW TUALATIN VALLEY HWY	BEAVERTON	221660	566550	788210	4130	0.38	1948	COM	29.26	199101	75000
A13		1S212CA00300	R356643	19500 SW ALEXANDER ST	BEAVERTON	58920	0	58920	0	0.09	0	COM	29.26	199711	130000
A14		1S212DB03700	R356625	19460 SW ALEXANDER ST	BEAVERTON	290980	0	290980	0	0.4	0	VAC	51.5	201012	85650
A15		1S212DB03800	R356616	19430 SW ALEXANDER ST	BEAVERTON	261880	79490	341370	1196	0.4	0	COM	51.5		0
A16		1S212CA01400	R356750	19525 SW TUALATIN VALLEY HWY	BEAVERTON	295560	15230	310790	0	0.43	0	COM	29.26	197909	0
A17		1S212DB03900	R356778	19477 SW TUALATIN VALLEY HWY	BEAVERTON	637810	622170	1259980	7134	0.91	0	COM	51.5		0
A18		1S212DB01100	R359891	19400 SW ALEXANDER ST	BEAVERTON	145280	203840	349120	4280	0.77	1948	SFR	51.5		0
A19		1S212DB01200	R359908	19340 SW ALEXANDER ST	BEAVERTON	121070	67770	188840	1196	0.35	1956	SFR	51.5	199007	75000
A20		1S212DB01300	R359917	19322 SW ALEXANDER ST	BEAVERTON	122550	90310	212860	1554	0.27	1955	SFR	51.5	200102	14000
A21		1S212DB01400	R359926	19250 SW ALEXANDER ST	BEAVERTON	108000	350470	458470	0	0.32	0	MFR	51.5		0
A22		1S212DB01500	R359935	3365 SW 192ND AVE	BEAVERTON	120060	41980	162040	908	0.42	1948	SFR	51.5	199112	66000
A23		1S212DB04100	R2079050		BEAVERTON	191820	0	191820	0	0.27	0	VAC	51.5		0
A24		1S212DB04200	R2079051	19405 SW TUALATIN VALLEY HWY	BEAVERTON	151680	90160	241840	1690	0.2	0	COM	51.5		0
A25		1S212DB04000	R2079049	19375 SW TUALATIN VALLEY HWY	BEAVERTON	298390	1460400	1758790	7000	0.42	0	COM	51.5		0
A26		1S212DB01600	R359944	19299 SW TUALATIN VALLEY HWY	BEAVERTON	222320	935380	1157700	5814	0.3	0	COM	51.5	199611	907000
A27		1S212DB01601	R359953	19285 SW TUALATIN VALLEY HWY	BEAVERTON	408420	423820	832240	2108	0.45	0	COM	51.5		0

REV.	DESCRIPTION	BY	APPR.	DATE
	REFER TO TRACING FOR LATEST REVISION			

DESIGN: SGB
Drawn: RKW
CHECKED: JOH

David Bellcoodi
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035

HARRIS-MCMONAGLE ASSOCIATES, INC.
CIVIL ENGINEERS & LAND SURVEYORS
8740 S.W. SCOTTHIE STREET
TIGARD, OR 97223-4539
PHONE: (503) 639-3400

TAXLOT INVENTORY

EXISTING CONDITIONS

DATE: 9/14/2011
SCALE: AS SHOWN
FILE NAME: EXHIBIT A.1

SHEET A.1 OF 6

REVISION						
REV	DESCRIPTION	BY	APPR.	DATE		

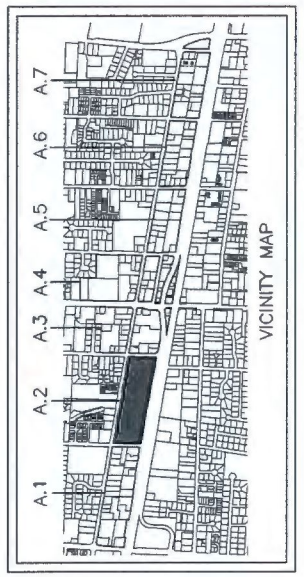
REFER TO TRACING FOR LATEST REVISION

DESIGN	Sahid Dahdouli
DRAWN	1577 MELROSE PLACE LAKE OSWEGO, OREGON 97035
CHECKED	HARRIS-MONAGLE ASSOCIATES, INC.
APPROVED	CIVIL ENGINEERS - SURVEYORS 8740 S.W. BOEMAN STREET TIGARD, OR 97223-6234 PHONE (503) 639-3453

TAXLOT INVENTORY

EXISTING CONDITIONS

DATE	9/14/2011
SCALE	AS SHOWN
EXHIBIT	A.2
SHEET	A.2
OF SHEETS	9





Parcel Zoning	TaxlotID	RNO	Address	City	LandVal	Bldgval	TotalVal	BldgSqFt	Acres	YearBuilt	LandUse	TaxCode	SaleDate	SalePrice
A28	1S212BB02500	R3450559	13310 SW 192ND AVE	BEAVERTON	136510	55390	191800	801	0.2	1952	COM	51.5	200903	170000
A29	1S212BB03600	R3450568	13340 SW 192ND AVE	BEAVERTON	306500	46620	353020	1607	0.23	1944	SFR	51.5	199610	0
A30	1S212BB03700	R3450577	13370 SW 192ND	BEAVERTON	116760	169080	285840	1618	0.23	0	COM	51.5		0
A31	1S212BB03801	R3450595	19175 SW TUALATIN VALLEY HWY	BEAVERTON	231410	325580	556990	2480	0.35	0	COM	51.5		0
A32	1S212BB03800	R3450588	19165 SW TUALATIN VALLEY HWY	BEAVERTON	571250	128710	699960	1490	0.81	0	COM	51.5	200803	3250000
A33	1S212BB03400	R3450640	19165 SW ALEXANDER ST	BEAVERTON	2698350	178160	4480310	3721	0.37	0	COM	51.5	200612	2000000
A34	1S212BB03300	R3450631	19155 SW ALEXANDER ST	BEAVERTON	2777100	67080	3444180	1846	0.4	0	COM	51.5		0
A35	1S212BB02200	R3450622	19150 SW ALEXANDER ST	BEAVERTON	126110	55550	181660	1152	0.4	1946	SFR	51.5		0
A36	1S212BB02302	R3450102	19001 SW TUALATIN VALLEY HWY	BEAVERTON	703940	1150890	1854830	4983	1.01	0	COM	51.5		0
A37	1S212BB02100	R3450004	19070 SW ALEXANDER ST	BEAVERTON	139050	61240	200290	1105	0.28	1948	SFR	51.5	200606	225000
A38	1S212BB02902	R3450111	18975 SW TUALATIN VALLEY HWY	BEAVERTON	478590	404390	882970	2485	0.67	0	COM	51.5		0
A39	1S212BB03101	R3450113	19010 SW ALEXANDER ST	BEAVERTON	320820	131390	452210	2144	0.56	0	COM	51.5	198802	82000
A40	1S212BB02901	R3450120	18965 SW TUALATIN VALLEY HWY	BEAVERTON	304790	13980	318770	0	0.42	0	COM	51.5		0
A41	1S212BB07800	R3450939	18980 SW ALEXANDER ST	BEAVERTON	271000	276280	547280	4032	0.52	1995	COM	51.5	198211	650000
A42	1S212BB07900	R3450130	18955 SW TUALATIN VALLEY HWY	BEAVERTON	250910	201320	452230	0	0.32	0	COM	51.5		0
A43	1S212BB07700	R3450949	18945 SW ALEXANDER ST	BEAVERTON	114180	61010	175190	1372	0.46	1955	SFR	51.5	199703	0
A44	1S212BB07400	R3450148	18905 SW TUALATIN VALLEY HWY	BEAVERTON	440820	7503590	11944410	9210	0.65	2004	COM	51.5		0
A45	1S212DA09700	R2087423	18850 SW ALEXANDER ST	BEAVERTON	597010	301370	898380	0	1.06	0	COM	51.5		0
A46	1S212DA09800	R2087424	18855 SW TUALATIN VALLEY HWY	BEAVERTON	713990	594440	1308430	6640	1.03	0	COM	51.5		0
A47	1S212DA04500	R3559597	18820 SW ALEXANDER ST	BEAVERTON	110660	61620	172600	1518	0.25	1954	SFR	51.5	199605	0
A48	1S212DA04600	R3559604	18885 SW 187TH AVE	BEAVERTON	115860	78110	193910	1280	0.19	0	COM	51.5	200706	180000
A49	1S212DA04700	R3559613	18415 SW 187TH AVE	BEAVERTON	282090	543690	825710	0	0.49	0	COM	51.5		0
A50	1S212DA05000	R3559641	18805 SW TUALATIN VALLEY HWY	BEAVERTON	277160	1197680	1474980	1408	0.58	0	COM	51.5	199403	1850000
A51	1S212DA04800	R3559632	18475 SW 187TH	BEAVERTON	82500	73100	155600	1456	0.15	1954	SFR	51.5	199610	0
A52	1S212DA04900	R3559651	18705 SW TUALATIN VALLEY HWY	BEAVERTON	382090	3771460	4797550	1887	0.83	0	COM	51.5	200312	2938381

