



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

09/04/2012

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 008-12

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, September 18, 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
Jon Jinings, DLCD Community Services 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

DEPT OF

AUG 28 2012

LAND CONSERVATION AND DEVELOPMENT

DATE STAMP

For Office Use Only

Jurisdiction: **Washington County**

Local file number: **12-222-PA**

Date of Adoption: **8/23/2012**

Date Mailed: **8/24/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? ☒ Yes ☐ No Date: **7/12/2012**

☐ 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".

Proposal to convert R-15 Residential (12-15 units per acre) land use designation to Community Business District (CBD) designation for three parcels encompassing 2.24 acres.

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

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

to: **CBD**

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

to: **N/A**

Location: **18470 SW Farmington Road & 6250 & 6290 SW 185th Av** Acres Involved: **2**

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. 008-12 (19409) [17145]

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, City of Beaverton

Local Contact: Anne Elvers

Phone: (503) 846-3519 Extension:

Address: 155 N. 1st Avenue, Suite 350-1

Fax Number: 503-846-4412

City: Hillsboro

Zip: 97124-

E-mail Address:

anne_elvers@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.



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

NOTICE OF PLANNING COMMISSION DECISION (Plan Amendment)

PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mountain

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

PROPOSED PLAN AMENDMENT:

Change the current R-15 District (Residential – 15 units per acre) to Community Business District (CBD)

DATE OF NOTICE MAILING: August 24, 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.

CASE FILE NO.: 12-222-PA

APPLICANT:

Seven Hills Properties, LLC
Attn: Tom Rocca
88 Perry Street, Suite 800
San Francisco, CA 94107

APPLICANT'S REPRESENTATIVE:

Perkins Coie, LLC
1120 NW Couch Street
Tenth Floor
Portland, OR 97209
CONTACT PERSON: Dana Krawczuk

OWNER:

Seven Hills Properties, LLC
88 Perry Street, Suite 800
San Francisco, CA 94107

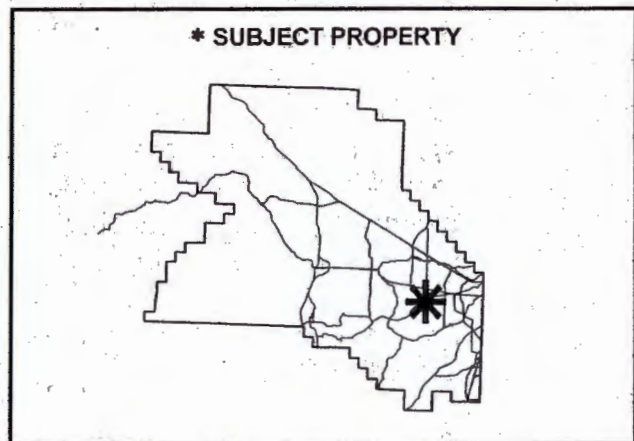
PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S1 19BB
TAX LOT NOS: 800, 901 & 1000
SITE SIZE: 2.24 acres
ADDRESS: 18470 SW Farmington Road and 6250 & 6290 SW 185th Avenue

FOR FURTHER INFORMATION, PLEASE CONTACT:

Anne Elvers, Associate Planner

WASHINGTON COUNTY DEPARTMENT OF LAND USE
AND TRANSPORTATION (503) 846-3593



**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 – CASEFILE 12-222-PA

At the August 15, 2012 Planning Commission hearing, staff provided the Commission with a summary of the written staff report, which noted that the request complied with most of the applicable policies. However, staff pointed out that the staff report included alternative findings for three of the policies applicable to this plan amendment request. The written staff report noted alternative findings for three policies: Comprehensive Framework Plan for the Urban Area Policies 1, 18 and 20.

The first set of findings for each policy outlined historic interpretations used by staff and served to support the Planning Commission's decision in the event of a decision to deny the request. Following the public hearing, the Planning Commission voted 8 to 1 to rely on the alternative interpretations and findings for the policies and approved the request from R-15 Residential to Community Business District (CBD).

The Planning Commission determined that Policy 1, which requires evidence of a lack of alternative sites to accommodate the proposed use, was satisfied by the applicant's use of a "trade area" to eliminate alternative sites. Additional alternative sites were eliminated for the following reasons: visual barriers to the site, lack of traffic, functional classification of adjacent roadways, multiple ownerships for aggregated sites, and non-complete lease restrictions within commercial centers.

The Planning Commission also relied on the alternative findings for Policies 18 and 20, which took into account market factors such as a shortage of commercial land in the area, commercial sales leakage to neighboring areas, and the requirement by Walgreens corporate policy that no new Walgreens store may be located within the trade area of an existing Walgreens store located on Tualatin Valley Highway.

Findings in support of the alternative interpretations for Policies 1, 18 and 20 are found in the staff report and application materials submitted by the applicant.

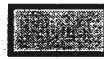
The Planning Commission approved the plan amendment subject to the Conditions of Approval listed below:

1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owed to the county shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner.
2. Any development of the subject property shall comply with all conditions of Casefile 12-185-AMP.
3. Subsequent development of the subject property shall comply with the transit oriented design standards identified as part of the staff report and agreed to by the applicant.

Tax Map: 1S119BB, Tax Lots 800, 901, and 1000
Casefile No.: 12-222-PA



Legend: Area of Consideration



Applicable Land Use Districts:

R-15 Residential (12-15 units per acre)
CBD (Community Business District)

Applicable Goals, Policies & Regulations:

- A. Washington County Comprehensive Framework Plan for the Urban Area Policies: 1, 2, 14, 18, 20, 21, 22, 23, 30, 31, 32, 36, 39 & 40
- B. Washington County Aloha-Reedville-Cooper Mountain Community Plan, General Design Elements 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 21 and the Farmington Road Corridor Subarea requirements
- C. Washington County Community Development Code: Article III, Section 305 (R-15), 313 (CBD), 380 (Convenient Access to Transit) & 431 (Transit Oriented Design)
- 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. Metro Regional Urban Growth Management Functional Plan Titles 1, 6, 8 and 12
- G. Metropolitan Housing Rule – (OAR 660-007)

APPEAL INFORMATION
CASEFILE 12-222-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: **Anne Elvers, Associate Planner**
Washington County, Department of Land Use and Transportation
(503) 846-3519

1 BEFORE THE PLANNING COMMISSION

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of a Proposed Plan) RESOLUTION AND ORDER
4 Amendment Casefile 12-222-PA)
For Seven Hills Properties, LLC) No. 2012-3

5 This matter having come before the Washington County Planning Commission
6 (Commission) at its meeting of August 15, 2012; and

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

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

13 It appearing on August 15, 2012, the Commission heard the staff report including
14 alternative findings for Policies 1, 18 and 20 of the Comprehensive Framework Plan for the Urban
15 Area in support of the request. The Commission thereafter invited the applicant to offer testimony
16 in support of the request and heard testimony from the public.

17 It appearing that on August 15, 2012 the Planning Commission voted 8-1 to approve the
18 staff report findings (Exhibit "B") including the alternative findings for Policies 1, 18, and 20 in
19 support of the request; and

20 It appearing to the Commission from testimony provided by the applicant and their
21 representative, evidence and findings in the staff report with attachments (Exhibit "B"), the
22 information set forth in the Application (Exhibit "C") and the Supplemental Application Materials
(Exhibit "D"), attached and incorporated herein, that the aforementioned application should be
approved, subject to conditions of approval ensuring compliance with certain applicable policies of

1 the Comprehensive Plan for such a Plan Amendment, as described in Exhibit "E"; now, therefore,
2 it is

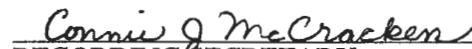
3 RESOLVED AND ORDERED that Casefile No. 12-222-PA for a Plan Amendment for
4 property described in Exhibit "A" is hereby approved subject to certain Conditions of Approval
5 (Exhibit "E"), particularly conditions of Casefile No. 12-185-AMP, the approved Access
6 Management Plan for the property (Exhibit "F"), and the requirements for transit oriented design
7 identified by and agreed to by the applicant to apply during future development review of the
8 property (Exhibit "G").

9 8 votes Aye, 1 vote Nay.

10 PLANNING COMMISSION FOR
11 WASHINGTON COUNTY, OREGON

12 
13

14 CHAIRMAN

15
16 
17 RECORDING SECRETARY



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 PUBLIC HEARING

CASE FILE NO.: 12-222-PA
PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mtn.

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

PROPOSED PLAN AMENDMENT:

Change the current R-15 District designation (Residential – 15 units per acre) to Community Business District (CBD)

Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on: **August 15, 2012 at 7:30 PM** in the auditorium of the Washington County Public Services Building, 155 North First, Hillsboro, Oregon.

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

Assistive Listening Devices are available for persons with impaired hearing and can be scheduled for this meeting by calling (503) 846-8611 (voice) or (503) 846-4598 (TDD-Telecommunications Devices for the Deaf) no later than 5:00 p.m. on the day before the meeting. The County will also upon request endeavor to arrange for the following services to be provided: qualified sign language interpreters for persons with speech or hearing impairments, and qualified bilingual interpreters. Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the County of your need by 5:00 p.m. on the Monday preceding the meeting date.

FOR FURTHER INFORMATION, PLEASE CONTACT:

Paul Schaefer, Senior Planner

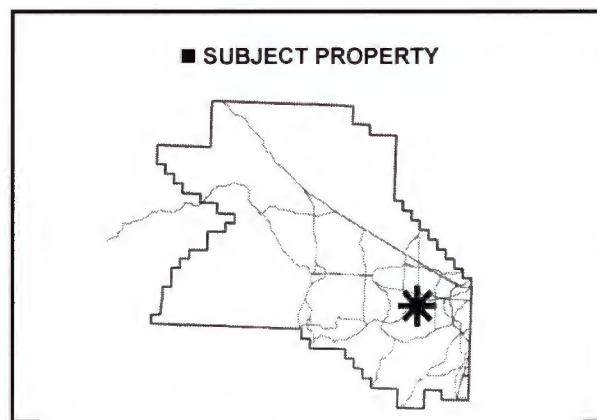
AT THE WASHINGTON COUNTY DEPARTMENT OF LAND USE
AND TRANSPORTATION, (503) 846-3519.

APPLICANT:
Seven Hills Properties, LLC
Attn.: Mr. Tom Rocca
88 Perry Street, Suite 800
San Francisco, CA 94107

APPLICANT'S REPRESENTATIVE:
Perkins Coie, LLP
1120 NW Couch Street
Tenth Floor
Portland, OR 97209-4128
CONTACT PERSON: Dana Krawczuk
Phone: 503-727-2036

OWNER:
Westside Community Church of Washington County
18390 SW Farmington Road
Beaverton, OR, 97007

PROPERTY DESCRIPTION:
ASSESSOR MAP NO(S): 1S1-19BB
TAX LOT NO(S): 800, 901, 1000
SITE SIZE: 2.24 Acres
ADDRESS: 18470 SW Farmington Road and 6250 &
6290 SW 185th Avenue
LOCATION: Beaverton, OR 97007



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

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

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

RULES OF PROCEDURE

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

Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing. Such an extension shall be subject to the limitations of ORS 215.428 or 227.178.

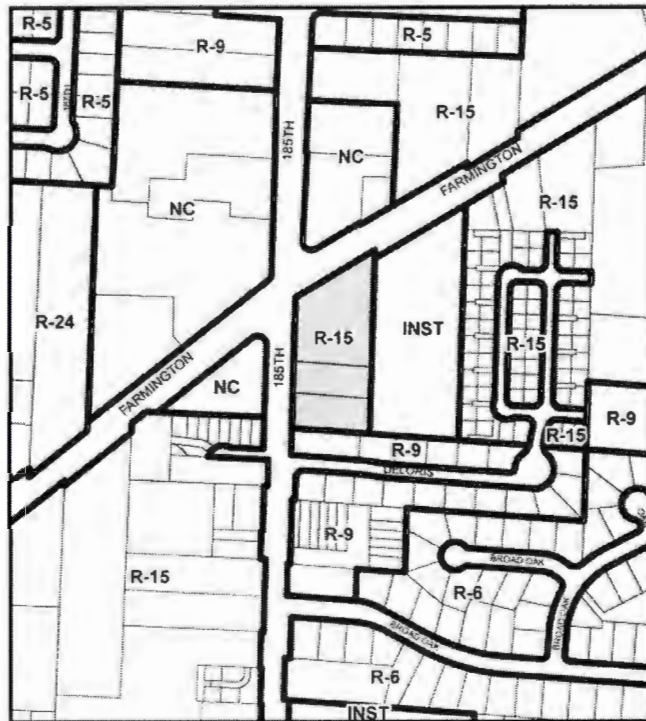
When the Review Authority reopens a record to admit new evidence or testimony, any person may raise new issues which relate to the new evidence, testimony or criteria for decision-making which apply to the matter at issue.

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

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

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

Tax Map: 1S119BB, Tax Lots 800, 901, and 1000
Case File Number: 12-222-PA



Legend: Area of Consideration



Applicable Land Use Districts:

R-15 (12-15 units per acre)
CBD (Community Business District)

Applicable Goals, Policies & Regulations:

- A. Washington County Comprehensive Framework Plan for the Urban Area (Urban Plan) Policies and Implementing Strategies: 1, 2, 14, 18, 20, 21, 22, 23, 30, 31, 32, 36, 39, & 40
- B. Washington County Aloha-Reedville-Cooper Mountain Community Plan, General Design Elements 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 21 and the Farmington Road Corridor Subarea requirements
- C. Washington County Community Development Code: Article III, Section 305 (R-15), 313 (CBD), 375 & 431 (TOD)
- 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. Metro Regional Urban Growth Management Functional Plan Policies (Titles 1, 6, 7, 8, and 12)
- G. Metropolitan Housing Rule – (OAR 660-007)



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

STAFF REPORT

CASEFILE NO.: 12-222-PA

APPLICANT & OWNER:

Seven Hills Properties, LLC
88 Perry Street, Suite 800
San Francisco, CA 94107

APPLICANT'S REPRESENTATIVE:

Dana Krawczuk
Perkins Coie, LLP
1120 NW Couch Street
Tenth Floor
Portland, OR 97209-4128

PROCEDURE TYPE: III

COMMUNITY PLAN:

Aloha-Reedville-Cooper Mountain

CPO: 6

EXISTING LAND USE DISTRICT(S):

R-15 District (Residential 15 Units Per Acre)

ASSESSOR MAP NO.: 1S1 19BB

TAX LOT NO(S): 800, 901 & 1000

SITE SIZE: 2.24 acres

ADDRESS: 18470 SW Farmington Road and 6250
and 6290 SW 185th Avenue

LOCATION: Southeast corner of SW 185th Avenue
and SW Farmington Road

REQUEST: Remove the current land use designation of Residential 15 Units Per Acre (R-15) and apply the Community Business District (CBD) designation to the subject property.

**Casefile No. 12-222-PA Staff Report for the
August 15, 2012 Planning Commission Hearing
(The hearing will begin no sooner than 7:30 p.m.)**

I. APPLICABLE POLICIES AND 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, 23, 30, 31, 32, 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, 8, 9, 10, 11,
12, 13, 14, 15, 16 and 21 and the Farmington Road Corridor Subarea

H. Washington County Community Development Code:

Article III, Land Use Districts
Section 305 R-15 Residential District
Section 313 Community Business District (CBD)
Section 380 Convenient Access to Transit Overlay
Section 431 Transit Oriented Design Principles, Standards and Guidelines

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)
Oregon Department of Transportation (ODOT)
Metro
TriMet

III. FINDINGS

A. General

Applicant: See pages 2-5 of the applicant's narrative.

Staff: The applicant is requesting that the current R-15 Residential plan designation for three parcels totaling 2.24 acres (hereafter referred to as "subject property" or "property") be changed to Community Business District (CBD).

The applicant is proposing a 15,000 square foot Walgreens store and a 3,000 square foot fast food restaurant, each with a drive thru. These uses are allowed through a Type II procedure in CBD.

Property Description: The subject property is located on the southeast corner of the intersection of SW 185th Avenue and SW Farmington Road and is located within the Aloha – Reedville - Cooper Mountain Community Plan area. The property is further identified as tax lots 800, 901 and 1000 on tax map 1S 119BB. Each of the tax lots has a detached single family residence, and there is cell tower located near the southeast corner of tax lot 800.

The subject property has a gradual north to south slope with the lowest elevation along SW Farmington Road. There are no significant natural resources on the property.

August 8, 2012
Page 3 of 33

Land Use History: The property was designated R-15 Residential in 1983 when the Aloha-Reedville-Cooper Mountain Community Plan was adopted. The community plan addressed several factors including community issues and related citizen comments, Comprehensive Framework Plan policies and existing community character.

Density: 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. If developed under the R-15 designation, the subject property would require a minimum of 27 units and a maximum of 34 units would be allowed.

Neighboring Properties:

The properties located on the northeast, northwest and southwest corners of the intersection of SW 185th Avenue and SW Farmington Road are designated as Neighborhood Commercial (NC) and are developed with various commercial uses.

The parcel to the east of the subject property is designated Institutional and is the location of the Westside Community Church. Properties adjacent to the south are designated as R-9 (Residential 9 Units Per Acre) and are developed with single family homes.