TAXLOT INVENTORY

EXISTING CONDITIONS

DATE	8/14/2011
SCALE	AS SHOWN
PAPER SIZE	EXHIBIT A3

A.3

6

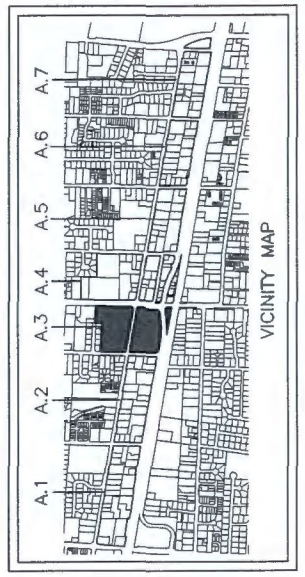
HARRIS-MADONALDE ASSOCIATES, INC.
DEVELOPMENT · SURVEYING
870 SW 209TH STREET
ROMEO, OR 97321-0339
PHONE: (503) 628-2432

13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035
Sajid Bahgat

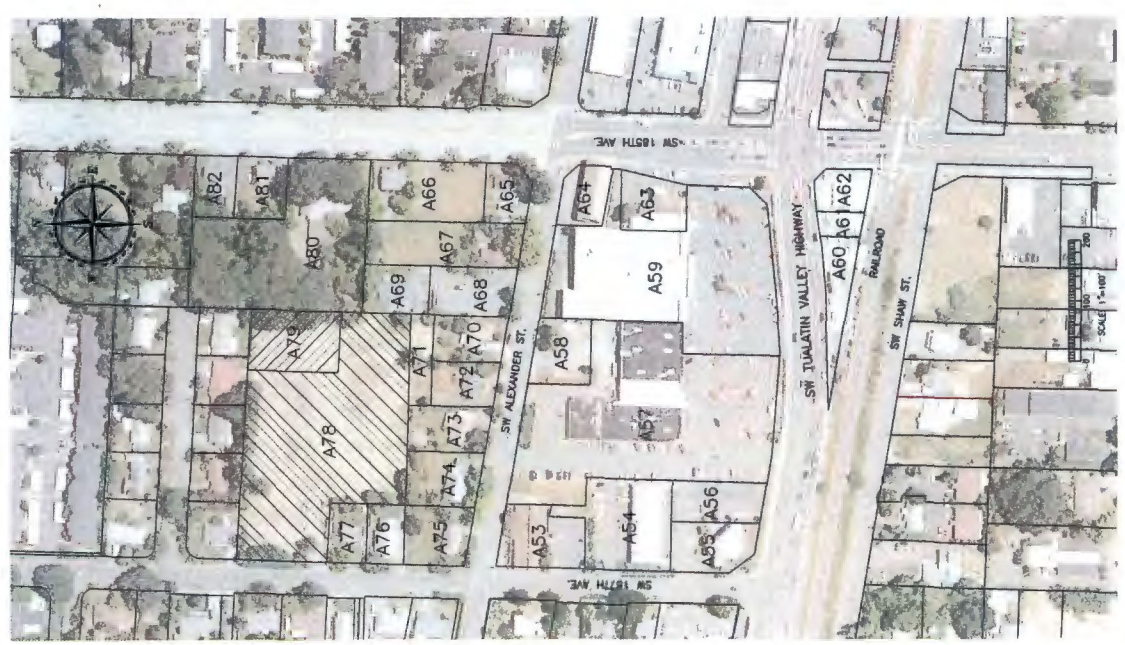
DESIGN	SGB
DRAWN	
CHECKED	RKW
JOB	

REV	DESCRIPTION	BY	APPR.	DATE

REFER TO TRACING FOR LATEST REVISION



Terra Zoned	TaxlotID	RNO	Address	City	LandVal	BldgVal	TotalVal	BldgSqFt	Acres	YearBuilt	LandUse	TaxCode	SaleDate	SalePrice
A53	1S1210AB5700	R359702	3400 SW 185TH	BEAVERTON	227950	415340	643290	0	0.31	0	COM	51.5	199803	1064000
A54	1S1210AA5601	R359695	18699 SW TUALATIN VALLEY HWY	BEAVERTON	304150	580250	884440	0	0.53	1978	COM	51.5		0
A55	1S1210AB5800	R359711	18685 SW TUALATIN VALLEY HWY	BEAVERTON	258270	325400	583670	1947	0.38	0	COM	51.5		0
A56	1S1210AA5600	R359686	18655 SW TUALATIN VALLEY HWY	BEAVERTON	178850	12460	191310	0	0.24	0	COM	51.5		0
A57	1S1210AA5500	R359677	18605 SW TUALATIN VALLEY HWY	BEAVERTON	35132770	19115240	24293110	0	2.25	0	COM	51.5		0
A58	1S1210AA5400	R359668	18545 SW TUALATIN VALLEY HWY	BEAVERTON	2434140	1990	2436130	0	0.34	0	COM	51.5		0
A59	1S1210AA5700	R359718	18645 SW TUALATIN VALLEY HWY	BEAVERTON	15474990	3955330	19430320	0	1.9	0	COM	51.5		0
A60	1S1210AB7300	R359775	18650 SW TUALATIN VALLEY HWY	BEAVERTON	151470	159490	310960	0	0.2	0	COM	51.5		0
A61	N/A													
A62	1S1210AB7300	A355757	18535 SW TUALATIN VALLEY HWY	BEAVERTON	174420	0	174420	0	0.18	0	VAC	51.5	200901	230000
A63	1S1210AB7001	R359748	18835 SW TUALATIN VALLEY HWY	BEAVERTON	392320	563770	756090	3354	0.26	0	COM	51.5	198806	3150000
A64	1S1210AA5100	R359659	3495 SW ALEXANDER ST	BEAVERTON	115800	0	115800	8281	0.19	0		51.5		0
A65	1S1210AA5800	R359696	3375 SW 185TH AVE	BEAVERTON	122290	1490	123780	0	0.17	0	COM	51.5	199209	380000
A66	1S1210AA5900	R359705	3345 SW ALEXANDER ST	BEAVERTON	261000	161450	422450	1010	0.45	0	COM	51.5	199808	515000
A67	1S1210AA6000	R359714	3355 SW ALEXANDER ST	BEAVERTON	280500	67790	348290	0	0.45	0	COM	51.5	198808	515000
A68	1S1210AA6100	R359723	18637 SW ALEXANDER ST	BEAVERTON	144000	93870	237870	0	0.25	0	MFR	51.5	198912	162800
A69	1S1210AA6200	R359732	18595 SW ALEXANDER ST	BEAVERTON	108000	70820	178820	0	0.2	0	MFR	51.5	198912	162800
A70	1S1210AA2900	R359732	18595 SW ALEXANDER ST	BEAVERTON	105930	40180	146110	1086	0.22	1942	SFR	51.5	198906	60000
A71	1S1210AA1000	R359541		BEAVERTON	10760	0	10760	0	0.13	0	VAC	51.5	199810	0
A72	1S1210AA2101	R1189973	18625 SW ALEXANDER ST	BEAVERTON	108890	45720	154610	1500	0.18	1942	SFR	51.5	199008	65203
A73	1S1210AA1200	R359150	18645 SW ALEXANDER ST	BEAVERTON	107950	58460	166410	1344	0.24	1942	SFR	51.5	198902	73000
A74	1S1210AA1300	R359168	18665 SW ALEXANDER ST	BEAVERTON	110980	51230	162210	1900	0.24	1950	SFR	51.5	198906	73000
A75	1S1210AA1400	R359177	18685 SW ALEXANDER ST	BEAVERTON	107980	39830	147810	1764	0.24	1950	SFR	51.5	198906	73000
A76	1S1210AA1500	R359186	3305 SW 185TH AVE	BEAVERTON	84480	46890	131380	1224	0.14	1950	SFR	51.5	199004	115500
A77	1S1210AA1500	R359196	3275 SW 185TH AVE	BEAVERTON	84480	37000	121480	704	0.14	1950	SFR	51.5	199004	115500
A78	1S1210AB1600	R359203	3245 SW 185TH AVE	BEAVERTON	438750	0	438750	0	1.01	0	VAC	51.5	199810	0
A79	1S1210AB1700	R359213		BEAVERTON	81600	0	81600	0	0.14	0	VAC	51.5	199810	0
A80	1S1210AB0400	R359070	3245 SW 185TH AVE	BEAVERTON	235610	71080	306690	1305	1.83	1950	SFR	51.5		0
A81	1S1210AB0301	R1166972	3215 SW 185TH AVE	BEAVERTON	95290	28840	124130	780	0.2	1948	SFR	51.5	199907	115000
A82	1S1210AB0300	R359061	3195 SW 185TH AVE	BEAVERTON	122260	23740	146000	0	0.17	1950	COM	51.5	200308	115000





Parce	Zoning	TaxlotID	RNO	Address	City	LandVal	BldgVal	TotalVal	BldgSqFt	Acres	YearBuilt	landUse	TaxCode	SaleDate	SalePrice
A83		1S107C800800	R47121	3130 SW 185TH AVE	BEAVERTON	234710	48830	283540	852	0.88	1940	SFR	515		0
A84		1S107C801000	R47130	3280 SW 185TH AVE	BEAVERTON	3376000	4931330	8307330	0	3.39	0	MFR			
A85		1S107C801300	R47185	3245 SW 182ND AVE	BEAVERTON	1092000	3848750	4940750	62619	2.61	0				
A86		1S107C803601	R47522	18425 SW ALEXANDER ST	BEAVERTON	6023500	8788210	14811710	0	1.46	0	COM			
A87		1S107C803700	R47531	18455 SW ALEXANDER ST	BEAVERTON	1823860	3423590	5247450	0	0.31	0	COM			
A88		1S107C803701	R47540	18395 SW ALEXANDER ST	BEAVERTON	69150	141080	210230	936	0.14	0	COM			
A89		1S107C803500	R47504	18365 SW ALEXANDER ST	BEAVERTON	96350	69500	165850	0	0.14	0	COM			
A90		1S107C803501	R47513	18325 SW ALEXANDER ST	BEAVERTON	221680	268120	489800	0	0.38	0	COM			
A91		1S107C803200	R47498	18285 SW ALEXANDER ST	BEAVERTON	493190	0	493190	0	0.94	0	VAC			
A92		1S107C802800	R47443	3325 SW 182ND AVE	BEAVERTON	1314430	41270	1772700	1093	0.39	1948	SFR			
A93		1S107C802900	R47452	3355 SW 182ND AVE	BEAVERTON	1314430	65090	1965520	1179	0.38	1946	SFR			
A94		1S107C803000	R47461	3375 SW 182ND AVE	BEAVERTON	1481010	4237950	5718960	4456	0.25	0	COM			
A95		1S107C803100	R47470	18265 SW ALEXANDER ST	BEAVERTON	1486090	3193440	4680030	3180	0.22	0	COM			
A96		1S107C803101	R47489	3415 SW 182ND AVE	BEAVERTON	1383210	25070	1683950	720	0.24	1992	SFR			
A97		1S107C803800	R47559	3460 SW 185TH AVE	BEAVERTON	2332780	4448860	6771640	5280	0.4	1975	COM			
A98		1S107C803900	R47568	3480 SW 185TH	BEAVERTON	3533230	14456890	17990000	132214	0.55	0	COM			
A99		1S107C804100	R47577	18370 SW ALEXANDER ST	BEAVERTON	825640	112250	937890	3071	0.31	0	COM			
A100		1S107C804200	R47585	18340 SW ALEXANDER ST	BEAVERTON	3009830	2833990	5843820	0	0.15	0	COM			
A101		1S107C804101	R47586	18355 SW ALTON ST	BEAVERTON	1276600	1281560	3048440	0	0.23	0	COM			
A102		1S107C804301	R47611	18300 SW ALEXANDER ST	BEAVERTON	1823410	2566210	4391260	3500	0.31	0	COM			
A103		1S107C804900	R47602	18295 SW ALTON ST	BEAVERTON	1482410	85480	2437210	864	0.25	0	COM			
A104		1S107C804400	R47620	3435 SW 182ND AVE	BEAVERTON	5523410	5215900	10739310	2074	0.99	0	COM			
A105		1S107C803200	R47988	18485 SW TUALATIN VALLEY HWY	BEAVERTON	1639270	12710	1776680	3161	0.36	0	COM			
A106		1S107C803100	R47979	18485 SW TUALATIN VALLEY HWY	BEAVERTON	1331480	2617440	3929220	1869	0.36	0	COM			
A107		1S107C803000	R47960	18465 SW TUALATIN VALLEY HWY	BEAVERTON	813440	270201	1083960	1226	0.08	0	COM			
A108		1S107C800900	R47951	18395 SW TUALATIN VALLEY HWY	BEAVERTON	1719890	4691001	6410030	3000	0.23	1981	COM			
A109		1S107C800800	R47942	18377 SW TUALATIN VALLEY HWY	BEAVERTON	3253890	5913890	9177280	7560	0.45	1942	COM			
A110		1S107C800700	R47933	18255 SW TUALATIN VALLEY HWY	BEAVERTON	1335890	1244400	2603080	3699	0.27	0	COM			
A111		1S107C800400	R47915	3565 SW 182ND AVE	BEAVERTON	916010	1120800	2036600	1111	0.13	0	COM			
A112		1S107C800500	R47924	18245 SW TUALATIN VALLEY HWY	BEAVERTON	2585100	2068000	4653100	3396	0.32	0	COM			
A113		1S107C801901	R13467715		BEAVERTON	206510	0	206510	0	0.22	0	PUB			
A114		1S107C801900	R48033	18400 SW TUALATIN VALLEY HWY	BEAVERTON	1447500	0	1447500	0	0.33	0	PUB			
A115		1S107C801901	R13206685		BEAVERTON	398800	0	398800	0	0.04	0	PUB			
A116		1S107C801800	R48031	18340 SW TUALATIN VALLEY HWY	BEAVERTON	813440	635830	1449270	1128	0.08	0	COM			
A117		1S107C801700	R2013382	18370 SW TUALATIN VALLEY HWY	BEAVERTON	0	22330	22330	0	0	0	COM			
A118		1S107C01900	R48059	18290 SW TUALATIN VALLEY HWY	BEAVERTON	667010	1927000	2594410	1470	0.09	0	COM			