Testimony: The Oregon Department of Transportation (ODOT) submitted a letter dated August 8, 2012. A copy of this letter is included in the Planning Commission hearing materials.

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: The applicant has submitted the TPR analysis in a separate document. See also page 40 of the applicant's narrative for the plan amendment.



Staff: See Attachment "A." The findings in Attachment "A" also pertain to Statewide Planning Goal 12, Transportation.

D. Metropolitan Housing Rule (OAR 660-007)

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

Staff: The Metropolitan Housing Rule requires that the county maintain plan designations that allow for at least fifty (50) percent of housing as attached units. In the Final Periodic Review Order for the Urban Area, it was calculated that in 1989 the potential ratio was 52,416 (47.3%) single family residences to 58,426 (52.7%) multi-family residences, a difference of 6,010 dwelling units. Urban plan amendments since 1989 have not changed this ratio significantly.

Multi-family dwelling units are allowed outright in R-15 and as a Type III use in CBD, subject to specific standards. If the applicant was proposing a residential or a mixed use development per the CBD standards, there would not be a loss of multi-family units. Since the proposal is for a commercial development only, there may be a negligible loss of residential units should the plan amendment be approved. Staff finds that the CBD designation may comply with the Metro Housing Rule, but R-15 designation may more closely comply with the rule.

E. Urban Growth Management 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 pages 8-10 of the applicant's narrative.

Staff: Title 1 was updated by Metro in 2010 when the 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. The county has until December 16, 2012 to amend its Comprehensive Plan to implement Ordinance No. 10-1244B.

Section 3.07.120 *Housing Capacity* allows the county to reduce the minimum zoned capacity of a property within a Corridor so long as the reduction has a negligible effect on the county's overall minimum zoned residential capacity.

If developed under its existing R-15 designation, the 2.24-acre subject property would be required to construct a minimum of 27 dwelling units. Per CDC Section 313-4.3 D., housing is allowed in CBD through a Type III review process. Housing not built in conjunction with a commercial use is subject to the R-25+ District standards which allow for a minimum of twenty-five (25) units per acre. In this case, the subject property would be required to build a minimum of 56 units. When housing is included in the same building as a commercial use, no minimum density is required.

Although CBD allows for residential development, the applicant proposes only commercial uses. In order for the proposal to satisfy Title 1, the applicant must show that the loss of housing units will have only a negligible effect on the county's overall minimum zoned residential capacity.

Urban plan amendments since 1989 have only resulted in a relatively small number of acres of residential land lost to non-residential plan designations. In 2007, the Planning Commission approved a plan amendment for Murray Village, which authorized a range of 91 to 129 additional dwelling units. This plan amendment resulted in an overall countywide increase of between 482 to 520 residential units. If the subject property is changed to CBD and developed without residential units, it could result in a loss of a minimum of 27 units, or 0.05% of the county's 51,469 total housing units. This leaves the county with between 455 to 493 added units since 1989. Staff finds this is a negligible loss of units and that the request complies with Title 1 of the UGMFP.

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 page 11 of the applicant's narrative.

Staff: A portion of SW Farmington Road serving the subject property is identified as a Transit Corridor per Policy 40 of the Comprehensive Framework Plan for the Urban Area. The corridor extends east from the intersection of SW 185th Avenue and SW Farmington Road, along SW Farmington Road, to the Beaverton city limit located just west of SW Murray Boulevard. The corridor also extends north along SW 185th Avenue from its intersection with SW Farmington Road.

According to Title 6, 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."*

Along the Transit Corridor, there is a mix of residential and commercial land use designations and uses. Developing the subject property under its current R-15 designation would add to the diversity of housing types found along the corridor. If the property is developed under a CBD designation, its new retail and restaurant establishments would add to the diversity of commercial uses along the corridor. Staff also finds that either residential or commercial development would promote a walkable corridor because an R-

15 development would bring additional people within walking distance of a developed commercial area, and the applicant's proposal would bring new commercial uses within walking distance of existing residences in the neighborhood.

Staff finds that both the existing and proposed land use designations comply with Title 6.

3. Title 8, Compliance Procedures states:

3.07.810 COMPLIANCE WITH THE FUNCTIONAL PLAN

F. AN AMENDMENT TO A CITY OR COUNTY COMPREHENSIVE PLAN OR LAND USE REGULATION SHALL BE DEEMED TO COMPLY WITH THE FUNCTIONAL PLAN AS PROVIDED IN SUBSECTION E ONLY IF THE CITY OR COUNTY PROVIDED NOTICE TO THE COO AS REQUIRED BY SUBSECTION A OF SECTION 3.07.820.

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

Staff: Notice of this application was sent to Metro on July 5, 2012; therefore, this application is in compliance with Title 8. No comments from Metro have been received.

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 page 12 & 13 of the applicant's narrative.

Staff: Under the R-15 plan designation, development on the subject property is not required to comply with the county's screening and buffering standards provided in the Code to mitigate impacts on the properties surrounding the site. However, trees, shrubs, other vegetation or fences may be required to buffer CBD lands from the R-9 properties to the south should the plan amendment be approved. Staff finds that the plan amendment request can comply with Title 12.

F. Washington County Comprehensive Framework Plan for the Urban Area

1. Policy 1, the Planning Process, states:

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

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

BOARD OF COMMISSIONERS, THE PLANNING DIRECTOR OR THE PLANNING COMMISSION MAY INITIATE THE CONSIDERATION OF QUASI-JUDICIAL MAP AMENDMENTS AT ANY TIME DEEMED NECESSARY AND A LANDOWNER OR HIS/HER AGENT MAY INITIATE A QUASI-JUDICIAL MAP AMENDMENT IN A NEW URBAN AREA AT ANY TIME DURING THE YEAR.

Applicable Implementing Strategy:

- f. **Approve a quasi-judicial plan amendment for properties outside of New Urban Areas to the Primary Districts on the Community Plan Maps and/or the Future Development Areas Map, including the implementing tax maps, only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, 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 pages 14 and 15 of the applicant's narrative.

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

Staff has provided findings for all codes, policies and standards applicable to this plan amendment proposal.

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.

Staff: Compliance with Policy 1.f (2) is required for approving a plan amendment application. The policy requires that the applicant demonstrate that there is not another site in the subject property's vicinity that is of a suitable size or location for the proposed use. Note that this policy focuses specifically on the applicant's proposed uses.

Historic Interpretation of Policy 1 and Staff Analysis

Vicinity

Generally, the vicinity (hereby known as "study area") used for plan amendment applications is determined jointly by staff and the applicant after considering the proposed use and proposed land use designation. For example, more densely populated areas with larger amounts of commercial land may require a smaller study area than a sparsely populated and developed area. Staff discusses with the applicant what they believe is an appropriate study area prior to the submittal of an application.

In this case, staff met with the applicant and recommended a study area encompassing a two mile radius from the subject property. Staff's reasoning follows the Policy 18 *Plan Designations and Locational Criteria for Development* location criteria for CBD which states that *"the distance between a Community Business District and any other commercial center should be between 2 and 5 miles depending on market area and population density."*

Size and Location Criteria

Once the study area is determined, the applicant provides staff with an analysis of all properties within the study area having a comparable land use district. After identifying those properties, the applicant must show why none of them are suitably sized or located for the proposed use, as required by this policy.

The applicant analyzed all CBD-designated properties within a two mile radius of the subject property, as requested by staff. The applicant concluded that none of the 175 CBD-designated tax lots in this study area were available or suitable. The applicant eliminated all CBD-designated properties within a 1.5 mile radius because they are located within the trade area of the Walgreens store located at 19975 SW Tualatin Valley Highway.

A trade area limitation has not been used as a basis for eliminating potential alternative sites within a study area for past plan amendments. In the past, applicants have shown physical constraints when demonstrating why there are no suitable alternative locations. For example, an applicant could cite poor visibility or limited right-of-way access as location constraints.

Based upon past practice, staff does not support the applicant's finding that the trade area of an existing store is the sole basis for eliminating potential alternative sites. Therefore, staff evaluated the list of 175 CBD-designated properties within the two mile study area and identified four possible alternative sites for the proposed uses.

Alternative Sites

Historically, staff has recommended denial of a plan amendment application if there is a single site that is the suitable size or has a suitable location for the proposed use within the study area. Out of the list of 175 study area properties, staff identified four sites that are comparably sized and are vacant or underutilized.

The four alternative sites are:

1. 3140 SW 209th Avenue

Total acres: 3.02

Plan Designation: CBD

Location: Intersection of SW 209th Avenue and SW Alexander Street

Road Classifications: Collectors

Site Dimensions: Approximately 215' x 610'

Tax Lot: 1300

This property is in residential use and supports a single family dwelling and several outbuildings. See figure below:



2. West side of SW 174th Avenue between SW Alexander Street & Tualatin Valley Highway-

Total acres: 2.41

Plan Designation: CBD

Road Classifications: Freeway (Tualatin Valley Highway), Collector (SW Alexander Street) & Local Street (SW 174th Avenue)

Site Dimensions: Approximately 250' x 405'

Tax Lots: 100, 201, 400, 490 & 700

Tax lot 201 was the location of a Shell Service Station. The service station is no longer in operation, but the site improvements remain. Tax lots 400 and 409 are currently undeveloped. Tax lot 100 has a structure that appears to be vacant, and tax lot 700 has a single family dwelling and is used as a residence. See figure below:



* Historically, groupings of small tax lots have been considered a single site when evaluating alternatives under Policy 1.f (2). The two mile study area for this proposal includes the CBD properties along Tualatin Valley Highway between SW 209th Avenue and SW 170th Avenue which is comprised mainly of small tax lots. Tax lot groupings are considered because it is possible for small lots to be combined into one larger, more suitable development site.

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3. East side of SW 174th Avenue between SW Alexander Street & Tualatin Valley Highway

Total acres: 2.25

Plan Designation: CBD

Road Classifications: Freeway (Tualatin Valley Highway), Collector (SW Alexander Street) & Local Street (SW 174th Avenue)

Site Dimensions: Approximately 227' x 437'

Tax Lots: 600, 700, 800 & 801

Tax lot 700 is the former site of Reo's Ribs restaurant. The commercial building and the single family dwelling on the site are current vacant. Tax lot 801 was developed with commercial buildings, but it currently vacant. Tax lot 800 also has a vacant structure. Tax lot 600 is vacant. See figure below Alternative #2 on page 10 of this report.

4. 17800 SW Kinnaman Road

Total acres: 5.00

Location: Northwest of the intersection of SW Kinnaman Road and SW Farmington Road

Plan Designation: CBD

Road Classifications: Collector (SW Kinnaman Road), Arterial (SW Farmington Road)

Site Dimensions: Approximately 490' x 550'

Tax Lot: 101

Per county Assessment and Taxation records, there is an approximately 37,000 square foot vacant commercial building on the site and a parking lot. There is also an approximately 0.5 acre vacant portion of land along SW Kinnaman Road. See figure below:



Staff finds that these four sites are alternative sites for the purpose of this plan amendment. The historical interpretation of this policy would cause staff to recommend denial of the plan amendment based on Policy 1.f (2).

Alternative Interpretation and Applicant Analysis

Applicant: See pages 14 and 15 of the application and the *Market Overview for Washington County Retail Development Memorandum* by Eric Hovee dated July 31, 2012.

In the *Market Overview for Washington County Retail Development Memorandum* (memorandum), the applicant stated that the following six criteria “need to be met for a site to be suitable for the proposed use.” They are:

- 1) 1.5 miles or greater from an existing Walgreens pharmacy.
- 2) On the corner of an intersection of two major roadways.
- 3) Site size for a Walgreens pharmacy plus second building pad of an estimated 1.5-3.0 acres – depending on such factors, as access, cross-easements and internal circulation.
- 4) Flat ground with no on-site wetlands with the building pads.
- 5) Minimum site dimensions of 185' by 260' – inside the setbacks and sidewalks.
- 6) Avoidance of sites with extremely high volume traffic or rail tracks – whether presenting real or perceived barriers to site access and egress.

The applicant states that a Walgreens Real Estate Manager determined that “the trade area for a Walgreens in a suburban area that has a population density of the Aloha-area of Washington County is 1.5 miles.” The applicant identified the closest Walgreens to the subject property as being located at 19975 SW Tualatin Valley Highway, approximately 1.5 miles from the subject property. For this reason, the applicant asserts all sites within 1.5 miles of the existing Walgreens are not suitable alternatives due to their location (See Exhibit 4 of the application).

The applicant states on page 4 of the application that “(m)any of the parcels that are excluded on the proximity basis also have other defects that have not been elaborated upon in the lot by lot analysis, such as parcel size, location north of Tualatin Valley Highway, or not located on a busy enough intersection.” However, “proximity to existing store” is the only reason listed for 171 of the 175 properties.

In Exhibit 4, the applicant states that although three of the remaining four properties on the list are beyond 1.5 miles from an existing Walgreens, they are unsuitable because they are already developed. The remaining property is described as being beyond 1.5 miles from the existing Walgreens, but was disqualified due to having a “pond/park/wetlands area.”

The memo submitted by the applicant addresses two of the four possible alternative sites identified by staff. The applicant’s responses are as follows:

1. West side of SW 174th Avenue between SW Alexander Street & Tualatin Valley Highway

The applicant evaluated tax lots 100 and 201 only and found them to be unsuitable because they total less than 1.5 acres (approximate total is 0.6 acre) and they are at a "T" intersection that is not signalized. The applicant also states that the lack of signalization makes access "*challenging and unsafe*" due to the speed of passing traffic.

2. East side of SW 174th Avenue between SW Alexander Street & Tualatin Valley Highway

The applicant evaluated tax lots 700, 800, 801 and 1000 and found that the combined area is less than 1.5 acres (approximate total is 1.31 acres) and it has the same access concerns from a lack of signalization on Tualatin Valley Highway as the site on the west side of SW 174th Avenue.

Conclusion: Because Policy 1.f (2) does not define "vicinity", the Planning Commission has may use discretion when determining the appropriateness of the vicinity used by the applicant. Discretion is also allowed when determining what constitutes "suitable" site alternatives.

Staff believes our role is to analyze this policy based upon a methodology that has been historically utilized. Given this, staff finds that the proposal does not satisfy Policy 1.f (2) because trade areas have not historically been accepted as a factor for eliminating sites within a study area, and staff has identified four alternative sites within the study area that have comparable locations and acreages and are already designated as CBD.

If the Planning Commission finds that the application does not comply with this policy, the findings provided in the "Historic Interpretation of Policy 1 and Staff Analysis" section are applicable. If the Planning Commission finds that the applicant's analysis is satisfactory, the findings provided in the "Alternative Interpretation and Applicant Analysis" support this decision.

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

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 pages 15 & 16 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 *The Oregonian* on August 2, 2012. 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 on July 26, 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.

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

Staff: As required by this policy, the applicant included in the application service provider letters from Clean Water Services, Tualatin Valley Fire & Rescue, Tualatin Valley Water District, Tualatin Hills Park and Recreation District, Beaverton School District, Tri-Met and the Washington County Sheriff. Each service provider stated that they can adequately serve the subject property should the plan amendment request be approved; therefore, Policy 14 has been satisfied.

(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.

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.

Applicant: See pages 16 and 17 of the applicant's narrative and supplemental materials received August 1, 2012.

Staff: Policy 18 contains criteria used to establish land use designations. Unlike Policy 1.f (2) which focuses on the applicant's proposed uses, Policy 18 bases the appropriateness of a land use district for a site upon characterization and location criteria specific to the proposed district.

Policy 18 contains the characterization and location criteria for each of the county's land use districts. On page 17 of the application, the applicant states that the districts contain "non-mandatory terms such as 'generally' and 'should'. Therefore the county has considerable discretion in determining the appropriate designation for a site." Although Policy 18 uses general terms and discretion may be used, staff would not agree that

"considerable" discretion may be exercised because the intent of the policy must be maintained.

Per Policy 18, fluctuating factors such as market conditions and population density are taken into account when determining whether a CBD designation is appropriate for a specific site. Therefore, the location criteria uses general terms so that there is some level of flexibility. Despite this flexibility, it is important to consider the characterization and location criteria of the district.

The intent of the characterization and location criteria in Policy 18 is to ensure that the types of uses allowed by each land use district and their potential impacts to surrounding properties, as well as their transportation needs and impacts, are considered. If the Review Authority bases its decision solely on market factors, the result could be a property that is designated for a use that is economically viable for that location, but may overload an already insufficient roadway or be incompatible with adjacent uses. Conversely, if market factors are not considered, the result could be a site whose development is accommodated by existing roadways and that is physically compatible with adjacent properties, but is not economically viable.

Staff has analyzed the criteria for the existing R-15 designation and the proposed CBD designation. Staff recommends the Planning Commission consider these findings when determining whether or not the proposed CBD designation satisfies Policy 18.

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 pages 16-18 of the applicant's narrative.

Staff: As stated previously, the subject property was designated R-15 in 1983 when the Aloha-Reedville-Cooper Mountain Community Plan was adopted, and it is located at the intersection of two Arterial roadways.

Consistent with location criteria, the subject property is located on Arterials and has ready access to TriMet bus stops on SW Farmington Road and SW 185th Avenue. The location criteria also states that R-15 should "*not be located at the intersection of two Arterials unless particular care is taken to minimize potential environmental impacts.*" Consistent with this criteria, the General Design Element #10 of the Aloha-Reedville-Cooper Mountain Community Plan require noise reduction measures for all new developments located

adjacent to Arterials. General Design Element #10 lists vegetative buffers, berms, walls and other design techniques such as insulation and orienting windows away from the roads as acceptable noise mitigation techniques. This requirement will be addressed through the development review process when the subject property is developed regardless of its land use designation.

Staff finds the existing R-15 designation is consistent with Policy 18.

Community Business District (CBD)

Characterization: Commercial centers in this district are intended to provide the community with a mix of retail, service and business needs on a medium to large scale within a mixed use planned development. Medium and high density residential uses, as well as various office and institutional uses, may be permitted.

As the need for regional shopping centers is adequately provided for in existing or planned facilities, the location of any new regional scale shopping centers or major department stores larger than 50,000 square feet, must undergo public review and demonstrate need. Commercial activities within this district occur almost entirely within enclosed buildings.

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

Applicant: See pages 18 and 19 of the applicant's original submittal and the *Market Overview for Washington County Retail Development* Memorandum by Eric Hovee dated July 31, 2012.

Staff: Consistent with the location criteria, the subject property is located at the intersection of two Arterials, both of which are served by TriMet bus routes. The remaining location criteria—market factors, consideration of existing land use patterns and distance from commercial centers—are not as definitive as the roadway classification and transit route factors. This means discretion may be used when deciding whether or not the plan amendment request satisfies those remaining criteria. The applicant's response to the remaining CBD criteria and staff's findings are as follows:

Market Factors

Applicant: The applicant submitted a market study which includes information on Walgreens trade area and an evaluation of retail sales potential for the subject property.

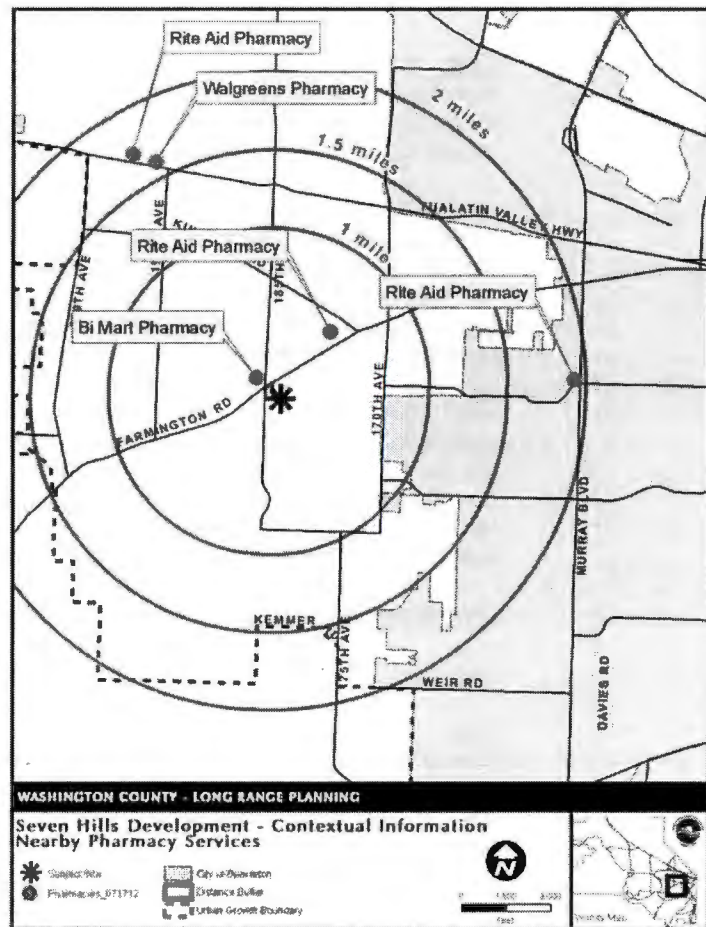
In Exhibit 4 of the application, the applicant describes the Aloha-Reedville area south of Tualatin Valley Highway as *"starved for quality commercial development"* and *"(o)f the entire Aloha-Reedville planning area, only about 2% is zoned for commercial use, which means that residents have to drive to obtain needed services, contributing to congestion in the area."*

The applicant's *Market Overview for Washington County Retail Development* Memorandum (memorandum) discusses "sale leakage" as an indicator that the community is in need of a Walgreens and fast food restaurant at the proposed location. The memorandum describes sales leakage as something that occurs *"(w)hen retail uses are*

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not provided at the density that is supportable (i.e., an area is underserved, such as Aloha), then customers travel outside of the market area to have their needs met..."

Page 6 of the memorandum discusses the leakage study completed within a 2 mile radius of the subject property, excluding the land within the radius that is located north of Tualatin Valley Highway¹. The memorandum states that "sales leakage and unnecessarily long shopping trips could be reduced if more sites were made available for retail commercial uses located...particularly [in] the portion of the community south of the Tualatin Valley (TV) Highway." Also, "(s)ales leakage is great enough to warrant new retail development as proposed while still maintaining the capability of existing competing businesses to remain viable."



The applicant states "more than one-half (52%) of resident generated demand for all retail activity within 1.5 miles of the proposed development site is spent outside this area—as residents travel elsewhere to shop." Also, "residents who live in the immediate Aloha/Farmington area satisfy many of their retail needs by traveling further than would be needed if appropriate goods and services were available closer to home."

The memorandum also states that generally a population of approximately 30,000 people is needed to support a 15,000 square foot pharmacy, such as the proposed Walgreens. Approximately 750 residents are needed to support an approximately 3,000 square foot restaurant, also proposed by the applicant.

As mentioned, the 2010 population within a 2 mile radius of the subject property is approximately 51,400 residents. The applicant states that the area will experience a 7-8% growth rate between 2010 and 2015, and that "this population growth will support yet further retail demand across all merchandise categories—including health/personal care and dining."

¹ The memorandum states that this area was excluded from the 2 mile study area because Tualatin Valley Highway creates a physical and psychological barrier which discourages customers from crossing it to get to retail establishments. Staff notes that the vast majority of the land within the 2 mile radius is located south of Tualatin Valley Highway.

Staff: County data shows approximately 3.7%, or 205 acres, of the total 5,508 acres in the Aloha-Reedville-Cooper Mountain Community Plan has a commercial land use designation. Staff notes that the area contains vacant or underutilized CBD-designated properties along SW Tualatin Valley Highway.

Including the existing Walgreens located at 19975 SW Tualatin Valley Highway, there are five retail stores with pharmacies within a two mile radius of the subject property. While staff does not question the validity of the applicant's assertions regarding sales leakage and potential population growth, staff questions whether the existing and projected population within the two mile radius can support a new 15,000 square foot Walgreens in addition to the existing Walgreens, Rite Aid stores and Bi-Mart within a two mile radius.

The applicant states that approximately 30,000 people are needed to support a 15,000 square foot Walgreens store. If the applicant's population growth estimates are correct, a 7% growth in the two mile radius would equal approximately 55,000 residents. According to the applicant's methodology, this is enough people to support the proposed Walgreens. However, it is unclear to staff how that population will support the proposed Walgreens as well as the other six retail stores with pharmacies in the area.

Consideration of Existing Land Use Patterns

Applicant: The applicant did not address this criteria.

Staff: Part of the CBD location criteria is to consider existing land use patterns. Staff evaluated the area immediately surrounding the subject property, the lands immediately west of the intersection of SW Kinnaman Road and SW Farmington Road and the lands at the intersection of SW Kinnaman Road and SW 185th Avenue.

As previously mentioned, there is NC-designated land at the other three quadrants of the SW 185th Avenue and SW Farmington Road intersection. The northwest quadrant contains 8.46 acres of NC-designated land, the southwest quadrant contains 0.88 acre and the northeast quadrant contains 2.08 acres. These properties are developed with retail uses including an Albertson's grocery store, Bi-Mart and numerous small-scale retail businesses. There is a 3.34 acre parcel designated Institutional and developed with a church adjacent to the east of the subject property and 0.34 acre R-9 designated property with a single-family dwelling adjacent to the south.

There is approximately 25 acres of CBD-designated land located immediately west of the SW Kinnaman Road and SW Farmington Road intersection, approximately 0.25 mile from the subject property. This commercial center is known as Farmington Mall, and it has a variety of commercial uses including a grocery store, bank and various restaurants. On the south side of SW Farmington Road, there is a 23-acre property designated as Institutional and home to Mountain View Middle School. Adjacent to the east of the middle school is an 0.86 acre R-9 property with a single family dwelling. The east side of the SW Kinnaman Road and SW Farmington Road intersection is designated as R-24 and is developed with a mix of high and low density residential.

At the intersection of SW Kinnaman Road and SW 185th Avenue, approximately 0.7 mile from the subject property, there is a mixture of land use designations. The northwest and northeast corners are designated as Office Commercial (OC), the 0.93 acre parcel on the southeast corner was designated NC through a plan amendment application approved in

2012 and the southwest corner is the location of Aloha High School, which is approximately 17 acres designated as Institutional.

The three major roadway intersections described above each have a mix of land use designations and support a variety of land uses. Staff finds that both the current R-15 designation of the subject property and the proposed plan amendment to CBD would be consistent with the three areas analyzed, and could therefore be considered consistent with the existing land use pattern in the immediate area.

Distance from Commercial Centers

The Policy 18 location criteria states that *"(t)he distance between a Community Business District and any other commercial center should be between 2 and 5 miles depending on market area and population density."*

"Commercial center" is not defined in Policy 18 or any other portion of the Comprehensive Plan. For this analysis, staff considers nearby commercial centers to be Farmington Mall and the corridor of CBD-designated properties along Tualatin Valley Highway between SW 209th and SW 170th Avenues due to their CBD designation, the intensity of commercial development and the range of services provided.

Applicant: As mentioned, Farmington Mall is located approximately 0.25 mile from the subject property at the intersection of SW Kinnaman Road and SW Farmington Road and is designated as CBD. The applicant again states that the Policy 18 criteria are non-mandatory due to the use of the word "should" instead of "shall"; therefore, it is not required that the subject property be at least two miles from a commercial center.

The applicant also asserts that *"the market area and population density support commercial uses in closer proximity. Therefore the proximity of the CBD-zoned Farmington Mall to the site (approximately 0.25 miles) does not detract from the site's suitability for the CBD designation because the market area and population density support considerably more commercial development than is provided in Aloha."*

Staff: Historically, staff has required applicants to show that there is at least two miles between a CBD site and any other commercial center. The two mile minimum has been required to avoid an overabundance of commercial uses in a concentrated area. The separation of commercial centers has also been viewed by staff as necessary to ensure that there is enough population to support the uses.

As mentioned, there is approximately 26 acres of commercially developed CBD land at the intersection of SW Kinnaman Road and SW Farmington Road, approximately 0.25 mile from the subject property. Therefore, staff finds that because there is a commercial center less than one two miles from the subject property, the proposal does not satisfy this criteria.

Conclusion: The applicant asserts there is a lack of retail supply within a two mile radius of the subject property. However, it is not clear from the applicant's analysis that the area can support current and new retail/pharmacy uses. Based upon this and the less than two mile separation between the subject property and the nearest commercial center, staff finds that the Policy 18 CBD characterization and location criteria have not been satisfied.

Staff also finds that if additional commercial land is needed based upon sales leakage and population growth, there appear to be suitable CBD-designated properties in the two mile study area (see findings for Policy 1) for the proposed use.

Should the Planning Commission agree that Policy 18 has not been satisfied, the findings prepared by staff support the decision. If the Planning Commission determines the applicant's analysis adequately demonstrates compliance with Policy 18, the applicant's findings support this decision.

(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 pages 21 and 22 of the application and supplemental information received August 1, 2012.

Staff: As discussed in the findings for Policy 18, the applicant states that the two mile radius surrounding the subject property is underserved by existing retail businesses which results in residents needing to travel outside the area for goods and services. The applicant also states that *"(s)ales leakage is great enough to warrant new retail development as proposed while still maintaining the capability of existing competing businesses to remain viable."* The applicant asserts that a plan amendment to CBD would address the lack of retail services in the area and that there is a large enough population to support the new uses.

Staff again questions the applicant's conclusion that there is ample population to support a sixth retail/pharmacy use within a two mile radius. Also, staff identified possible alternative CBD-designated properties within a 2-mile area that could accommodate additional retail commercial uses in the Policy 1 findings. These properties are a mix of vacant and underutilized sites. Although staff does not question the applicant's methodology, the existence of these undeveloped and underdeveloped commercial sites prompts questions

of whether an increased supply of commercial land is truly needed, and whether increasing the commercial lands in the area will delay the development of existing commercial lands.

According to the Aloha-Reedville Study's Local Real Estate Market Analysis², the area is generally self-sufficient in terms of retail supply, and in fact experiences a surplus of some retail categories.

Staff is concerned that adding more commercial land to the existing inventory while there are a number of developable commercial properties within the study area will not promote a healthy climate for existing businesses in the community. Also, Policy 20 calls for "(c) *continued diversification of the County's economic base.*" Staff finds that adding a sixth retail/pharmacy use in a two mile radius is not necessarily diversifying the local economy, even if there is a population base to support it.

Staff is also concerned that adding another CBD property to the area before existing CBD properties are developed may perpetuate blighted conditions in the community, most notably along Tualatin Valley Highway. Comments expressed by community members during the Aloha-Reedville Study have called for abandoned businesses such as the former Shell gas station and Reo's Ribs locations on Tualatin Valley Highway to be cleaned up and redeveloped. Both sites were identified by staff as suitable alternatives to the subject property in the findings for Policy 1.

Staff finds that Policy 20 may not be satisfied.

If the Planning Commission finds that the applicant has not satisfied Policy 20, the findings prepared by staff support the decision. If the Planning Commission finds that Policy 20 has been satisfied, the applicant's findings for Policy 18 support this decision.

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 pages 22 and 23 of the applicant's narrative.

Staff: The plan amendment may result in a loss of up to 27 residential units. Housing is allowed in the CBD District, however the applicant has indicated that only commercial uses will be developed on the property.

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).

² Page 24 of the document, prepared by Leland Consulting Group / ECONorthwest / The Nielson Group, dated 12/19/2011

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, Casefile 07-049-PA, approved in 2007, resulted in an increase to housing capacity. This plan amendment increased housing units by a minimum of 91 units to a maximum of 129 units. That change resulted in between 482 to 520 additional units countywide since 1989. That increase helps to offset the loss of units resulting from this request.

It is staff's opinion that a potential loss of 27 units would be mitigated by increases in planned residential densities achieved through recently approved urban plan amendments. Staff finds that the proposed plan amendment complies with Policy 21.

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 page 23 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 52,416 (47.3%) single family residences to 58,426 (52.7%) multi-family residences, a difference of 6,010 dwelling units. Urban plan amendments since 1989 have not changed this ratio significantly.

Multi-family dwelling units are allowed outright in R-15 and as a Type III use in CBD, subject to specific standards. If the applicant was proposing a residential or a mixed use development per the CBD standards, there would not be a loss of multi-family units. Since the proposal is for a commercial development only, staff finds that this plan amendment may not be consistent with Policy 22.

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

8. Policy 23, (Urban Area Housing) Housing Condition, states:

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

Applicant: See 23 of the applicant's narrative.

Staff: The applicant states that the subject property is currently vacant; thus "Policy 23's aspirations related to maintaining existing housing stock is not applicable." However, as stated previously, each of the parcels comprising the subject property supports a detached single family residence.

Based on the conceptual plans included with the request, approval of the plan amendment would result in the loss of the existing housing. Therefore, staff finds that this plan amendment is not consistent with the intent of Policy 23.

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

9. 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 7 of 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.

According to the District's service provider letter, the proposed plan amendment is not anticipated to result in impacts to the school district.

Staff finds that the proposed plan amendment complies with Policy 30.

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

10. 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 pages 24 and 25 of the applicant's narrative.

Staff: The service provider letters from Tualatin Valley Fire & Rescue and the Washington County Sheriff's Department state that these providers could adequately serve the property (see also staff findings addressing Policy 14).

The proposed plan amendment complies with Policy 31.

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

11. Policy 32, Transportation, states:

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

Applicant: See page 25 of the applicant's narrative.

Staff: Concurrent with this request, the applicant has requested approval of an Access Management Plan (AMP) to allow access to both SW 185th Avenue and SW Farmington Road.

The proposed plan amendment complies with Policy 32 (see Attachment "A", which also includes the Transportation Staff Report for this plan amendment.)

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 pages 25 and 26 of the applicant's narrative.

Staff: Policy 36 references reducing energy consumption through shared wall construction and central heating. Although the applicant's proposal of two separate commercial buildings on the subject property may not reduce energy consumption, Policy 36 states that energy consumption may be reduced through the development's size, design, construction and landscaping. It is possible that this policy will be satisfied at the time of development should this plan amendment request be approved.

Policy 36 states "*significant energy savings could be achieved through a reduction of vehicle miles traveled for commercial purposes.*" Developing the subject property as proposed could result in a reduction of vehicle miles traveled by residents in the area by adding to the variety of commercial uses on all four corners of the intersection of SW Farmington Road and SW 185th Avenue.

Staff finds that the proposal may 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 page 26 of the applicant's narrative.