A83		1S107C800800	R47121	3130 SW 185TH AVE	BEAVERTON	234710	48830	283540	852	0.88	1940	SFR	515		0
A84		1S107C801000	R47130	3280 SW 185TH AVE	BEAVERTON	3376000	4931330	8307330	0	3.39	0	MFR			
A85		1S107C801300	R47185	3245 SW 182ND AVE	BEAVERTON	1092000	3848750	4940750	62619	2.61	0				
A86		1S107C803601	R47522	18425 SW ALEXANDER ST	BEAVERTON	6023500	8788210	14811710	0	1.46	0	COM			
A87		1S107C803700	R47531	18455 SW ALEXANDER ST	BEAVERTON	1823860	3423590	5247450	0	0.31	0	COM			
A88		1S107C803701	R47540	18395 SW ALEXANDER ST	BEAVERTON	69150	141080	210230	936	0.14	0	COM			
A89		1S107C803500	R47504	18365 SW ALEXANDER ST	BEAVERTON	96350	69500	165850	0	0.14	0	COM			
A90		1S107C803501	R47513	18325 SW ALEXANDER ST	BEAVERTON	221680	268120	489800	0	0.38	0	COM			
A91		1S107C803200	R47498	18285 SW ALEXANDER ST	BEAVERTON	493190	0	493190	0	0.94	0	VAC			
A92		1S107C802800	R47443	3325 SW 182ND AVE	BEAVERTON	1314430	41270	1772700	1093	0.39	1948	SFR			
A93		1S107C802900	R47452	3355 SW 182ND AVE	BEAVERTON	1314430	65090	1965520	1179	0.38	1946	SFR			
A94		1S107C803000	R47461	3375 SW 182ND AVE	BEAVERTON	1481010	4237950	5718960	4456	0.25	0	COM			
A95		1S107C803100	R47470	18265 SW ALEXANDER ST	BEAVERTON	1486090	3193440	4680030	3180	0.22	0	COM			
A96		1S107C803101	R47489	3415 SW 182ND AVE	BEAVERTON	1383210	25070	1683950	720	0.24	1992	SFR			
A97		1S107C803800	R47559	3460 SW 185TH AVE	BEAVERTON	2332780	4448860	6771640	5280	0.4	1975	COM			
A98		1S107C803900	R47568	3480 SW 185TH	BEAVERTON	3533230	14456890	17990000	132214	0.55	0	COM			
A99		1S107C804100	R47577	18370 SW ALEXANDER ST	BEAVERTON	825640	112250	937890	3071	0.31	0	COM			
A100		1S107C804200	R47585	18340 SW ALEXANDER ST	BEAVERTON	3009830	2833990	5843820	0	0.15	0	COM			
A101		1S107C804101	R47586	18355 SW ALTON ST	BEAVERTON	1276600	1281560	3048440	0	0.23	0	COM			
A102		1S107C804301	R47611	18300 SW ALEXANDER ST	BEAVERTON	1823410	2566210	4391260	3500	0.31	0	COM			
A103		1S107C804900	R47602	18295 SW ALTON ST	BEAVERTON	1482410	85480	2437210	864	0.25	0	COM			
A104		1S107C804400	R47620	3435 SW 182ND AVE	BEAVERTON	5523410	5215900	10739310	2074	0.99	0	COM			
A105		1S107C803200	R47988	18485 SW TUALATIN VALLEY HWY	BEAVERTON	1639270	12710	1776680	3161	0.36	0	COM			
A106		1S107C803100	R47979	18485 SW TUALATIN VALLEY HWY	BEAVERTON	1331480	2617440	3929220	1869	0.36	0	COM			
A107		1S107C803000	R47960	18465 SW TUALATIN VALLEY HWY	BEAVERTON	813440	270201	1083960	1226	0.08	0	COM			
A108		1S107C800900	R47951	18395 SW TUALATIN VALLEY HWY	BEAVERTON	1719890	4691001	6410030	3000	0.23	1981	COM			
A109		1S107C800800	R47942	18377 SW TUALATIN VALLEY HWY	BEAVERTON	3253890	5913890	9177280	7560	0.45	1942	COM			
A110		1S107C800700	R47933	18255 SW TUALATIN VALLEY HWY	BEAVERTON	1335890	1244400	2603080	3699	0.27	0	COM			
A111		1S107C800400	R47915	3565 SW 182ND AVE	BEAVERTON	916010	1120800	2036600	1111	0.13	0	COM			
A112		1S107C800500	R47924	18245 SW TUALATIN VALLEY HWY	BEAVERTON	2585100	2068000	4653100	3396	0.32	0	COM			
A113		1S107C801901	R13467715		BEAVERTON	206510	0	206510	0	0.22	0	PUB			
A114		1S107C801900	R48033	18400 SW TUALATIN VALLEY HWY	BEAVERTON	1447500	0	1447500	0	0.33	0	PUB			
A115		1S107C801901	R13206685		BEAVERTON	398800	0	398800	0	0.04	0	PUB			
A116		1S107C801800	R48031	18340 SW TUALATIN VALLEY HWY	BEAVERTON	813440	635830	1449270	1128	0.08	0	COM			
A117		1S107C801700	R2013382	18370 SW TUALATIN VALLEY HWY	BEAVERTON	0	22330	22330	0	0	0	COM			
A118		1S107C01900	R48059	18290 SW TUALATIN VALLEY HWY	BEAVERTON	667010	1927000	2594410	1470	0.09	0	COM			