Staff: The subject property is located near other commercial developments, residential areas of varying densities, the Westside Community Church and Mountain View Middle School. Also, the subject property has access to TriMet bus service on SW Farmington Road and SW 185th Avenue.

Policy 39 states that land use policies affect energy use in two ways. Specifically, they *"influence the amount of travel through the arrangement of land uses, and they determine the number and design of buildings which can be built in a given area."* If the subject property is developed under the R-15 designation, the new dwelling units would bring more residents to the area. These residents have the option of walking or riding the bus to nearby commercial and institutional uses. Similarly, the proposed commercial development would be easily accessible by bus and by walking from nearby residential neighborhoods.

Staff finds that development under either R-15 or CBD would add to the mix of commercial and residential uses in the community. Therefore, staff finds that both the existing and proposed land use designations may satisfy this policy.

(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 pages 26-28 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 has frontage along SW Farmington Road, which is designated as a Transit Corridor by Policy 40. The section of 185th Avenue north of Farmington Road is also designated as a Transit Corridor.

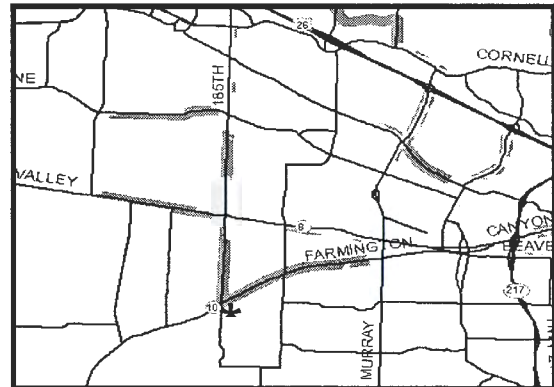
Transit Corridors are defined in Policy 40 as:

"...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 Transit Corridor, the county has not undertaken specific corridor planning along this section of Farmington Road. Staff finds that the lack of specific planning on this section complicates decisions regarding how to treat plan amendments with respect to Policy 40.

Residential uses are allowed in Transit Corridors, while "Commercial and office uses will be allowed at specific points." 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.) The applicant proposes to impose as Conditions of Approval certain transit oriented district design standards in response to the property being located along a corridor (see also findings addressing Section 431 below.)



Transit Corridor * Subject Property

For these reasons, and with the additional transit oriented design elements included in the potential site design, staff finds that the request may comply with Policy 40.

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

G. Washington County Transportation Plan and Transportation Planning Rule

Applicant: See pages 28-33 of the applicant's narrative.

Staff: Attachment "A" (by this reference incorporated into this staff report) contains discussions on 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.

(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 page 33-36 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 will be required along both street frontages as part of the half-street improvements that would be required pursuant to Article V. 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: The applicant will be required to provide improvements in accordance with this design element under either plan designation as part of future development. Half-street improvements noted in 7. above will provide adequate pedestrian and bicycle access along the street frontages.

- 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 exist east of the site along Farmington Road to serve an eastbound bus line. A wide shoulder suitable for bicycling exists along the Farmington Road and 185th Avenue frontages. 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. The applicant anticipates the need to dedicate an additional 20 feet along both street frontages. Right of way dedication 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.

- 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.**

Staff: The applicant stated under Design Element 14 and elsewhere that the subject property is vacant. The property comprised of three parcels supports a detached single family residence on each parcel. Conversion of the property from R-15 to CBD will result in the loss of the existing housing on the subject property.

- 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: Farmington Road and 185th Avenue are both Arterials; thus maintain access spacing requirements of 600 feet. Neither street frontage measures 600 feet long; therefore, the applicant request an Access Management Plan for the property to allow limited access to both streets. The Access Management Plan approval (Casefile 12-185-AMP) was issued on July 31, 2012 and is included in Attachment "A" to this staff report.

- 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 CBD plan designation at time of development review. If the property were to remain R-15, depending on the size and type of residential development that might be proposed on the subject property, bicycle facilities may be required.

- 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 Code standards under either plan designation at time of development review.

FARMINGTON ROAD CORRIDOR SUBAREA

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

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

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

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

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

Staff: The subject property is located within the Farmington Road Corridor Subarea.

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 page 37 of the applicant's narrative.

Staff: The R-15 plan designation is appropriate for the property, given its location along Farmington Road, designated as a Corridor. Retaining the current residential designation will provide future residents with the ability to comfortably walk to nearby commercial uses, including grocery stores, drugstores/pharmacies, restaurants and banks. The subject property is also conveniently located near parks, schools and churches.

Residential developments are generally not adversely impacted by access limitations to the same extent as commercial developments that may be located at arterial/arterial roadway intersections. Finally, the subject property complies with the minimum dimensional requirements of the R-15 District. The property could support a residential development with multiple housing types and a density range of 27 to 34 units. The property may also serve as a good location for senior or group care housing due to its close proximity to shopping and availability of transit. Staff finds that the property meets the intent and purpose of the R-15 Residential District.

313 Community Business District - (CBD)

313-1 Intent and Purpose

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

Applicant: See pages 37 and 38 of the applicant's narrative.

Staff: The applicant's proposal of a Walgreens store and a fast food restaurant would provide the community with retail uses and would be considered a medium-scale development. This proposal generally meets the intent and purpose listed above.

380 Convenient Access to Transit Overlay District

380-1 Intent and Purpose

The intent of the Convenient Access to Transit Overlay District is to ensure new retail, office and institutional buildings at or near major bus stops shall provide for convenient pedestrian access to transit. The requirements of this district implement the access to transit provisions of OAR 660-012-0045(4)(b) and the applicable public transit provisions of the Regional Transportation Plan (RTP).

Staff: The Farmington Road and 185th Avenue intersection is subject to the requirements of this section as the property is located near a major bus stop. As such future development of the property is subject to the development standards of Section 380-4.

Pursuant to Section 380-4, the applicant has the flexibility of complying with either 380-4.1 or 380-4.2. These sections read as follows:

380-4.1 Building location and building entry

- A. *All Buildings shall be located within twenty (20) feet of the bus stop, the street where the bus stop is located, or any other public street within the major bus stop area.*
- B. *If the applicant chooses to locate the building within twenty (20) feet of the bus stop or the street where the bus stop is located, an entrance intended for use by members of the general public shall face the subject stop or street or be within fifty (50) feet of the side of the building that faces the stop or street.*

- C. *If the applicant chooses to locate the building within twenty (20) feet of any other public street within the major bus stop area, an entrance intended for use by members of the general public shall face the subject public street or be within fifty (50) feet of the side of the building that faces the public street.*

380-4.2 Pedestrian Plaza

A pedestrian plaza is a small semi-enclosed area which provides a place for pedestrians to sit, stand or rest. They are generally located at a transit stop, a building entrance or an intersection. They connect directly to adjacent sidewalks, walkways, transit stops and buildings. Pedestrian plazas have amenities, such as seating and pedestrian scaled lighting.

In brief, the purpose of these standards is to site development in a way that ensures safe access to and from the development and transit. The development standards reflect many of the transit oriented district design standards (Section 431, as amended by the applicant) proposed by the applicant to be imposed on the future development. Section 431, in turn, provides a greater level of transit-supportive / pedestrian-friendly design standards that capture the intent and purpose of Section 380.

So absent the imposition of any of the Section 431 standards, Section 380 requirements ensure that either the future drugstore is located at/near the bus stop or that site development includes a pedestrian plaza. Full review of the site plan in accordance with Section 380 will be completed during development review regardless of if the property is developed with residential or non-residential.

431 Transit Oriented Design Principles, Standards and Guidelines

431-1 Intent and Purpose

The following design principles, standards and guidelines shall be applied to the review of all development occurring in transit oriented districts, for those uses listed in Section 375. Principles are the broad, fundamental rules upon which the standards and guidelines are based. All Type III applications for development in transit oriented districts shall demonstrate compliance with applicable principles and/or standards of this section. Standards are specific, usually quantitative, rules which development applications must comply with if processed through a Type I or II procedure. Guidelines are advisory statements that should be considered when designing a development in a transit oriented district, but are not mandatory.

Because an application for a development may vary from a standard in this Section when the application demonstrates, through a Type III process, compliance with the related design principle, a variance or hardship variance pursuant to Section 435 shall not be granted from any standard in this Section.

Applicant: See page 38 of the applicant's narrative and applicant's Exhibit 8, as amended.

Staff: The applicant proposes to incorporate several of the transit oriented design standards set forth in Code Section 431. Pursuant to Implementing Strategy f. of Policy 40, the plan amendment may be conditioned to include the transit oriented design standards identified by the applicant in Exhibit 8 to the application.

Incorporating these design standards should result in a more transit/pedestrian-friendly development, with the exception of the increase in amount of signage available under the TOD standards. Additionally, locating the building closer to one of the street frontages would strengthen the pedestrian environment. Any development of the property would be subject to the standards of Section 380. Section 380 provides the option of providing a transit/pedestrian plaza or locating the building closer to the street.

IV. SUMMARY AND CONCLUSIONS

Staff has reviewed the application and supplemental findings provided by the applicant and finds that the application complies with the majority of applicable rules, policies and strategies. In the staff response for Policies 1, 18 and 20, staff has identified the historical application of these policies and their implementing strategies, but has also provided alternative interpretations for the Planning Commission's consideration.

At the conclusion of the public hearing for this quasi-judicial plan amendment, the Planning Commission should consider the alternatives and indicate whether 1) the historic or 2) the alternative findings should be used to support a decision for denial or approval of the plan amendment. Should the Planning Commission approve the plan amendment, the following conditions of approval should be applied:

1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owed to the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner.
2. Any development of the subject property shall comply with all conditions of Casefile 12-185-AMP.
3. Subsequent development of the subject property shall comply with the transit oriented design standards identified by the applicant in Attachment "B" to this staff report.

Attachment "A"

August 6, 2012

**TRANSPORTATION REPORT
CASEFILE NO. 12-222-PA**

Applicant: Seven Hills Properties
Location: At the SE corner of SW Farmington and SW 185th Avenue
Tax Map/Lot: 1S1 19BB Tax Lots 800, 901, and 1000
Site Size: 2.29 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 CBD (Commercial Business District).
2. The subject property is located at the southeast corner of SW Farmington Road and SW 185th Avenue. Both SW 185th Avenue and SW Farmington Road are arterials. SW 185th Avenue is under Washington County jurisdiction while SW Farmington is under the jurisdiction of Oregon Department of Transportation (ODOT). The applicant states that the proposed development will include a pharmacy (Walgreens) and fast-food restaurant 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 12-185-AMP) by Development Services Division on July 30, 2012. The Notice of Decision of Casefile 12-185-AMP 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 12-185-AMP is attached to this Transportation Staff Report and is incorporated by reference herein (Attachment 1 of Attachment A).

Note: The applicant requested an expedited review of this plan amendment. As a result, this transportation report was prepared prior to the end of the appeal period for Casefile 12-185-AMP. The findings in this report are written as if Casefile 12-185-AMP stands as approved.
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 Farmington 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 -2035 in evaluating this plan amendment as it is consistent with the analysis performed for the access management plan (see Casefile 12-185-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 Farmington 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 12-185-AMP) prior to the processing of the plan amendment request. This traffic information has been reviewed by both transportation planning

Casefile 12-222-PA
Attachment "A" – Plan Amendment Transportation Report
Page 3 of 5

and traffic engineering staff. According to the traffic analysis, with the proposed plan amendment, the subject site would generate approximately 137 additional trips in the PM peak compared to current zoning on the nearby roadway system. The applicant's proposed zoning analysis uses ITE codes 851 (Convenience Market), 934 (Fast-Food Restaurant with a Drive-Thru), and a 944 (Gasoline/Service Station) for the basis of the reasonable worst case scenario.

6. The applicant evaluated two intersection performance scenarios: 1) 185th south of Farmington with a 3-lane approach consistent with Policy 10.0 of the County's 2020 Transportation Plan; and 2) 185th south of Farmington with a 5-lane approach consistent with project #10560 of the Metro RTP Financially Constrained list, which identifies the widening of Farmington Road to 5 lanes from 170th Avenue to the intersection of 185th Avenue. The widening of all approaches within 500 feet of the intersection of 185th and Farmington to 5-lanes, including 185th south of Farmington, is consistent with the county's Transportation Plan and other regional projects of intersecting arterials. The county accepts scenario #2 as a reasonable basis for analysis. The applicant's traffic analysis indicates that with the proposed plan amendment, the nearest signalized intersection (SW Farmington Road and SW 185th Avenue) will function with a V/C ratio of 0.89 (LOS D) under the 3-lane scenario and a V/C ratio of 0.78 (LOS C) under the 5-lane scenario in the PM Peak Hour in year 2035. The county's performance measures identify a V/C ratio of 0.99 (LOS E) as the minimum acceptable threshold. Therefore, under both scenarios impacts to the transportation system associated with the proposed plan amendment will comply with the adopted performance criteria found 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. Due to its proximity to the intersection of 185th and Farmington and insufficient site frontage to meet county arterial access spacing requirements, an Access Management Plan was required to be approved prior to processing this plan amendment request. Casefile 12-185-AMP approved an access management plan for the subject site; conditions of approval for Casefile 12-185-AMP shall continue to apply to any future development of the subject site. Based upon these facts, staff concludes that the proposal is consistent with the identified function, capacity, and level-of-service for affected transportation facilities, consistent with Section 060 of the Oregon Transportation Planning Rule.

C. Washington County Comprehensive Framework Plan For The Urban Area

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

A quasi-judicial plan amendment to the Community Plan Maps, including the implementing tax maps, shall be granted only if the Review Authority determines that the proponent has demonstrated that the proposed

Casefile 12-222-PA
Attachment "A" – Plan Amendment Transportation Report
Page 4 of 5

designation conforms to the locational criteria of the Comprehensive Framework Plan, the Community Plan Overview and the sub-area description and design elements, complies with the regional plan, and demonstrates that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that in no way precludes full application of the Growth Management Policies to development permits as provided in the Code.

STAFF: As it pertains to transportation, this policy requires the County to analyze the existing transportation system as well as the planned system. With the proposed plan amendment, the future performance of nearby transportation facilities will comply with the adopted performance thresholds of the 2020 Transportation Plan. Based on this, the plan amendment will be consistent with Policy 1.f. with regard to transportation.

D. Washington County 2020 Transportation Plan

The proposed plan amendment is subject to 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: 12-185-AMP which will ensure safe access to the site.

4.0 SYSTEM FUNDING POLICY

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

STAFF: If development occurs on the affected property, it will be subject to payment of the appropriate Transportation Development Tax toward future capacity improvements. Payment of the Transportation Development Tax is consistent with the strategies included under Policy 4.0.

5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY

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

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

6.0 ROADWAY SYSTEM POLICY

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

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

10.0 FUNCTIONAL CLASSIFICATION POLICY

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

STAFF: 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 12-185-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.



Attachment "B"

July 23, 2012

Thomas Rocca
Seven Hills Properties, LLC
88 Perry Street, Suite 800
San Francisco, CA 94107

RE: Transportation Oriented District Code Summary for Proposed Plan Amendment (Case File 12-222-PA)

Dear Tom,

Your pending application requests a plan amendment to the CBD district, but elects to follow many of the Transportation Oriented District (TO:RC) code requirements as they pertain to the design of the future development for the site (pharmacy and fast-food restaurant).¹ The proposed project will blend development standards from both the CBD and TO:RC zones, resulting in an attractive site that encourages all modes of transportation.

The purpose of this letter is to summarize the Transportation Oriented District Codes (TO:RC) that we are requesting be conditioned upon Case File 12-222 PA.

Exhibit 3b, of the Comprehensive Plan Map and Zone Change application, schematically illustrates the proposed future development which will include construction of two buildings, an approximately 15,000 square feet Pharmacy with drive-through and an approximately 3,000 square feet pad building with drive-through. Direct, straight-line pedestrian connections will link the main entrances of each building as well as provide access to the abutting right-of-ways, common open space and parking. These areas will be clearly marked and well-designed to ensure pedestrian safety and way finding. Both adjacent street right-of-ways will be improved with street trees and code compliant pedestrian walkways. Additionally, the SW Farmington right-of-way will be accented with two large pedestrian plazas (common open area) which will include a colonnade featuring decorative art and provide overhead pedestrian protection from the elements. The plazas will also include benches and pedestrian scale lighting to create an inviting and active street-front.

Each building will be constructed of high quality and durable materials that are compatible with both an urban environment and adjacent existing development. Stark and imposing

¹ Seven Hills requests that a condition of approval be imposed upon the plan amendment that requires the site to be developed in compliance with the TO:RC approval criteria listed on the attached table, which **updates and replaces** Exhibit 8 of the application.

Baysinger Partners Architecture

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building facades will be avoided through the use of articulation expressed by variation in materials as well as changes in material colors. Main entries and active business areas, with code compliant glazing, will be placed toward the right-of-ways; increasing visibility and safety for patrons on-site as well as providing "eyes on the street" visibility from within the development. With public areas presented towards the streets, utilitarian functions for each building will be located way from the right-of-ways and appropriately screened increasing vehicular and pedestrian safety as well as improving site aesthetics.

Parking for the development will meet many of the principles for the TO:RC district. Parking has been designed to be unobtrusive, use appropriate screening and landscaping, clearly define vehicular areas and minimize vehicular and pedestrian interaction to improve safety. Patron parking will be separated from both loading areas and drive-throughs by placing them on opposite sides of the buildings to further improve on-site safety.

None of the proposed site elements are required by the CBD zone, but Seven Hills has volunteered to incorporate these transit, pedestrian and design features into the project. To insure that the site is developed with the features envisioned by the applicant, Seven Hills requests that a condition of approval be imposed upon the plan amendment that requires the site to be developed in compliance with the TO:RC approval criteria listed on the attached table, which **updates and replaces** Exhibit 8 of the application.

We identified the TO:RC approval criteria that have been requested to apply to the site by designing the best possible development that balances transit, pedestrian and vehicles. We then analyzed all of the TO:RC approval criteria and determined which standards could be met on the site, and which standards were not attainable or not applicable. This letter summarizes the TO:RC standards that will apply to the site and an identification and explanation of those that cannot be met on the site.

TO:RC Development Standards Proposed for the Site

The TO:RC standards that are requested to be applicable to the site emphasize pedestrian orientation and aesthetics through a variety of standards, including circulation system design, emphasis on building facades, the provision of open space and enhanced lighting and landscaping. As described above, illustrated in Exhibit 3b and listed on the attached table (which updates and replaces Exhibit 8 to the application), Seven Hills request the following TO:RC development standards be conditioned.

- 375-7 Development Limitations for Permitted Uses in Transit Oriented Districts, 23.b (accessory outdoor seating)
- 431-1 Transit Oriented Design Principles, Standards and Guidelines, Intent and Purpose
- 431-4.2.D Circulation System Design, Design Standards 10 (circulation design) and 11 (pedestrian crossings)
- 431-5.1.B Streetscapes for Pedestrians, Standards 2 (street trees), 3 (underground utilities), 4 (minimum sidewalk widths) and 6 (pedestrian scale lighting)
- 431-5.2.B Building Entrance Standards 5 (minimum lighting levels), 6 (main entrance open during business hours) and 7 (sheltered entries)
- 431-5.3.B Building Facades Standards 1 (ground floor windows), 2 (transparent windows), 3 (minimum window areas), 6 (articulation), 7 (change in materials), 8 (durable quality materials), 9 (exterior lighting), and 10 (utilitarian functions screening)
- 431-6.1.B Parking Area Standard 2 (setback)

- 431-6.2.B Parking Area Design Standards 3 (perimeter landscaping), 4 (minimum parking landscape area), and 5 (cross property access)
- 431-7.1.B Common Open Space Standards 1 (common open space)
- 431-7.2.B Common Open Space Standards 1 (maintaining common open space), 2 (minimum size of common open space) and 4 (percentage of common open space)
- 431-7.3.B Open Space Design Standards 1 (amenities), 3 (lighting) and 5 (encroachments)
- 431-9.2 Landscaping Standards: minimum required area
- 431-10.2 Water Quantity/Quality Facilities Standards: location of non-vaulted systems
- 431-11.2 Signs
- 431-11.3 Exceptions to Sections 414-1 and 414-2 A (maximum area of façade mounted signs), B1 and B2 (ground mounted monument standards) and C (prohibited signs)

TO:RC Development Standards that are Not Applicable to the Site

TO:RC approval criteria that are not applicable to the site were excluded. For example, CDC 431-4.2.C includes design standards for blocks and E. includes standards for new street connections; both were excluded because the site is not a full block and no new street connections are proposed. The following standards are not applicable:

- 431-3 Definitions
- 431-4.2.C (Blocks), D(1)-(9) and (12)-(14), and E (Circulation/Connections)
- 431-5.1.B Streetscapes for Pedestrians, Standards (5), (7)-(10)
- 431-5.2.B Building Entrances, Standards (2), (3) and (8)
- 431-5.3.B Building Facades, Standards (4), (5), (11) and (12)
- 431-6.1.B Parking Areas, Garages and Parking Structures Location, Standards (4), and (5)
- 431-6.2.B Parking Areas and Garage Design, Standards (1), (2), (6)-(8)
- 431-7.1.B Common Open Space Standards (2)-(3)
- 431-7.2.B Common Open Space Amount and Size Standards (3) and (5)
- 431-7.3.B Common Open Space Design Standards (2) and (4)
- 431-8 Transitions in Density
- 431-11.2. Sign Standards (B) (residential)
- 431-12 Peterkort Station Area Design Standards

TO:RC Development Standards that are NOT Proposed for the Site

While the project meets all of the principals for the TO:RC zone, for the reasons explained below, the following specific standards cannot be met and are therefore not requested to be imposed as conditions of approval:

- 375-8 Dimensional Requirements for Transit Oriented Districts
- 375-9 Density Requirements for Transit Oriented Districts
- 431-5.1.B standard 1 (frontage requirements) requires that a specific percentage of street frontage (50%) be occupied by building and 11 (building compatibility)
- 431-5.2.B(1) and (4) (Building Entrances), prohibits having a building entrance separated from the street by a vehicle area.
- 431-6.1.B Parking Area Standards 1 and 3 (location of parking area)
- 431-6.2.B Parking Area Design Standard 4(a)

Many of the standards that are not suggested as conditions discourage vehicle areas between a building and the street. It is not possible to attain this design objective on the site and still provide the vehicle circulation areas that are necessary for the success of the project, and also provide the proposed pedestrian amenities (i.e., the open space plaza). The proposed project will adhere to the CBD allowed setbacks and place the buildings back from the street frontage. The design will still meet the TO:RC principles and intents by placing the active portions of the buildings, main entry and windowed facades toward the streets. Direct, clearly marked pedestrian walkways will connect the right-of-way to these areas. The frontage on SE Farmington will retain the active and engaging pedestrian environment intended by the code through several large pedestrian plazas and the colonnade representation of building wall.

Section 431-6.1.B, Parking Area Standards 1 and 3 (surface parking locations), do not allow off-street parking between a building and street or within 40 feet of a corner. The proposed project will place parking to the side of both buildings; however, will include parking in front of the pharmacy, between the building and the street and within 40 feet of the corner. To increase on-site vehicular and pedestrian safety, parking and pedestrian areas were separated from the main vehicular drive aisle through site, drive-through traffic and loading areas. This provides the parking to the street side and front of the building allowing for the utilitarian functions to be placed interior to the site. Due to the sites narrow configuration this increased safety separation could not be adequately provided with both areas interior to the site.

Section 375-9 Density Requirements specify a minimum F.A.R. of .25. The proposed project will provide less than the required TO:RC F.A.R. in order to provide the required open space common areas, landscaping and pedestrian walkways required by the TO:RC standards as well as minimum required parking.

Section 431-6.2.B Parking Area Design Standard 4a (curbs and bumpers) prevents bumper overhang of landscape and walkway areas through the use of wheel stops. The proposed plan will include perimeter parking curbs and raised sidewalks, however, independent wheel stops will not be provided due to narrow site dimension, 20 foot right of way dedication and their impediment to easy cleaning of parking areas.

We have also suggested that Section 431-5.1.B standard (11) not apply because it requires individual buildings to be compatible with neighbors. Because the surrounding properties are not zoned transit oriented and the existing buildings have not been subject to transit oriented design standards, it is not appropriate to require compatibility.

Potential Conflicts in CDB and TO:RC Standards Applicable to the Site

At this time, we do not anticipate that any of the TO:RC standards that we have requested apply to the site will conflict with the CBD requirements. However, in case a conflict arises in the future, we request that the conditions of approval specify that in the event of a conflict between the requirements of the TO:RC section and requirements of the CBD section, the requirements of the CBD section shall control, except any code provision specific to Section 418-3 (Corner Vision), 421 (Floodplain and Drainage), 422 (Significant Natural Resources) or 501-8.5 F. (Sight Distance).

The intent of this project is to construct an aesthetically pleasing, highly functional and safe urban development through the combination of the CBD and TO:RC development standards as stated above; ensuring that the high quality development expected in Washington County continues with this project. We therefore trust that the outlined

conditions above will be to your satisfaction and look forward to your informed response in the near future.

Sincerely,
BAYSINGER PARTNERS ARCHITECTURE PC

William M. Ruecker, AIA
Principal

cc: File
Dana Krawczuk – Perkins Cole

TOD Analysis for Walgreens 185th and Farmington

TRANSIT ORIENTED DISTRICTS

375-7 Development Limitations for Permitted Uses in Transit Oriented Districts

23.b. Accessory outdoor seating related to the principal eating or drinking establishment use may be permitted, provided that the outdoor space is placed within a common open space. Sidewalks may be utilized for accessory outdoor seating if they meet the unobstructed width standards set forth in Section 4315.1B.(4) and approval is obtained from the Operations Division Manager. In addition, the area devoted to the accessory outdoor seating does not exceed:

1) an area greater than the equivalent of fifteen (15) percent of the dining, drinking, or both floor area; or

(2) seven-hundred and fifty (750) square feet.

TOD PRINCIPALS, STANDARDS AND GUIDELINES

431-1 Intent and Purpose

The following design principles, standards and guidelines shall be applied to the review of all development occurring in transit oriented districts, for those uses listed in Section 375.

Principles are the broad, fundamental rules upon which the standards and guidelines are based.

All Type III applications for development in transit oriented districts shall demonstrate compliance with applicable principles and/or standards of this section. Standards are specific, usually quantitative, rules which development applications must comply with if processed through a Type I or II procedure. Guidelines are advisory statements that should be considered when designing a development in a transit oriented district, but are not mandatory. Because an application for a development may vary from a standard in this Section when the application demonstrates, through a Type III process, compliance with the related design principle, a variance or hardship variance pursuant to Section 435 shall not be granted from any standard in this Section.

431-4 Circulation System Design

431-4.1 Principals

A. Pedestrian routes in a transit oriented district shall, to the extent practicable, directly connect major activity centers (concentrations of employment and households, major public buildings and spaces, institutional uses and parks & common open spaces, and shopping areas) and transit stops, particularly light rail stations;

B. Block dimensions and perimeters shall be at an urban rather than a suburban scale

C. Provide accessways and greenways, as needed, to supplement pedestrian routes along pedestrian streets; and

D. Provide clearly marked and well-designed pedestrian street, driveway, loading area and surface parking lot crossings

431-4.2 Standards

D. Design

(10) Whether publicly or privately owned, a pedestrian street, accessway or greenway shall conform to the section design specified for its functional classification and remain accessible to the public at all times

TOD Analysis for Walgreens 185th and Farmington

(11) Pedestrian crossings of streets, driveways, surface parking lots and loading areas shall be designed to be consistent with the provisions of Section 408.10.3B. In transit oriented districts, striping alone is not an acceptable way to identify connections

431-5 Streetscapes for Pedestrians

431-5.1 Streetscapes - Transit Oriented Districts

B. Standards

(2) Street trees are required on all pedestrian streets with an average spacing of no more than thirty (30) feet on center on both sides and two (2) to four (4) feet from back of curb. Street trees shall not be spaced or located so as to result in a violation of Section 418-3. Trees in the County right-of-way or in sidewalk easements shall be approved by the County as to size, quality, tree well design if applicable, and irrigation (see Section 407-7).

(3) All utility lines shall be underground but utility vault access lids may be located in the sidewalk area, provided that they are flush with the sidewalk and provide for a safe pedestrian walking surface during all types of weather

(4) Minimum sidewalk widths in Transit Oriented Districts shall be the widest identified by the Washington County Uniform Road Improvement Design Standards for the adjacent Special Area Street (as shown in the 2020 Transportation Plan, Figures 6 through 8), except for Special Area Commercial Streets. Special Area Commercial Streets shall have sidewalks that are a minimum of twelve (12) feet in width. On arterials within or adjacent to Transit Oriented Districts and which are designated as 'Boulevards' on the Regional Street Design Overlay Map in the 2020 Transportation Plan, the minimum sidewalk width shall be twelve (12) feet (see Technical Appendix B-8 of the 2020 Transportation Plan for typical roadway cross-sections).

(6) Pedestrian scale street lighting, such as that described in the county's Pedestrian Design Guidelines Booklet shall be provided along all pedestrian streets.

431-5.2 Building Entrances

The following principles and standards apply to building entrances in transit oriented districts:

A. Principles:

Provide for safe, convenient, direct and identifiable access for pedestrians between pedestrian streets, accessways, transit facilities, and adjacent buildings.

B. Standards:

(5) Minimum lighting levels shall conform to the standards as set forth in Section 415-4.

(6) For non-residential buildings, or non-residential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.

(7) All entries fronting a pedestrian route shall be sheltered with a minimum four (4) foot overhang or shelter.

431-5.3 Building Facades

The following principles, standards and guidelines apply to building facades in transit oriented districts:

TOD Analysis for Walgreens 185th and Farmington

A. Principles:

(2) Developments shall be designed to encourage informal surveillance of pedestrian streets and other public spaces by maximizing sight lines between the buildings and the pedestrian street.

(3) Ensure compatible building designs along a pedestrian street through similar massing (building facade height and width as well as the space between buildings) and frontage setbacks.

(4) Avoid building designs that result in a street frontage with a uniform design style, roof line or facade treatment, which results in an uninteresting and unattractive pedestrian environment.

(5) All new commercial, industrial, office, institutional, mixed use, and multifamily residential buildings shall, on any facade facing a pedestrian route, incorporate discernible architectural features, such as, but not limited to: cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas or other architectural treatments for visual interest, to create community character and to promote a sense of pedestrian scale. The overall design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of itself, does not meet the requirements of this subsection

(6) Lighting of a building facade shall be designed so that lighting complements the architectural design. Lighting shall not draw inordinate attention to the building.

(7) All buildings, of any type, constructed within any transit oriented district, shall be constructed with exterior building materials and finishes that are of high quality to convey an impression of permanence and durability.

(8) To balance horizontal features on longer facades, vertical building elements shall be emphasized

B. Standards:

(1) Ground floor windows shall be provided on building facades facing a pedestrian route or common open space. Garage door windows shall not count towards compliance with this standard

(2) Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.

(3) Except as provided in Section 431-12, ground floor building facades along a pedestrian street in the TO:RC or TO:BUS Districts must contain unobscured windows for at least fifty (50) percent of the wall area and seventy-five (75) percent of the wall length within the first ten (10) feet of wall height. Required windows shall allow views in to lobbies or similar areas of activity, building entrances, or merchandise type displays. Lower window sills shall not be more than three (3) feet above grade except where interior floor levels prohibit such placement, in which case the lower window sill shall not be more than a maximum of four (4) feet above the finished exterior grade.

(6) In all transit oriented districts, building frontages greater than two hundred (200) feet in length along pedestrian routes shall break any flat, monolithic facade by including architectural elements such as bay windows, recessed entrances, changes in materials, or other articulation so as to provide pedestrian scale to the ground floor.

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(7) Except as provided in Section 431-12, building facades along a pedestrian route in the TO:RC or TO:BUS Districts shall not have more than forty (40) linear feet of ground floor wall area without a change in materials or an eight (8) inch minimum vertical or horizontal wall relief.

(8) In all transit oriented districts, the exterior walls of building facades along pedestrian routes shall be of suitable durable building materials including the following: stucco, stone, terra-cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board & batten siding, articulated architectural concrete masonry units (CMU), or similar materials which are low maintenance, weather resistant, abrasion resistant and easy to clean. Prohibited building materials include the following: Plain, smooth, untextured concrete; plain, smooth untextured concrete block; corrugated metal; unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard); and similar quality, non-durable materials.

(9) No exterior lighting shall be provided above the second floor of buildings for the purpose of highlighting the presence of the building, except for facade sign lighting.

(10) Buildings and sites shall be organized to group the utilitarian functions away from the public view. Delivery and loading operations, mechanical equipment (HVAC), trash compacting/collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping. The visual and acoustic impacts of these functions, along with all wall or ground-mounted mechanical, electrical and communications equipment shall be out of view from adjacent properties and public pedestrian streets. Screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building and primary landscaping. The visual and acoustic aspects of roof-mounted equipment, vents and chimneys shall be minimized by placing equipment behind parapets, within architectural screening, roof-top landscaping, or by using other aesthetically pleasing methods of screening and deadening the sound of such equipment.

431-6 Parking Areas, Garages and Parking Structures

431-6.1 Location

A. Principles:

Off-street surface parking lots shall be located to the side or rear of buildings, other than single family residences, that front on pedestrian streets where onstreet parking is allowed. Parking at mid-block or behind buildings is preferred. Exceptions to this principle may be appropriate for uses that require new buildings to be clustered near existing groups of buildings located away from a pedestrian street, such as expansions of a campus development.

B. Standards:

(2) Garages and off-street parking areas shall be set back at least five (5) feet from adjacent primary building facades.

431-6.2 Parking Area and Garage Design:

A. Principles:

(1) Garages, parking structures and off-street surface parking areas shall be designed to be as unobtrusive, and as attractive in appearance, as possible.

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(2) There shall be low bushes or a low wall or berm at the perimeter of surface parking lots to reduce their visibility from the surrounding area. Barriers around the perimeter of a parking lot shall not be so high, however, that it becomes a safety or security problem.

(3) Trees shall be used extensively at the perimeter and in the interior of surface parking lots to break up large parking areas and provide shade

(4) Accessways through surface parking lots shall be clearly identified through the use of: different paving materials, grade separation, or landscaping, pedestrian-scale lighting, and be as short as practicable.