TAXLOT INVENTORY

EXISTING CONDITIONS

Saiid Behboodi
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035

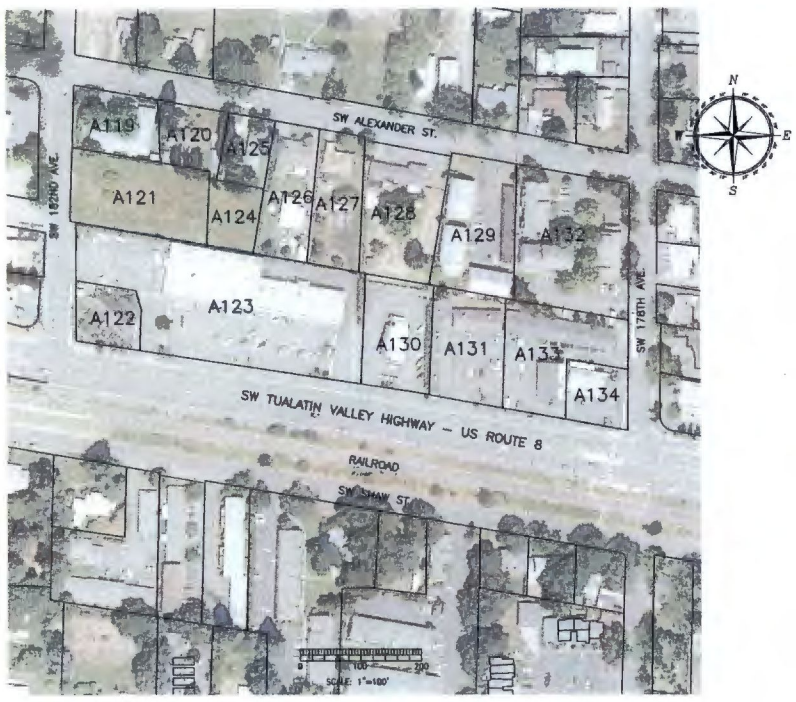
HARRIS-McMONAGLE ASSOCIATES, INC.
ENGINEERS-SURVEYORS
8740 S.W. SCOFFINS STREET
TIGARD, OR 97223-6228
PHONE: (503) 639-3483

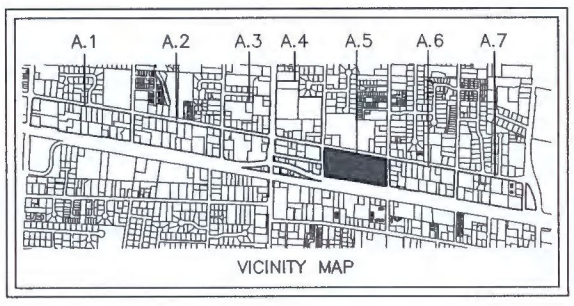
DESIGN: SGB
DRAWN: RKW
CHECKED: JOH

REV.	DESCRIPTION	BY	APPR.	DATE
	REFER TO TRACING FOR LATEST REVISION			

DATE: 9/14/2011
SCALE: AS SHOWN
SHEET NAME: EXHIBIT A.3

SHEET: A.4
OF: 6





Parcel	Zoning	TaxlotID	RNO	Address	City	LandVal	BldgVal	TotalVal	BldgSqFt	Acres	Yearbuilt	LandUse	TaxCode	SaleDate	SalePrice
A119		15107CB04500	R47639	18160 SW ALEXANDER ST	BEAVERTON	134810	168960	303770	2580	0.27	1972	SFR	51.5	200502	275000
A120		15107CB04700	R47657	18100 SW ALEXANDER ST	BEAVERTON	138320	45050	183370	1176	0.24	1946	SFR	51.5		0
A121		15107CB04600	R47648	3510 SW 182ND AVE	BEAVERTON	359390	0	359390	0	0.63	0	VAC	51.5		0
A122		15107CC00301	R47906	18175 SW TUALATIN VALLEY HWY	BEAVERTON	196410	0	196410	0	0.24	0	VAC	51.5		0
A123		15107CC00300	R47899	18135 SW TUALATIN VALLEY HWY	BEAVERTON	1261510	1154820	2416330	0	0	0	COM	51.5		0
A124		15107CB04801	R47675		BEAVERTON	12830	0	12830	0	0.22	0	VAC	51.5		0
A125		15107CB04800	R47656	18060 SW ALEXANDER ST	BEAVERTON	139990	29040	169030	648	0.25	1932	SFR	51.5	201010	85000
A126		15107CB04900	R47684	18040 SW ALEXANDER ST	BEAVERTON	166750	69150	235900	1388	0.41	1952	SFR	51.5	199806	160000
A127		15107CB05000	R47693	18020 SW ALEXANDER ST	BEAVERTON	168430	50660	219090	1254	0.42	1951	SFR	51.5		0
A128		15107CB05100	R47700	17950 SW ALEXANDER ST	BEAVERTON	381270	240330	621600	2830	0.67	0	COM	51.5	201104	226900
A129		15107CB05101	R47719	17920 SW ALEXANDER ST	BEAVERTON	204000	630260	834260	0	0.67	1968	MFR	51.5	200411	647000
A130		15107CC00201	R47880	17985 SW TUALATIN VALLEY HWY	BEAVERTON	332230	339070	671300	2116	0.46	0	COM	51.5	199912	400000
A131		15107CC00200	R47871	17965 SW TUALATIN VALLEY HWY	BEAVERTON	360530	405500	766030	4200	0.5	0	COM	51.5	200705	2475000
A132		15107CC00102	R47862	17890 SW ALEXANDER ST	BEAVERTON	288000	886140	1174140	0	1.03	1976	MFR	51.5	200507	965000
A133		15107CC00100	R47835	17899 SW TUALATIN VALLEY HWY	BEAVERTON	483410	515730	999140	5040	0.68	0	COM	51.5	200705	2475000
A134		15107CC00101	R47844	17825 SW TUALATIN VALLEY HWY	BEAVERTON	196410	188620	385030	2400	0.24	0	COM	51.5	200705	2475000

NO.	DESCRIPTION	BY	APPR.	DATE
	REFER TO TRACING FOR LATEST REVISION			

DESIGN: SGB
DRAWN: RKW
CHECKED: JDH

Baird Behrendt
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035

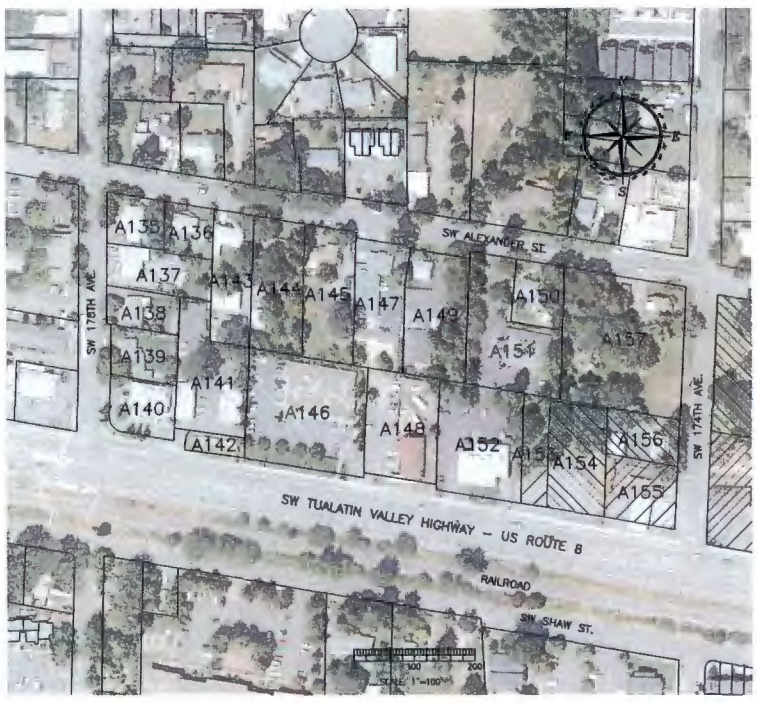
HARRIS-MCMONAGLE ASSOCIATES, INC.
ENGINEERS-SURVEYORS
8740 S.W. BOONES STREET
TIGARD, OR 97223
PHONE: (503) 636-3435