B. Standards:

(3) Surface parking areas shall provide perimeter parking lot landscaping adjacent to a pedestrian street which meets one of the following standards:

(a) A five (5) foot wide planting strip between the right-of-way and the parking area. The planting strip may be pierced by pedestrian accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six (36) inches or more than forty-two (42) inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles exiting the parking lot; or

(b) A solid decorative wall or fence thirty-six (36) inches to forty-two (42) inches in height parallel to and not nearer than two (2) feet from the right-of-way line. The area between the wall or fence and the pedestrian street line shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles exiting the parking lot.

Perimeter landscaping shall not be required where two (2) parking lots using a common driveway are joined by a common circulation aisle or other traffic area. Landscaping may be reduced or eliminated adjacent to landscaped open space in order to transition the open space landscaping into the parking area and afford better access between the two areas.

(4) Surface parking areas shall provide interior landscaping which meets the following standards:

(b) Landscaping shall be installed within planting bays, and in any other area where parking stalls, circulation aisles, driveways, or pedestrian movements would not be precluded by the landscaping. Landscaping around and within surface parking areas shall not be less than ten (10) percent of the total area of the parking area (see Section 407 for

(5) Except in residential areas, parking associated with new development shall be designed to the extent practicable to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the pedestrian street for parallel movements.

TOD Analysis for Walgreens 185th and Farmington

431-7 Common Open Space

431-7.1 Location

A. Principles:

- (1) Common open spaces shall be located within walking distance of all those living, working and shopping in transit oriented areas.
- (2) Common open spaces shall be easily and safely accessed by pedestrians and bicyclists.

(3) For security purposes, common open spaces shall be visible from nearby residences, stores, a pedestrian route and/or pedestrian street or offices.

(4) Common open space shall be available for both passive and active use by people of all ages.

B. Standards:

- (1) Common open space shall be located within all residential and all mixed residential/non-residential developments with four or more dwelling units, as well as all non-residential developments on sites exceeding one-half acre. Alternatively, common open space for a development may be located within thirteen hundred (1,300) feet walking distance of the development. However, if common open space for a residential development is located off-site, it shall be unnecessary to cross an arterial street to gain access to the site.

431-7.2 Amount and Size

A. Principles:

- (1) Common open spaces may vary in size depending on their function and location.
- (2) The total amount of common open space provided in a transit oriented community shall be adequate to meet the needs of those projected (at the time of build-out), to live, work, shop and recreate there.

B. Standards:

- (1) All residential developments of four (4) or more dwelling units, and all nonresidential or mixed-use developments, shall be required to reserve, improve and establish commitments to maintaining common open space.
- (2) Any common open space shall be at least four hundred (400) square feet in area, and shall be able to encompass a square area at least twenty (20) feet wide and twenty (20) feet long.
- (4) Common open space in a mixed use and non-residential development shall equal at least two (2) percent of the development site's total acreage after netting out those portions of the site within areas listed under CDC Section 300-3.1.

431-7.3 Open Space Design

A. Principles:

- (1) Common open spaces in transit oriented communities shall be designed to accommodate a variety of activities and users ranging from active play by children to passive contemplation by adults, but shall generally be able to accommodate a relatively intensive level of use. They shall be pedestrian friendly, with amenities such as benches, directional signs, water fountains, and good lighting. They shall be attractive and interesting, with good landscaping and possibly public art or a water feature. And they shall be safe places to be at any time of day.

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B. Standards:

- (1) Common open spaces shall include at least two (2) of the following improvements:
 - (a) A bench or benches for seating;
 - (b) Public art such as a statue;
 - (c) A water feature such as a fountain;
 - (d) A children's play structure including a swing and a slide;
 - (e) A gazebo;
 - (f) Picnic tables with a barbecue;
 - (g) An indoor or outdoor sports court for one or more of the following: tennis, basketball, volleyball, badminton, racquetball, handball/paddleball; or
 - (h) An indoor or outdoor swimming and/or wading pool suitable for children to use.
 - (3) For security purposes, all common open spaces shall be adequately illuminated during hours of darkness.
 - (5) Common open spaces shall be free from all structural encroachments (i.e., roof overhangs, awnings and other architectural features) of structures on abutting properties.
-

431-9 Landscaping

Well-designed and located landscaping can soften the edges of buildings and paving, add aesthetic interest and generally increase the attractiveness of a community. The following principles, standards and guidelines apply to landscaping in transit oriented districts.

431-9.1 Principles:

- A. The size of the landscaped area on a development site in a transit-oriented community shall be in inverse proportion to the density of development on the site.
 - B. Landscaping shall primarily be located to serve as a screen or buffer for or to soften the appearance of unattractive structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces
-

431-9.2 Standards:

No minimum landscaping standard shall be set as a percentage of a development site. Landscaping may be required, however, in conjunction with parking lot design (see Section 431-6.2), building design or the provision of common open space.

431-9.3 Guidelines:

- A. Stormwater detention facilities may be incorporated into landscapes (see Section 431-10.1).
-

431-10 Water Quantity/Quality Facilities

Water quantity/quality facilities are necessary elements of the urban landscape in Washington County, but their location and appearance can influence the attractiveness of a community. The following principles and standards apply to water quantity/quality facilities in transit oriented districts.

431-10.1 Principles:

Stormwater detention and treatment facilities shall be integrated into the design of a development site and, if visible, shall appear as a component of the landscape rather than as a utility element. If practicable and acceptable by to the Clean Water Services, such facilities shall be consolidated to serve multiple developments in a location away from the center of the community.

TOD Analysis for Walgreens 185th and Farmington

431-10.2 Standards:

Non-vaulted surface stormwater detention and/or treatment facilities shall not be located between a pedestrian street and the front of an adjacent building.

431-11 Signs

The principles and standards of Sections 431-11.1 and 431-11.2 below shall apply to all permitted signage within transit oriented districts. Exceptions to these standards are designated in Section 431-11.3.

431-11.1 Principles:

- A. Signs in transit oriented district communities shall be located and scaled to the function of the pedestrian street on which they front.
- B. Signs within any transit-oriented district shall be consistent with the visual quality and aesthetics of the surrounding neighborhood.
- C. Signage must be of high quality in design and materials.
- D. Signage shall be consistent throughout a development.
- E. Signage attached to a building shall complement the building's character (e.g., wall signs shall avoid covering building columns).

431-11.2 Standards:

- A. In the TO:BUS and TO:RC Districts, the standards of Article IV - Section 414-2 shall apply, except as noted in Section 431-11.3.

431-11.3 Exceptions to Sections 414-1 and 414-2

- A. Façade-mounted, non-residential signs shall not exceed five (5) percent of the area of the façade upon which it is mounted, up to a maximum of two hundred (200) square feet per façade or four hundred (400) square feet per building.
- B. Ground-mounted monuments or site entry markers up to fifteen (15) feet in height may be approved subject to the following:
 - (1) Total area and volume of the portion of the monument or marker incorporating sign letters shall not exceed forty-five (45) square feet or ninety (90) cubic feet; and
 - (2) Position of the monument or marker shall not obscure roadway visibility or result in potential traffic hazard(s) as may be determined by the County Engineer.
- C. Prohibited signs:
 - (1) Free-standing signs (e.g., pole-mounted signs) as defined in Section 106193.4;
 - (2) Signs with moving or flashing lights;
 - (3) Signs with exposed electrical conduits, ballast boxes, or other equipment;
 - (4) Signs incorporating audible or odor-producing elements;
 - (5) Roof-mounted signs; and
 - (6) Other signs prohibited under Article IV Section 414.

Land Use Application

Comprehensive Plan and Zoning Map Amendment

WALGREENS — 185th & FARMINGTON

BAYSINGER PARTNERS ARCHITECTURE PC

1006 SE Grand Ave. / Suite 300, Portland, OR 97214-5035-5461/600

**APPLICATION TO AMEND COMPREHENSIVE PLAN AND ZONING
DESIGNATION FROM RESIDENTIAL-15 (R-15) TO COMMUNITY BUSINESS
DISTRICT (CBD) –**

Supplemented to respond to April 27, 2012 Notice of Incomplete Application

APPLICANT	Seven Hills Properties LLC Attn: Tom Rocca 88 Perry Street, Suite 800 San Francisco, CA 94107 415-247-7377 trocca@sevenhillsprop.com
OWNER	Westside Community Church of Washington County 18390 SW Farmington Road Beaverton, OR 97007
PROJECT TEAM	
Legal Counsel	Dana Krawczuk Perkins Coie LLP 1120 NW Couch Street, Tenth Floor Portland, OR 97209 503-727-2036 dkrawczuk@perkinscoie.com
Architect	William M. Ruecker, AIA Baysinger Partners Architecture PC 1006 SE Grand Avenue, Suite 300 Portland, OR 97214 503-546-1614 BillR@BaysingerPartners.com
Transportation	Chris Clemow, PE, PTOE Group Mackenzie 1515 SE Water Avenue, Suite 100 Portland, OR 97214 503-224-9560 CClemow@grpmack.com
Market Analysis	Jeff Olson Commercial Realty Advisors NW, LLC 733 SW 2nd Avenue, Suite 200 Portland, OR 97204 503-274-0211 x160 Jeff@cra-nw.com

PROPERTY DESCRIPTION

The site's address is 18470 SW Farmington Road, which as Assessor Map No 1S1 19BB, Tax Lot numbers 800, 901 and 1000.

PROPOSAL SUMMARY

Amend plan designation from R-15 Residential to Community Business District (CBD), with a specific finding that drive-thrus are allowed and a condition of approval that requires that the development of the site be subject to the transit oriented design criteria listed on Exhibit 8.

Once rezoned, the applicant intends to develop the site with an approximately 15,000 square foot Walgreen's drug store and approximately 3,000 square foot commercial building. The development will include several pedestrian and transit-oriented amenities, and each building will have a drive-thru. A conceptual site plan is attached as Exhibit 3b. An Access Management Plan for the proposed development is being reviewed separately from the plan amendment application.

SITE DESCRIPTION

The site of the proposed zone change is located at 18470 SW Farmington Road, an approximately 2.24 acre parcel at the southeast corner of the SW Farmington Road and SW 185th Avenue intersection, in the Aloha area of Washington County. The site is subject to the Aloha-Reedville-Cooper Mountain Community Plan, is located along the Farmington Road Corridor SubArea, and is located in CPO 6.

The site's two road frontages, SW Farmington Road and SW 185th Avenue, are both designated as Arterials by the County's Transportation System Plan. Figure 4E of the Washington County Functional Classification System. Farmington Road adjacent to and east of the site is designated as a Transit Corridor by Washington County (Policy 40), but the roadway is not so designated by the Metro 2040 Growth Concept Map. See http://library.oregonmetro.gov/files//concept_011411.pdf and Exhibit 5.

The site is currently developed with 3 residences. No inventoried wetlands or other natural resources are on site. Westside Community Church of Washington County owns the site, and the adjacent parcel that is developed with a church. The table below describes the existing land uses surrounding the site. A zoning map and aerial map of the vicinity are also provided.

Area	Plan/Zoning	Land Use
North	Neighborhood Commercial	US Bank, Laundry, and Office Building/Shops
East	Institutional	Church
East	Institutional	Church
South	Residential (R-9)	Single Family Housing
Southwest	Neighborhood Commercial	Retail and Bar/Grill
Northwest	Neighborhood Commercial	Retail, Restaurant, Bi-Mart and Albertsons



COMMUNITY OUTREACH

The requested amendment is a quasi-judicial plan amendment and must be reviewed through Washington County's Type III procedure. This procedure will involve notice of

a public hearing that will afford an opportunity for public comment. The Community Planning Organization will be provided notice and an opportunity to participate in the public review process. The applicant has gone beyond the required citizen outreach by making a presentation to the Aloha Business Association, meeting with the chair of CPO 6, Eric Squires, meeting with the Westside Economic Alliance and outreach to the neighboring church, Westside Community Church.

BACKGROUND

The Aloha area of Washington County is predominately residential, with only 2% of the land area being developed commercially, and the largest available commercial site is only 4 acres. Washington County's Aloha-Reedville Study and Livability Community Plan website describes the area as having some transit amenities (particularly light rail, which is in the far northern part of the area), but:

Despite strategic advantages, the area has begun to show signs of physical and economic decline. Recent analysis indicate that the community suffers from gaps in existing services and amenities, and needs the jobs and opportunities revitalization and development will bring. More information is needed to discover why existing plans have not realized the area's full potential. The community needs a plan with a shared and supported vision, goals, and strategies to help it become healthy, vibrant, and sustainable.

<http://www.co.washington.or.us/alohareedville>

Washington County is seeking to remedy these issues through the Aloha-Reedville Study and Livable Community Plan 2011-2013, which includes as its stated goals identifying local needs and improvements, creating plans to support and sustainable community, including safe and accessible walking and bicycling options and improved transportation connections.

The proposed rezoning of the site is an opportunity to take an immediate step to address the long range concerns by providing the Aloha area much needed commercial services in a pedestrian and transited oriented format that will serve as a model as the community redevelops. As illustrated on the conceptual plan attached as Exhibit 3b and explained in this application, the applicant proposes a "hybrid" zoning designation of CBD, with a condition of approval that subjects the development of the site to the transit-oriented design standards listed in Exhibit 8. The conditions will require that the development of the site resemble the conceptual site plan, so that it may include pedestrian features such as a pedestrian plaza along Farmington Road that would be suitable for a future relocated bus stop, extra-wide sidewalks and features along streets and pedestrian connections that enrich the pedestrian environment. The proposal to conditionally zone the site CBD strikes an appropriate balance between encouraging multi-modal transportation and serving the immediate needs of the community by providing convenient and needed commercial services.

The rezoning and subsequent development will also provide a much-needed economic boost. The proposed use is expected to create a minimum of 34 construction jobs and 23 to 31 long term jobs. The assessed value of the property will increase to approximately \$7.5m, which will add a minimum of \$80,000 in annual tax revenue, up from \$0 because of the current property owner's tax exempt status.

APPLICABLE PROCEDURES AND CRITERIA

I. Amend Designation for Tax Lots 800, 910 and 1000 from R-15 to Commercial Business Development

The county's pre-application conference summary and April 27, 2012 Notice of Incomplete Application identify the general policies and criteria that are applicable to the proposed amendment as follows:

- A. Statewide Planning Goals 1, 2, 9, 10, 11, 12, 13, and 14
- B. Metro Functional Plan Titles 1, 2, 6, 7, 8 and 12.
- C. Washington County Comprehensive Framework Plan for the Urban Area Policies 1.f.2, 2, 14, 18, 21, 22, 23, 30, 31, 32, 36, 39, and 40.
- D. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15, and 19.
- E. Additional Transportation Considerations
 - o Transportation analysis demonstrating compliance with the Transportation Planning Rule.
 - o Access Management Plan
- F. Aloha-Reedville-Cooper Mountain Community Plan Overview and General Design Elements 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, and 21, including the Aloha-Reedville-Cooper Mountain description of the Farmington Road Corridor Subarea.
- G. Land Use Districts Purposes and Permitted Uses 305(R-15), 311 (NC), 313 (CBD), 375 & 431 (TOD), 430-41, and 413.
- H. State Transportation Planning Rule
- I. Metropolitan Housing Rule – OAR 660, Division 7

A. Statewide Planning Goals

While not all of Oregon's nineteen statewide planning goals apply to the proposed amendment, the following goals specifically address distinct aspects of the proposed map amendment. Additionally, the statewide planning goals are implemented by correlating policies from the Washington County Comprehensive Framework Plan for the Urban Areas, which are also addressed in this application. See Section I.C.

Goal 1 – Citizen Involvement

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

Response: The requested amendment is a quasi-judicial plan amendment and must be reviewed through Washington County's Type III procedure. This procedure will involve notice of a public hearing that will afford an opportunity for public comment. The Community Planning Organization will be provided notice and an opportunity to participate in the public review process. The requested amendment is consistent with Goal 1.

Goal 2 – Land Use Planning

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

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

Goal 9 – Economic Development

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

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

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

Goal 10 – Housing

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

Response: The applicant is requesting an amendment from R-15 to CBD. As addressed in more detail in response to Metro Title 1 and Policy 18, the CBD zone allows residential development at a density higher than the existing R-15, so housing opportunities are not diminished by the rezone.

Goal 11 – Public Facilities and Services

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

Response: The subject site is located inside the Metro Urban Growth Boundary, within unincorporated Washington County and is readily serviceable by public facilities. Washington County Comprehensive Framework Plan Policy 14 divides services into three categories: Critical, Essential, and Desirable. The applicant has received a Statement of Service Availability from each affected service provider and has received favorable responses from each. Service Provider Letters from the required public facilities and service providers are included in Exhibits 7a through 7h. The applicant has demonstrated that services are available and that adequate capacity exists to serve the proposed project. The request is consistent with Goal 11.

Goal 12 – Transportation

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

Response: Per the requirements of Goal 12 and OAR 660-012, Group Mackenzie prepared a Traffic Impact Analysis (TIA), dated April 4, 2012, that identifies potential impacts to affected transportation facilities, as required by OAR 660-012. Group Mackenzie supplemented the TPR TIA on May 10, 2012, in response to questions by the County and ODOT, including those raised in the County's April 27, 2012 Notice of Incomplete Application and the May 9, 2012 email correspondence from Washington County.

The April 4th TPR TIA and May 10th revised operations analysis determined that the zone change would have no significant affect on the transportation system. The intersection of Farmington and 185th Avenue continues to perform at acceptable v/c ratios, even under the extreme estimate of worst-case site generation that was included in the TIA as a sensitivity analysis. Accordingly, no mitigation measures are required for the proposed rezone.

Goal 13 – Energy Conservation

To conserve energy.

Response: The design of the transportation system in this area provides direct, efficient and convenient access. The site's frontage along Farmington Road is a transit corridor, and the applicant agrees to incorporate many transit-oriented design elements into the development of the site. See discussion of Policy 40. For example, the applicant's conceptual site plan proposes a pedestrian plaza and room for future covered bus shelter along SW Farmington Road, which will conserve energy by encouraging the use of transit. Exhibit 3b.

Goal 14 – Urbanization

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

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

B. Metro Urban Growth Management Functional Plan

Several titles of Metro's Urban Growth Management Functional Plan were amended in December 2010 (Ordinance No. 10-1244B). The December 2010 amendments have not yet been acknowledged by LCDC, and are therefore not yet effective. This application addresses the relevant portions of the currently applicable Metro titles.

Title 1 – Requirements for Housing and Employment Accommodation

3.07.110 Purpose and Intent

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

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 1.)

3.07.120 Housing and Employment Capacity

- A. Each city and county shall determine its capacity for housing and employment in order to ensure that it provides and continues to provide at least the capacity for the city or county specified in Table 3.07-1, supplemented by capacity resulting from addition of territory to the UGB. Local governments shall use data provided by Metro unless the Metro Council or the Chief Operating Officer determines that data preferred by a city or county is more accurate.
- B. A city or county shall determine its capacity for dwelling units by cumulating the minimum number of dwelling units authorized in each zoning district in which dwelling units are authorized. A city or county may use a higher number of dwellings than the minimum density for a zoning district if development in the five years prior to the determination has actually occurred at the higher number.

Table 3.07-1 Zoned Capacity for Housing and Employment Units – Year 1994 to 2017 Section 3.07.120(A)(1)(b)		
City or County	Dwelling Unit Capacity	Job Capacity
Washington County	51,649	55,921

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance 02-969B, Sec. 1.)

Response: Title 1 directs the County to maintain capacity for housing and jobs at the level specified in Table 3.07-1. The County's last Title 1 Compliance analysis estimated that Washington County has capacity for 51,751 dwelling units and 53,862 jobs. See Exhibit 2. The County's estimated housing capacity exceeds the target in Table 3.07-1, but falls short of the job capacity target. Because the proposed CBD zone allows both housing at a higher density and commercial uses, compared to the R-15 zone that only allows housing, the proposed rezone will slightly improve the County's housing and job capacity efforts.

Title 1 regulates only zoned "capacity," which for housing, is the minimum number of dwelling units that can be developed under a zoning designation. The approximately 2.24 acre site has a zoned capacity for approximately 27 units, when the R15 location criteria that require buffers and design features are considered, the zoned capacity of the site should be reduced. See Response to Policy 18. When calculating projected capacity, Title 1 does not consider what is ultimately developed on the site. If it did, the proposed rezoning would create a negligible effect on the county's overall minimum zoned residential capacity. The loss of 27 units out of 51,649 is a reduction of 0.05% of the County's housing capacity. If actual construction were considered, the loss would be even less because the site's size, configuration, and expected restrictions on access make it infeasible to develop the site with the required residential housing while providing the required buffers and design features.

The County's Title 1 Compliance Report and the newly adopted Title 1 amendments both recognize that capacity targets and compliance are not an exact science. The County's

report explains that it "substantially" complies with capacity targets when it falls short of a target by 6%. The new Title 1 includes an exception that allows the zoned capacity of a single lot to be reduced so long as the reduction has a "negligible effect" on the county's overall minimum zoned residential capacity. The proposed rezone of a single lot and loss of approximately 27 units, if relevant to a capacity analysis, has the negligible effect of reducing the County's overall residential capacity by less than 1%, which means the County will continue to substantially comply with Title 1. Any potential loss in housing capacity is offset by the expected minimum 34 construction jobs and 23 to 31 long term jobs that will be created by the development.

Title 2 – Regional Parking Policy

3.07.210 Intent

The State's Transportation Planning Rule calls for reductions in vehicle miles traveled per capita and restrictions on construction of new parking spaces as a means of responding to transportation and land use impacts of growth. The Metro 2040 Growth Concept calls for more compact development as a means to encourage more efficient use of land promote non-auto trips and protect air quality. In addition, the federally mandated air quality plan adopted by the state relies on the 2040 Growth Concept fully achieving its transportation objectives. Notably, the air quality plan relies upon reducing vehicle trips per capita and related parking spaces through minimum and maximum parking ratios. This title addresses these state and federal requirements and preserves the quality of life of the region.

A compact urban form requires that each use of land is carefully considered and that more efficient forms are favored over less efficient ones. Parking, especially that provided in new developments, can result in a less efficient land usage and lower floor to area ratios. Parking also has implications for transportation. In areas where transit is provided or other non-auto modes (walking, biking) are convenient, less parking can be provided and still allow accessibility and mobility for all modes, including autos. Reductions in auto trips when substituted by non-auto modes can reduce congestion and increase air quality.

(Ordinance No. 97-715B, Sec. 1.) 3.07.220 Performance Standard

A. Cities and counties are hereby required to amend their comprehensive plans and implementing regulations, if necessary, to meet or exceed the following minimum standards:

1. Cities and counties shall require no more parking than the minimum as shown on Table 3.07-2, Regional Parking. Ratios, attached hereto; and
2. Cities and counties shall establish parking maximums at ratios no greater than those listed in the Regional Parking Ratios Table and as illustrated in the Parking Maximum Map. The designation of A and B zones on the Parking Maximum Map should be reviewed after the completion of the Regional Transportation Plan and every three years thereafter. If 20-

minute peak hour transit service has become available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be added to Zone A. If 20-minute peak hour transit service is no longer available to an area within a one-quarter mile walking distance for bus transit or one-half mile walking distance for light rail transit, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within 1/3 mile walk) from adjacent residential areas.

(Ordinance No. 97-715B, Sec. 1.)

Response: Title 2 is implemented by the Community Development Code. Specifically, Zone A, Frequent Transit Areas, and Section 413-15 (maximum off-street parking requirements) of the Community Development Code address Title 2 requirements, and will apply to the development of the site. Therefore, the requested amendment is consistent with Title 2.

Title 6 – General City, Regional Centers, Town Centers and Station Communities

3.07.610 Purpose and Intent

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

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

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

Title 7 – Housing Choice

3.07.710 Intent

The Regional Framework Plan calls for establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 00-882C, Sec. 2; Ordinance No. 06-1129B, Sec. 2.)

Response: Title 7 does not include any mandatory approval criteria that apply to this application. Instead, Title 7 recommends that local governments establish voluntary affordable housing production goals. Because the policy statements in Title 7 do not contain mandatory approval criteria, it is not applicable to the application.

Title 8 – Compliance Procedures

3.07.810 Compliance With the Functional Plan

A The purposes of this chapter are to establish a process for ensuring city or county compliance with requirements of the Urban Growth Management Functional Plan and for evaluating and informing the region about the effectiveness of those requirements. 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.

(Ordinance No. 97-715B, Sec. 1. Amended by Ordinance No. 98-730C, Sec. 4. Readopted and amended by Ordinance No. 00-839, Sec. 1. Amended by Ordinance No. 00-882C, Sec. 2; Ordinance No. 01-925E, Sec. 1; Ordinance No. 02-972A, Sec. 1; Ordinance No. 05-1077C, Sec. 6; and Ordinance No. 10-1244B, Sec. 7).

Response: Title 8 is directed at the County's general obligations to bring its comprehensive plan and land use regulations into compliance with Metro's Urban Growth Management Functional Plan. Title 8 does not require that this application demonstrate that the entirety of the County's comprehensive plan and zoning code is in compliance with Metro's Functional Plan. Instead, only the proposed amendment to the County's plan designation is required to comply with the applicable sections of the Functional Plan, and compliance is demonstrated by the application narrative.

Title 12 – Protection of Residential Neighborhoods

3.07.1210 Purpose and Intent

Existing neighborhoods are essential to the success of the 2040 Growth Concept. The intent of Title 12 of the Urban Growth Management Functional Plan is to protect the region's residential neighborhoods. The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise and crime and to provide adequate levels of public services.

(Ordinance No. 02-969B, Sec. 3.)

* * *

3.07.1230 Access to Commercial Services

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

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

1. A commercial retail use with more than 20,000 square feet of gross leasable area in a single building; or

2. Office commercial uses with more than 10,000 square feet of gross leasable area in a single building or on a single lot or parcel.

(Ordinance No. 02-969B, Sec. 3.)

Response: Title 12 is directed at the County's discretionary authority to designate Neighborhood Centers; it does not require the designation of Neighborhood Centers or limit commercial zoning to a Neighborhood Center.¹ The designation of Centers requires compliance with Metro Title 6. The proposed rezone does not designate a Neighborhood Center. Accordingly, neither Title 12 nor Title 6 are applicable to the proposal.

C. Washington County Comprehensive Framework Plan Policies

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

¹ "Neighborhood Center" is not defined in Metro's Functional Plan and is not a designation on Metro's 2040 Growth Concept Map (Aloha in the vicinity of 185th and Tualatin Valley Highway is designated as a "Town Center"). The County's Comprehensive Plan and Code do not define a "Neighborhood Center," and it is unclear if the County's "Neighborhood Commercial" zone is intended to implement Metro's undefined concept of a "Neighborhood Center."

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.

Response: The policy statements quoted above do not contain mandatory approval criteria. Regarding the policy statement, this application narrative contains applicant's request for quasi-judicial amendments to the county's comprehensive plan. Implementing strategy 1(f) is addressed below.

Policy 1 – Implementing Strategy 1(f)

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.

....

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

....

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

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

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

Response: Policy 1 reiterates many of the approval criteria that are independently applicable to the proposal, and addressed elsewhere in this application, such as compliance with Policies 40 and 41 and the County's Transportation Plan. Those responses are not repeated here, but are incorporated by reference.

The approval criteria that are unique in Policy 1 are found in Policy 1(f)(2), which requires an analysis of alternative sites within the vicinity of the site to determine if the

alternative sites are suitable for the proposed use, based upon size or location characteristics. Commercial Realty Advisors Northwest LLC (CRA) has provided a market analysis, which is attached as Exhibit 4, that provides evidentiary support for their expert opinion that there is a lack of CBD zoned alternative sites in the vicinity of the project site that are suitable for the proposed use.

Consistent with the approval criteria, CRA defined the proposed use as an approximately 15,000 sf Walgreens and second approximately 3,000 sf building pad, both with drive-thrus, and the vicinity as 2 miles from the site. CRA then elaborated on size and location characteristics that are required in order for a site to be suitable for the proposed use, and applied those requirements to each of the 175 CBD-zoned tax lots in the vicinity. CRA concluded that notwithstanding the number of tax lots with the appropriate zoning, no alternative sites are suitable for the proposed use for the following three primary reasons:

- 1) The alternative parcels are within the 1.5 mile trade area of the existing Walgreens at 199975 SW Tualatin Valley Highway;
- 2) The alternative parcels are already developed with commercial uses (including a center that includes a competing drug store that has the exclusive right to occupy the center); and/or
- 3) The alternative parcels are not at the intersection of busy enough roadways.

CRA's analysis concluded by recommending that the highest and best use of the site was a CBD zoning designation, and explained that the market area and population density could support viable commercial uses on the site.

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:

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).

Response: The requested amendment is a quasi-judicial plan amendment and must be reviewed through Washington County's Type III procedure. This procedure will involve notice of a public hearing that will afford an opportunity for public comment. The Community Planning Organization will be provided notice and an opportunity to

participate in the public review process. The applicant has gone beyond the required citizen outreach by making a presentation to the Aloha Business Association, meeting with the chair of CPO 6, Eric Squires, meeting with the Westside Economic Alliance and outreach to the neighboring church, Westside Community Church. The requested amendment is consistent with Policy 2.

Policy 14 – Managing Growth

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

Implementing Strategies

The County will:

...

e. Apply the growth management standards to all new development actions as provided in the Community Development Code.

...

Response: The entire proposed project is located within the existing Urban Growth Boundary, and is not in a New Urban Area. Exhibits 7a through 7h include all of the service provider letters, which is evidence that sufficient public facilities and services are available. The proposal does not affect or seek to alter the size or location of the UGB. Accordingly, the proposal is consistent with Policy 14.

Policy 18 – Plan Designations and Locational Criteria for Development

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

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.

Response: The location criteria of each zoning designation provide general guidance, so it is possible that more than one designation may be suitable for a particular site. For example, each of the districts includes non-mandatory terms such as "generally" and "should." Therefore, the County has considerable discretion in determining the appropriate designation for a site. The location criteria for the existing R15 zone, proposed CBD zone, Neighborhood Commercial (NC) and Transit Oriented – Retail Commercial District (TO-RC) are detailed below; all other designations are obviously not applicable to the site.

As detailed below, the appropriate land use designation for the site is CBD. However, given the site's location on a transit line, it is appropriate to incorporate some transit oriented features into the development of the site. Therefore, the applicant offers to have the zone change conditioned upon having the development of the site subject to identified TOD approval criteria. This "hybrid" zoning designation of CBD with TOD elements is discussed in more detail in response to Policy 40, and the applicable TOD criteria are attached as Exhibit 8. The conditions will require that the development of the site resemble the conceptual site plan, so that it may include pedestrian features such as a pedestrian plaza along Farmington Road that would be suitable for a future relocated bus stop, extra wide sidewalks and features along streets and pedestrian connections that enrich the pedestrian environment. The proposal to conditionally zone the site CBD strikes an appropriate balance between encouraging multi-modal transportation and serving the immediate needs of the community by providing convenient and needed commercial services.

R15

* * *

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.

Response: The site is currently designated R15, which is a medium density residential zone that allows attached and detached residential uses, and appropriate accessory uses. The location criteria for the R15 zone indicate that residential uses should not be located at the intersection of two arterials unless "particular case is taken to minimize the potential environmental impacts." The subject site is located at the intersection of SW Farmington Road and SW 185th Avenue, which are both arterials. Design features that protect residential uses from potential adverse impacts from adjacent non-residential uses

are also encouraged. The site's southern boundary is adjacent to detached residential uses. All of the other adjacent uses are commercial or institutional, which would warrant special design features, including, but not limited to, additional setbacks and buffering. The site's size, configuration, and expected restrictions on access make it infeasible to develop the site with the required residential housing while providing the required buffers and design features. Therefore, the R15 designation is not appropriate for the site.

Neighborhood Commercial (NC)

* * *

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.

Response: All quadrants of the SW Farmington Road and SW 185th intersection, except for the site, are zoned NC, and the total NC-zoned land area is over 10 acres. The subject site is ineligible for NC zoning because the NC zone location criteria do not allow for commercial nodes in excess of 10 acres. Even if the NC zone was available for the site, it is not an appropriate zone for the proposed use, which includes an approximately 15,000 sf drug store, because the zone restricts drug stores to no more than 10,000 sf. CDC 311-3.14. The NC designation is not appropriate for the site

Community Business (CBD)

* * *

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

Response: The Aloha area of Washington County has a severe deficit of commercially zoned land (only 2% of the land base). A contributing factor to the lack of commercially zoned land is the street pattern provides few intersections of arterial streets, including a street with a transit route, such as the site. Because the site is one of the few locations in Aloha to be located on the intersection of two arterials and on a transit route, it should be zoned CBD.

While the location criteria suggests that a CBD zoned site should be between 2 and 5 miles from a commercial center, that is not a mandatory approval criterion and the market area and population density support commercial uses in closer proximity. Therefore, the proximity of the CBD-zoned Farmington Mall to the site (approximately 0.25 miles) does not detract from the site's suitability for the CBD designation because the market area and

population density support considerably more commercial development than is provided in Aloha. The site provides an opportunity for viable commercial development. CRA's market analysis, which is attached as Exhibit 4, explains the several reasons the site is well suited for the CBD designation.

Because the site is located on a transit line, it is appropriate to incorporate some transit oriented features into the development of the site. Therefore, the applicant offers to have the zone change conditioned upon having the development of the site subject to identified TOD approval criteria. This "hybrid" zoning designation of CBD with TOD elements is discussed in more detail in response to Policy 40, and the applicable TOD criteria are attached as Exhibit 8.

Transit Oriented Districts

The land use districts described below are intended for application in station communities and town centers, and along main streets and corridors, as defined by the Metro 2040 Growth Concept. The land use and design provisions of these districts shall direct and encourage development that is transit oriented. Transit oriented development generally has the following characteristics:

- designed to encourage people to walk;
- contains a mix of land uses;
- density consistent with the type of transit service provided to the area;
- interconnected to the street system;
- includes narrowed neighborhood streets; and
- designed to accommodate transit stops and access.