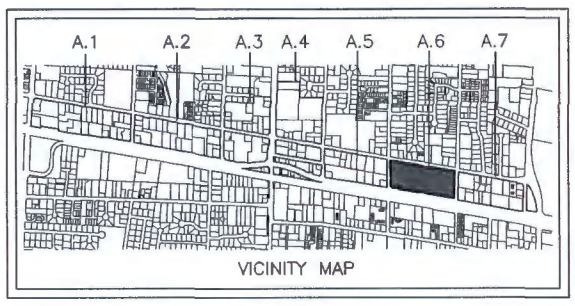
TAXLOT INVENTORY

EXISTING CONDITIONS

DATE: 9/14/2011
SCALE: AS SHOWN
ONE SHEET: EXHIBIT A.5

SHEET: A.5
6





VICINITY MAP

Parce Zoning	TaxlotID	RNO	Address	City	LandVal	BldgVal	TotalVal	BldgSqFt	Acres	Yearbuilt	LandUse	TaxCode	SaleDate	SalePrice
A135	1S107CA02100	R46907	3530 SW 178TH AVE	BEAVERTON	131430	54190	185620	1355	0.19	1951	SFR	51.5	199909	140000
A136	1S107CA02000	R46890	17760 SW ALEXANDER ST	BEAVERTON	131430	48170	179600	864	0.12	1961	SFR	51.5	199903	0
A137	1S107CA01900	R46881	3550 SW 178TH AVE	BEAVERTON	145010	50040	195050	1030	0.28	1951	SFR	51.5	199605	114950
A138	1S107CA01801	R1449953	3570 SW 178TH AVE	BEAVERTON	131430	48670	180100	881	0.2	1951	SFR	51.5	200312	155000
A139	1S107CD00900	R48834	3600 SW 178TH AVE	BEAVERTON	121340	54620	175960	0	0.2	0	COM	51.5		0
A140	1S107CD01000	R48843	17771 SW TUALATIN VALLEY HWY	BEAVERTON	181730	651390	833120	2785	0.22	0	COM	51.5	198603	125000
A141	1S107CD00800	R48825	17735 SW TUALATIN VALLEY HWY	BEAVERTON	359370	406090	765460	3000	0.5	0	COM	51.5		0
A142	1S107CD03300	R2050536		BEAVERTON	5930	0	5930	0	0.07	0	VAC	51.5		0
A143	1S107CA01700	R46863	17740 SW ALEXANDER ST	BEAVERTON	155050	61290	216340	1245	0.34	1951	SFR	51.5	198807	50500
A144	1S107CA01600	R46854	17720 SW ALEXANDER ST	BEAVERTON	163410	51780	215190	1005	0.39	1948	SFR	51.5	199707	0
A145	1S107CA01400	R46827	17680 SW ALEXANDER ST	BEAVERTON	171770	56990	228760	1362	0	1951	SFR	51.5	199404	88950
A146	1S107CD00700	R48816	17675 SW TUALATIN VALLEY HWY	BEAVERTON	591300	904940	1496240	0	0.84	0	COM	51.5	199811	318000
A147	1S107CA01200	R46809	17650 SW ALEXANDER ST	BEAVERTON	249350	571410	820760	1834	0.43	1951	COM	51.5	199909	162500
A148	1S107CD00500	R48807	17625 SW TUALATIN VALLEY HWY	BEAVERTON	345830	92550	438380	3240	0.48	0	COM	51.5	199812	0
A149	1S107CA01100	R46792	17610 SW ALEXANDER ST	BEAVERTON	227400	274080	501480	0	0.52	0	COM	51.5		0
A150	1S107CA00801	R1109909	17560 SW ALEXANDER ST	BEAVERTON	128280	70150	198430	2264	0.18	1953	SFR	51.5	199302	72000
A151	1S107CA00800	R46765	17600 SW ALEXANDER ST	BEAVERTON	359390	348560	707950	0	0.63	0	COM	51.5	198211	0
A152	1S107CD00401	R48781	17555 SW TUALATIN VALLEY HWY	BEAVERTON	414850	718030	1132880	9206	0.58	0	COM	51.5	200612	1200000
A153	1S107CD00400	R48772	17535 SW TUALATIN VALLEY HWY	BEAVERTON	126180	0	126180	0	0.18	0	VAC	51.5		0
A154	1S107CD00490	R48790	17535 SW TUALATIN VALLEY HWY	BEAVERTON	277100	0	277100	0	0.38	0	VAC	51.5	198510	170000
A155	1S107CD00201	R0048763	17455 SW TUALATIN VALLEY HWY	BEAVERTON	124550	1070	1070	0	0	0	COM	51.5	200802	25000
A156	1S107CD00100	R0048754	3645 SW 174TH AVE	BEAVERTON	180000	1160	1160	0	0	0	COM	51.5	200802	25000
A157	1S107CA00700	R46756	3575 SW 174TH AVE	BEAVERTON	230560	76550	307110	2542	1.27	1930	SFR	51.5	199309	97100

REV.	DESCRIPTION	APPR.	DATE
	REFER TO TRACING FOR LATEST REVISION		

DESIGN: SCB
DRAWN: RKW
CHECKED: JOH

David Bettencourt
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035
HARRIS-McMONAGLE ASSOCIATES, INC.

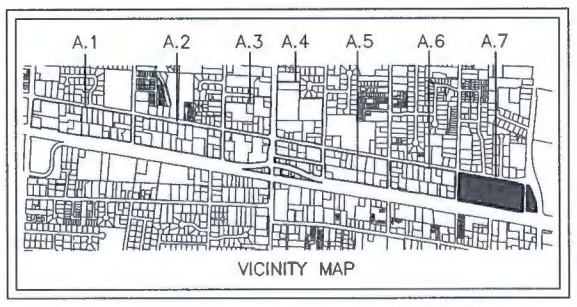
TAXLOT INVENTORY

EXISTING CONDITIONS

DATE: 9/14/2011
SCALE: AS SHOWN
EXHIBIT A.5

SHEET: A.6
OF 6





Parcel	Zoning	TaxlotID	RNO	Address	City	LandVal	BldgVal	TotalVal	BldgSqFt	Acres	Yearbuilt	LandUse	TaxCode	SaleDate	SalePrice
A158		1S107DC00600	R49762		BEAVERTON	691730	0	691730	0	1.25	0	VAC	51.5	200303	690000
A159		1S107DC00800	R49842	17361 SW TUALATIN VALLEY HWY	BEAVERTON	93210	38060	131270	0	0.13	0	COM	51.5	200303	690000
A160		1S107DC00700	R49833	17395 SW TUALATIN VALLEY HWY	BEAVERTON	332230	117800	450030	0	0.46	0	COM	51.5	200303	690000
A161		1S107DC00801	R49851	17345 SW TUALATIN VALLEY HWY	BEAVERTON	293980	152240	446220	0	0.41	0	COM	51.5	200303	690000
A162		1S107DC00601	R49771	17300 SW ALEXANDER ST	BEAVERTON	122550	147720	270270	2112	0.19	1977	SFR	51.5	200706	280000
A163		1S107DC00602	R49780	17252 SW ALEXANDER ST	BEAVERTON	122550	149180	271730	2304	0.18	1977	SFR	51.5	200706	280000
A164		1S107DC00603	R49799	17260 SW ALEXANDER ST	BEAVERTON	122550	150370	272920	2304	0.3	1977	SFR	51.5	200706	280000
A165		1S107DC00606	R49824	17292 SW ALEXANDER ST	BEAVERTON	122550	139490	262040	2304	0.2	1978	SFR	51.5	200510	245000
A166		1S107DC00604	R49806	17286 SW ALEXANDER ST	BEAVERTON	142030	210450	352480	3444	0.22	1978	SFR	51.5	200706	370500
A167		1S107DC00605	R49815	17270 SW ALEXANDER ST	BEAVERTON	142030	210450	352480	3444	0.22	1978	SFR	51.5	200706	370500
A168		1S107DC01000	R49860	17335 SW TUALATIN VALLEY HWY	BEAVERTON	227950	393930	621880	3600	0.31	0	COM	51.5		0
A169		1S107DC01001	R49879	17325 SW TUALATIN VALLEY HWY	BEAVERTON	158440	307330	465770	1997	0.21	0	COM	51.5	200705	697000
A170		1S107DC01100	R49888	17305 SW TUALATIN VALLEY HWY	BEAVERTON	373290	836570	1209860	0	0.52	0	COM	51.5		0
A171		1S107DC00500	R49753	17210 SW ALEXANDER ST	BEAVERTON	458460	57680	516140	1299	0.87	1946	COM	51.5		0
A172		1S107DC00400	R49744	17170 SW ALEXANDER ST	BEAVERTON	184570	60360	244930	1506	0.52	1946	SFR	51.5		0
A173		1S107DC01300	R49897	17195 SW TUALATIN VALLEY HWY	BEAVERTON	798000	550960	1348960	0	1.15	0	COM	51.5		0
A174		1S107DC90000	R1201531		BEAVERTON	0	0	0	0	0	0		51.5		0
A175		1S107DC00100	R49708	3645 SW ELLIOTT PL	BEAVERTON	178080	73580	246660	728	0.26	0	COM	51.5	200412	150000
A176		1S107DC00701	R49726	3685 SW ELLIOTT PL	BEAVERTON	123460	82460	205920	1897	0.19	1946	SFR	51.5		0
A177		1S107DC00200	R49717	3695 SW ELLIOTT PL	BEAVERTON	131430	24820	156250	644	0.1	1957	SFR	51.5		0
A178		1S107DC01400	R49904	17135 SW TUALATIN VALLEY HWY	BEAVERTON	657770	393080	1050850	0	0.85	1987	COM	51.5		0
A179		1S107DC05600	R50893	17065 SW TUALATIN VALLEY HWY	BEAVERTON	576540	635160	1211700	7316	0.74	1979	COM	51.5		0

REV.	DESCRIPTION	BY	APPR.	DATE
	REFER TO TRACING FOR LATEST REVISION			

DESIGN: SGB
DRAWN: RKW
CHECKED: JOH

Said Bettaoui
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035
HARRIS-McMONAGLE ASSOCIATES, INC.

TAXLOT INVENTORY

EXISTING CONDITIONS

DATE: 9/14/2011
SCALE: AS SHOWN
CAD NAME: EXHIBIT A.6
SHEET: A.7
6

SW 185TH AVENUE

49'
45'
DEDICATION

326'

283'

12'

39'

L=61'
R=30'

VISION Δ

90'

BLDG. C
1ST FLOOR COMMERCIAL (MIXED USE)
2ND/3RD FLOORS RESIDENTIAL
34.0'

105.0'
35.0'

BLDG. B
(MIXED USE)
1ST FLOOR COMMERCIAL
2ND/3RD FLOORS RESIDENTIAL
34.0'

BLDG. A
COMMERCIAL
49.0'
50.0'

10'
10'

24'

10' LANDSCAPE BUFFER

130'

TAX LOT 3901

TAX MAP 1S-1W-18BC
TAX LOT 3900
18430 SW KINNAMAN RD

22'

10.5'

60'

24.0'

4' DEDICATION

37'
33'

SW KINNAMAN ROAD

RECYCLING

46
39
8.5'
18.0'
31
1+50
30

F.H.

WATER

20'
273'

298'

WATER

PT = 1+17.74

ACCESS EASEMENT

1+00

ADDITIONAL PARKING

64'
60.6'
64'

0+50

PC = 0+33

0+00

INGRESS/EGRESS & PARKING ESMT. TO BENEFIT TAX LOTS 3900 & 4001

TAX LOT 4001

TAX LOT 3400

PLAYGROUND

SCALE: 1"=20'
0
20
40

N
E
S
W

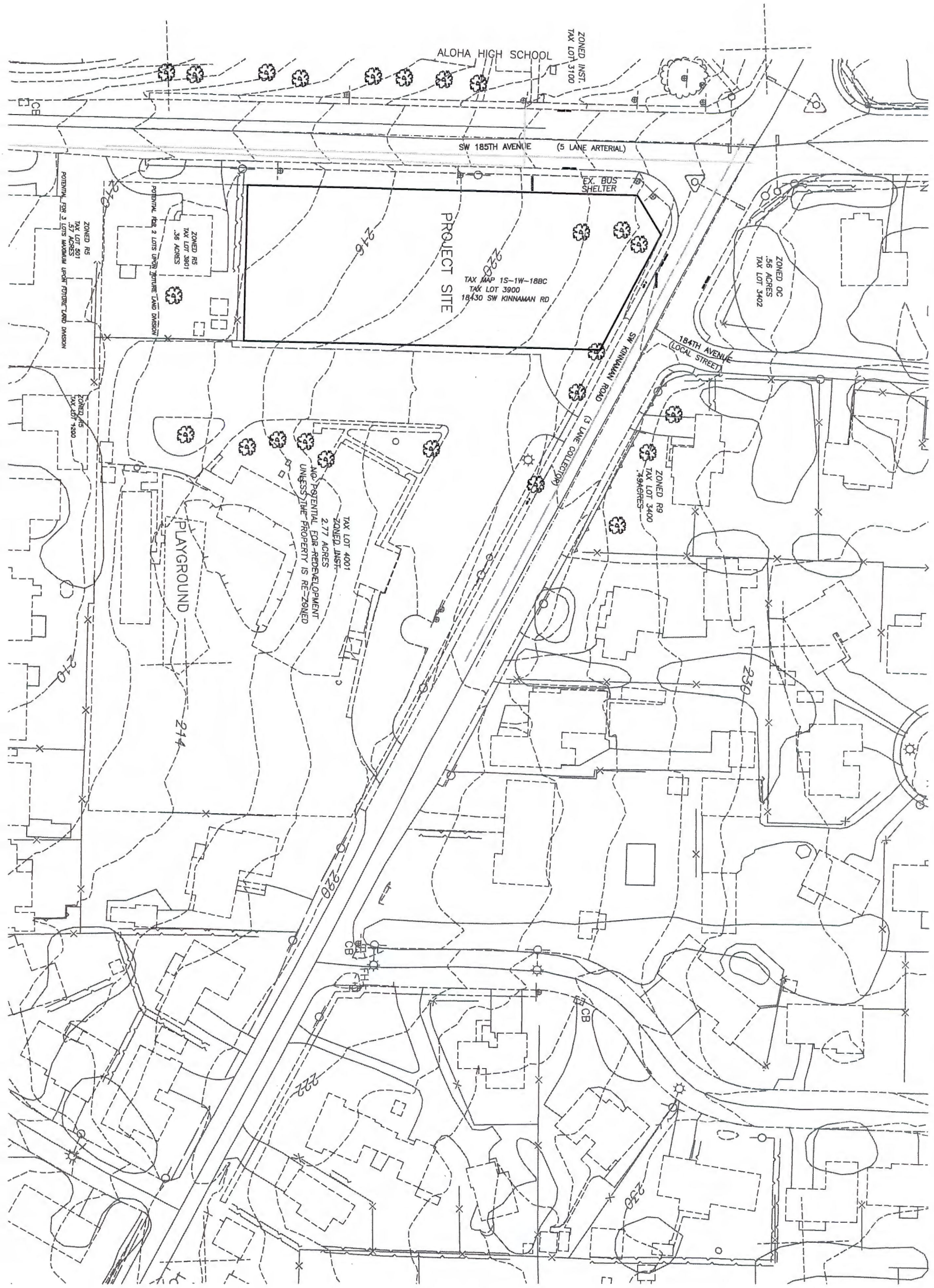
DWG NAME: LAYOUT1	SCALE: AS SHOWN	DATE: 3/17/11	
SHEET 2 OF 3	18430 SW KINNAMAN ROAD		
	SUPPLEMENTAL PLAN		

SAIID BEHBOODI
13777 MELROSE PLACE
LAKE OSWEGO, OREGON, 97035

HARRIS-McMONAGLE ASSOCIATES, INC.
ENGINEERS-SURVEYORS
8740 S.W. SCOFFINS STREET
TIGARD, OR 97223-8226
PHONE: (503) 639-3453

DESIGN:	DRAWN:	CHECKED:
SGB	SGB	JOH

REV.	DESCRIPTION	BY:	APPR.	DATE
	REFER TO TRACING FOR LATEST REVISION			



18430 SW KINNAMAN ROAD

EXISTING CONDITIONS

Saiid Behboodi
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035

HARRIS-McMONAGLE ASSOCIATES, INC.
ENGINEERS-SURVEYORS
8740 S.W. SCOFFINS STREET
TIGARD, OR 97223-6226
PHONE: (503) 639-3453

DESIGN: SGB
DRAWN: SGB
CHECKED: JOH

DWG NAME: LAYOUT1
SCALE: AS SHOWN
DATE: 3/17/11
SHEET 1 OF 3

REV.	DESCRIPTION	BY:	APPR.	DATE

REFER TO TRACING FOR LATEST REVISION



0 40 80
SCALE 1"=40'

W S N E

DWG NAME:	LAYOUT1
SCALE:	AS SHOWN
DATE:	3/17/11
SHEET	3 OF 3

18430 SW KINNAMAN ROAD

NEIGHBORHOOD CIRCULATION PLAN

SAIID BEHBOODI
13777 MELROSE PLACE
LAKE OSWEGO, OREGON 97035

HARRIS-McMONAGLE ASSOCIATES, INC.
ENGINEERS-SURVEYORS
8740 S.W. SCOFFINS STREET
TIGARD, OR 97223-6226
PHONE: (503) 639-3453

DESIGN:	SGB
DRAWN:	SGB
CHECKED:	JOH

REV.	DESCRIPTION	BY:	APPR.	DATE

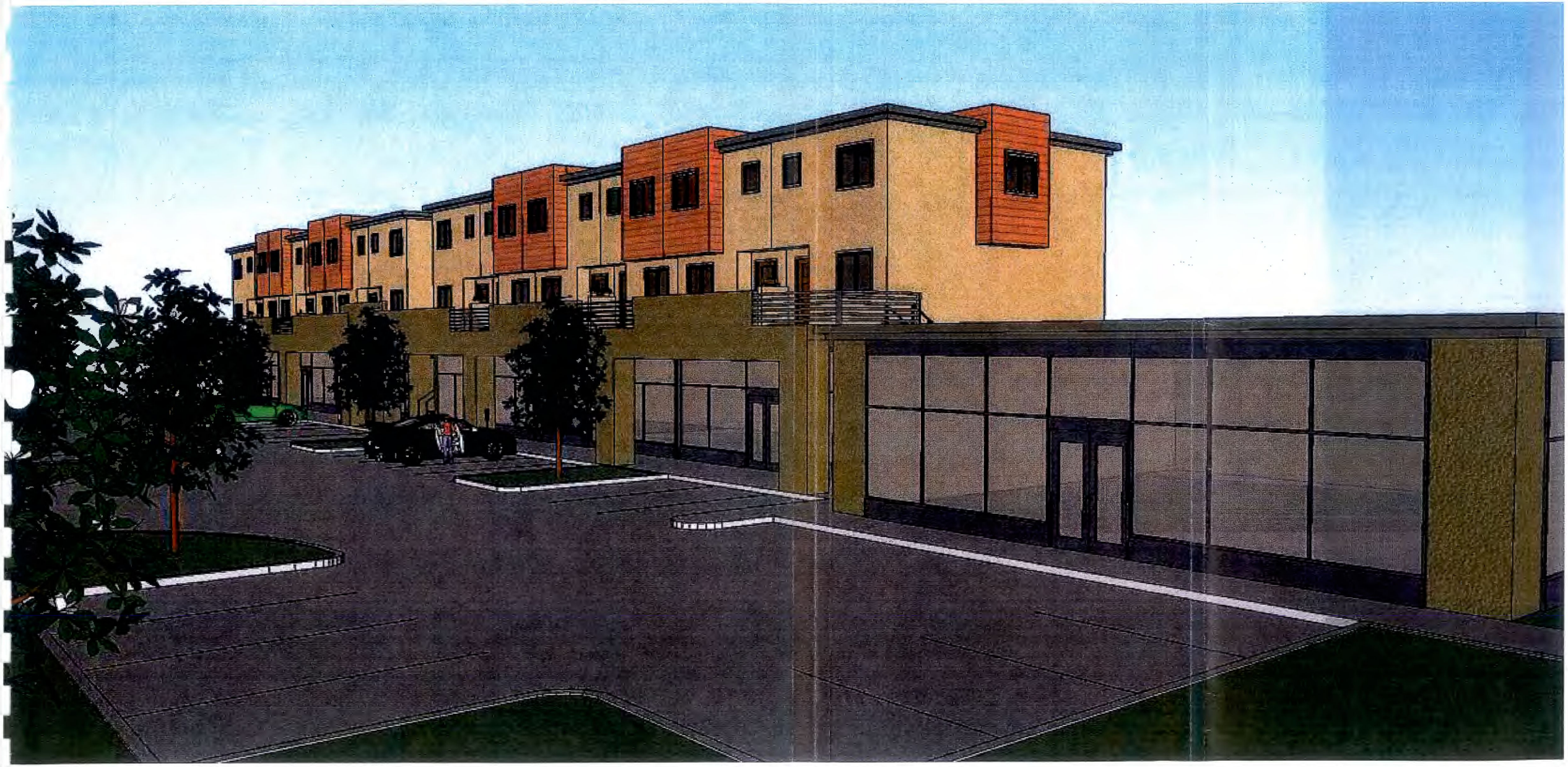
REFER TO TRACING FOR LATEST REVISION



View facing south looking across the site from the northern property line. SW 185th Ave can be seen on the far right hand side of this picture.



View facing east looking across 185th Ave towards the subject site.









ATTN: PLAN AMENDMENT SPECIALIST
DLCD
635 CAPITOL ST NE, STE 150
SALEM. OR 97301 - 2540