Each of the following transit oriented district addresses these characteristics through its land use and design provisions:

Transit Oriented - Retail Commercial District (TO-RC)

The TO-RC District is primarily intended to provide the goods and services needed by people living and working in or near LRT station communities, regional and town centers, main streets and corridors. Uses in the district must be pedestrian oriented in design and function. Auto-oriented uses, such as motor vehicle service stations, may be allowed if appropriately designed, and in compliance with minimum FAR standards. Retail uses that market primarily to an area larger than a station community may also be allowed if located at least one-quarter mile from an LRT station or in a town center, or along a main street or corridor. Hotels, apartments, and town houses are also allowed on the upper floors of a building with first floor retail commercial uses. In a station community, the minimum FAR in the TO-RC District is 0.5 within one-quarter mile of an LRT station, 0.35 between one-quarter mile and one-half mile from an LRT station, and 0.25 beyond one-half mile from an LRT station.

Response: Policy 18 directs the County to determine the appropriate land use designation based upon the location criteria listed in Policy 18. The Transit Oriented

Districts ("TOD") do not include a section on location criteria like other designations in the County. The only reference to locational considerations for designation is TOD designations are intended to be implemented along Metro 2040 Growth Concept station communities, town centers, main streets and corridors. A TOD designation is not appropriate for the site because neither Farmington Road nor SW 185th Avenue, in the vicinity of the site, are designated as a corridor (or any of the other listed designations) on Metro's 2040 Growth Concept Map. See http://library.oregonmetro.gov/files//concept_011411.pdf. Attached as Exhibit 5.

Notwithstanding the lack of a Metro 2040 Growth Concept designation in the vicinity of the site, as contemplated by Policy 18, Policy 40 of the County's Comprehensive Framework Plan for Urban Areas designated Farmington Road adjacent to the site as a Transit Corridor. The County's more aspirational designation of one of the site's frontages (SW Farmington Road) as a corridor for bus service does not justify a TOD designation for the site. The TOD designations apply to a hierarchy of transit proximate sites, with LRT stations and regional centers being the pinnacle, and corridors being the lowest rung. The County has implemented the TOD designations by locating them almost exclusively proximate to light rail. No sites south of TV Highway carry the TOD designation, and the nearest TOD-RC parcel to the site is near the Merlo Road/158th light rail station and Nike's World Headquarters.

Policy 18's description of TOD focuses primarily on the characteristics and design aspects of development that encourage transit use, rather than articulating the kinds of uses that are appropriate. The code follows suit -- the Transit Oriented Design Principles, Standards and Guidelines section of the code (CDC 431) is 37 pages long, and the TOD use regulations (CDC 375) are another 12 pages long. This level of regulation is not appropriate for a single, isolated 2.24 acre site that is in an area of the community that is lacks sidewalks and is approximately 2.8 miles from a light rail station and the nearest TOD designated parcel. Washington County's Aloha-Reedville Study and Livability Community Plan website describes the area as having some transit amenities (particularly light rail, which is in the far northern part of the area), but:

Despite strategic advantages, the area has begun to show signs of physical and economic decline. Recent analysis indicate that the community suffers from gaps in existing services and amenities, and needs the jobs and opportunities revitalization and development will bring. More information is needed to discover why existing plans have not realized the area's full potential. The community needs a plan with a shared and supported vision, goals, and strategies to help it become healthy, vibrant, and sustainable.

<http://www.co.washington.or.us/alohareedville>

The Aloha community needs services and jobs, and the CRA market analysis demonstrates that the site is appropriate for the proposed use and CBD designation. However, in order to be commercially viable, the physical development of the project must be responsive to the market demands. In this case, the proposed use must have

drive-thru's in order to be competitive and successful. The entirety of the TOD regulations is not feasible for what the market will support at this location at this time. For example, drive-thrus are not allowed in the TOD-RC zone. However, the applicant desires to be a catalyst for the Aloha community, and voluntarily offers to incorporate many TOD elements in the development of the site. The response to Policy 40 elaborates upon the TOD design feature that can be accommodated on the site, along with drive-thrus for the two buildings. The applicant suggests imposing the TOD design features listed on Exhibit 8 as conditions of approval on the CBD designation of the site.

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.

Summary Findings and Conclusions

The County's economic future is optimistic because of the availability of a good supply of land and labor although service development and maintenance cost data may be inhibiting factors. Washington County may need to undertake public sector activities to attract business and industrial development. The County can assist in economic development by assuring an adequate supply of serviced industrial and commercial land. In addition, the county can help by making sure that land available for business and industrial development is properly located and accounted for in facilities planning and that the development review process is clear, consistent, and does not cause undue delay before decisions are made.

Response: Policy 20 does not contain mandatory approval criteria. The policy simply describes the County's aspirational goal of encouraging and participating in activities that will strengthen the local economy. While Policy 20 does not include criteria that apply to this quasi-judicial plan amendment application, approving the proposal is consistent with Policy 20 and its implementing strategies.

As relevant to the proposal, Policy 20 and its strategies strive to stimulate the economy by designating "an adequate amount of serviced commercial...land to ensure choice in the regional market place," an effort that will provide "diverse employment opportunities" and "continued diversification of the County's economic base." The Aloha area of Washington County desperately needs diversification of zoning, services and employment opportunities. Aloha is predominately residential, with only 2% of the land area being developed commercially, and the largest available commercial site is only 4 acres.

This severe imbalance of land designations and the related need for stimulating the local economy can be addressed, in part, by the proposed map amendment. The rezoning and subsequent development will provide a much-needed economic boost. The proposed use is expected to create a minimum of 34 construction jobs and 23 to 31 long term jobs. The assessed value of the property will increase to approximately \$7.5m, which will add a minimum of \$80,000 in annual tax revenue, up from \$0 because of the current property owner's tax exempt status.

The Aloha community needs commercially zoned land, services and jobs. The CRA market analysis demonstrates that the site is appropriately located for the proposed use and CBD designation. The site is serviced. Approving the proposed map amendment is consistent with Policy 20.

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.

Implementing Strategies

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, and at least 10 units per net buildable acre in New Urban Areas.

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

Response: As explained in response to Policy 18, the site is not appropriate for residential development because it is at the intersection of two arterial streets and is surrounded on three sides by commercial and institutional uses. The land cost, required buffering, landscaping and design features, coupled with the required density, site size, configuration and expected access limitations means that if the site could be developed with a viable residential use, the cost of the project would result in market rate housing, unless significant subsidies were available. Quite simply, developing the site with affordable housing would not encourage compatible development, and is inconsistent with Policy 21. Therefore, the County's ability to satisfy the aspirations of encouraging affordable housing is not compromised by rezoning this site CBD.

Policy 22 – Housing Choice and Availability

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

Response: Policy 22 does not contain mandatory approval criteria. The policy simply describes the County's aspirational goal of encouraging a variety of housing types. As explained throughout this application, the site is not suitable for residential use, so redesignating the site for commercial purposes will not undermine the County's ability to encourage a variety of housing types. Policy 22 is satisfied.

Policy 23 – Housing Condition

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

Response: The site is currently vacant, so Policy 23's aspirations related to maintaining existing housing stock is not applicable.

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.

Response: The proposed amendment is not expected to affect school capacity because, although the CBD zone allows residential use, as described throughout this application, residential development is infeasible on the site. Instead, the site's characteristics facilitate commercial development, which does not create demand on school districts. The site is located in the Beaverton #48 School District, which provided a service provider letter that confirmed that the service level is adequate to serve the proposed project. Exhibit 7f. The requested amendment to convert the site from a residential designation to a commercial designation will actually improve school capacity and is consistent with Policy 30.

Policy 31 – Fire and Police Protection

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

Implementing Strategies

The County will:

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

Response: The applicant is requesting approval of a comprehensive plan amendment. Subsequent development will be required to receive development review approval, at which time the applicant will be required to demonstrate compliance with provisions 1 and 2 set forth above. The applicant has attached service availability statements from the Washington County Sheriff's Department and the Tualatin Valley Fire & Rescue within Exhibits 7g and 7c demonstrating that both agencies had the opportunity to review and

comment on this proposal. The requested amendment is consistent with the intent and purpose of Policy 31.

Policy 32 – Transportation

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

Implementing Strategies

The County will:

...

g. Amendments to the Community Plans shall be consistent with the applicable policies and strategies of the Transportation Plan.

Response: The applicant understands that it is the policy of Washington County to regulate the existing transportation system and to provide for future transportation needs of the County through the development of a Transportation Plan as an element of the Comprehensive Plan. Group Mackenzie prepared a Traffic Impact Analysis (TIA), dated April 4, 2012, that identifies potential impacts to affected transportation facilities, as required by OAR 660-012 and Policy 32. Group Mackenzie supplemented the TPR TIA on May 10, 2012, in response to questions by the County and ODOT, including those raised in the County's April 27, 2012 Notice of Incomplete Application and the May 9, 2012 email correspondence from Washington County.

The original TPR TIA and May 10th revised operations analysis determined that the zone change would have no significant affect on the transportation system. The intersection of Farmington and 185th Avenue continues to perform at acceptable v/c ratios, even under the extreme estimate of worst-case site generation that was included in the TIA as a sensitivity analysis. Accordingly, no mitigation measures are required for the proposed rezone.

Policy 36 – Commercial Conservation

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

Implementing Strategies

The County will:

a. Encourage cluster development of mixed uses, with a variety of commercial, office, residential uses, to promote energy conservation and to allow more efficient centralized energy systems.

b. Discourage strip-commercial development and other scattered office-commercial development.

Response: Policy 36 does not include mandatory approval criteria; it is an aspirational policy statement. Nonetheless, the proposed CBD designation coupled with the transit-oriented development design elements and proximity to transit are factors that will encourage energy-efficient development and discourage a single building, multi-tenant, strip commercial development.

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.

....

Response: Rezoning the site to CBD will serve as a catalyst for redevelopment of the southeast quadrant of a major intersection in the Aloha Reedville area. If the existing R15 zoning is retained, the church-owned property will continue to stay vacant because developing the site with residential uses is infeasible. The applicant is willing to accept as conditions of approval that particular transit-oriented design elements apply to the CBD zone site (see response to Policy 40), which will require that the development of the site include transit-supported elements while also serving uses that are convenient to automobiles (i.e., drive-thru). The proposed zoning and conditions represent an appropriate solution for the market demands on the site in a manner that is consistent with the community's long-range vision for revitalizing the area.

Policy 40 – Regional Planning Implementation

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

Response: The narrative addresses applicable policies set forth in the Metro Regional Functional Plan. Additionally, this narrative addresses Washington County's local

implementation strategies to demonstrate compliance with regional planning implementation.

Implementing Strategies

The County will:

- 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.

Design Type Characteristics

Transit Corridors: Transit Corridors generally include areas along transit routes that have or will have frequent service. Transit Corridor development will include a mix of complementary land uses, including rowhouses, duplexes, apartments, office or retail buildings, institutional uses and mixed commercial and residential uses. Commercial and 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.

Response: As noted in response to Policy 18, neither Farmington Road nor SW 185th Avenue, in the vicinity of the site, are designated as a corridor (or any of the other listed designations) on Metro's 2040 Growth Concept Map. See http://library.oregonmetro.gov/files/concept_011411.pdf Exhibit 5. However, a County map implementing Policy 40 designates Farmington Road adjacent to the site as a Transit Corridor. It is not clear if the County's more aspirational designation of one of the site's frontages (SW Farmington Road) as a corridor for bus service triggers the transit corridor design type characteristics in Policy 40. The basis for the County's transit corridor designation is unclear. Currently, two Tri-Met bus line runs along SW Farmington Road in the vicinity of the site (line 52 and 88), and neither line is a frequent service route. <http://trimet.org/schedules/frequent-service.htm>. Only bus line 88 has a stop at the site. According to Tri-Met's website, due to budget concerns, Tri-Met is reducing the number for frequent service routes, not increasing them, so it does not appear that either line is planned to be a frequent service line.

Regardless of the ambiguity of if the site is a transit corridor, and the basis for that County designation, the applicant desires to be a catalyst for the Aloha community.

Therefore, the applicant voluntarily offers to incorporate many TOD design elements in the development of the site, which will promote excellence in design and encourage multi-modal transportation. The applicant's conceptual site plan is attached as Exhibit 3b. The development is not linear or a "strip" commercial development. Instead, the applicant has strived to incorporate as many high-quality pedestrian environment features as possible. The pedestrian amenities are balanced with the drive-thrus for each building, which are necessary for a vital commercial use in the market area. Examples of the features that contribute to a multi-modal environment on the site include:

- a pedestrian plaza along Farmington Road that would be suitable for a future relocated bus stop;
- orienting the Walgreen's entry towards the corner and plaza in a manner that integrates the pedestrian plaza and sidewalks for better pedestrian connectivity;
- pedestrian oriented features, such as colonnades at the corner of SW Farmington and SW 185th that create an urban feel and add pedestrian interest, while maintaining sight lines;
- new landscape strips and extra wide sidewalks along both frontages that will increase pedestrian circulation and accessibility on and around the site;
- on site bollards, site lighting and pedestrian paths that tie the site into the newly created pedestrian connections; and
- sustainable building design features such as shading devices and shelving that day light the interior and lower air conditioning requirements and native landscaping that reduces irrigation requirements while completing the pedestrian environment.

The applicant requests that the County approve the CBD zoning designation, find that drive-thrus are appropriate for the site, and impose as a condition of approval that the TOD design elements required by the criteria listed on Exhibit 8 be imposed on the property.

D. Washington County 2020 Transportation Plan

1.0 – Travel Needs Policy

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

Response: The proposed amendment would not impact the County's ability to provide a multi-modal transportation system for residents and businesses that includes convenient and balanced transportation options for pedestrians, bicycles, and vehicles. The site is located along an existing transit corridor (SW Farmington Road), with a bus stop (without a shelter) for Tri-Met bus route 88, which runs approximately every 30 minutes during peak hours. Tri-Met bus route 52 passes by the site, but does not have a stop. The

multi-modal system will be enhanced when the site is developed with many transit-oriented features, such as extra wide sidewalks and a pedestrian plaza. Access and convenience for cars will be maintained through the proposed drive-thrus. Sidewalks will be built to provide for pedestrian circulation. The proposal is consistent with this policy.

2.0 – System Safety Policy

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

Response: Future development of the site will provide a safe transportation system that includes convenient and balanced transportation options for pedestrians, bicycles, and vehicles. Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code that are intended to provide for a safe transportation system.

4.0 – System Funding Policy

It is the policy of Washington County to aggressively seek adequate and reliance funding for transportation facilities and services, and to ensure that funding is equitably raised and allocated.

Response: The applicant is willing to comply with any reasonable and equitable solution to funding transportation improvements found to be proportional and related to the proposed impact of the development.

5.0 – System Implementation and Plan Management Policy

It is the policy of Washington County to efficiently implement the transportation plan and to efficiently manage the transportation system.

Response: The applicant has filed a separate Access Management Plan application for the proposed development of the site; a process that will allow the applicant, County and other agencies to work together to identify transportation issues relative to the proposed development.

6.0 – Roadway System Policy

It is the policy of Washington County to ensure that the roadway system is designed in a manner that accommodates the diverse travel needs of all users of the transportation system.

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

Management Plan application that the applicant has filed. The present amendment proposal does not seek to eliminate or alter any transportation opportunities. As noted elsewhere in this application, the multi-modal system will be enhanced when the site is developed with many transit-oriented features, such as extra wide sidewalks and a pedestrian plaza. Access and convenience for cars will be maintained through the proposed drive-thrus.

10.0 – Functional Classification Policy

It is the policy of Washington County to ensure the roadway system is designed and operates efficiently through use a roadway functional classification system.

Strategies:

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

Functional Classification Descriptions:

B. **Arterial Streets** interconnect and support the Principal Arterial highway system.

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

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

Response: The site has frontage on two arterials streets, SW Farmington Road and SW 185th Avenue. In a separate, but parallel, land use process the applicant is pursuing

an Access Management Plan for the proposed drugstore and second building pad (both with drive-thrus). The AMP process will ensure that the functionality, efficiency and safety of the arterial streets will be maintained.

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.

Strategies:

12.5 Ensure that road improvements and private development in close proximity to major bus stops, commuter rail stations and existing and proposed light rail stations include appropriate features to support and complement existing and future transit services.

Response: The site is located along an existing transit corridor (SW Farmington Road), with a bus stop (without a shelter) for TriMet bus route 88, which runs approximately every 30 minutes during peak hours. Future development proposals will be subject to review for compliance with design requirements implemented in the Washington County Development Code at which point in time conformance with this standard and the TOD elements that are conditioned on the site will be assured. As noted elsewhere in this application, increased transit usage will be encouraged when the site is developed with uses allowed in the CBD zone, which are uses that provide services to the surrounding community (i.e., the proposed drugstore). Additionally, the transit system will be enhanced and transit ridership will be encouraged when the site is developed with many transit-oriented features, such as extra wide sidewalks (where there currently are none) and a pedestrian plaza.

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.

Strategies:

14.5 Require that new urban development provide for safe, convenient and pleasant pedestrian travel as provided through the Transportation Plan, the Community Plans and/or the Community Development Code.

Response: Like much of the Aloha Reedville area, the site currently does not have sidewalks. Upon development of the site, sidewalks in compliance with County standards will be installed on both frontages. Additionally, the transit-oriented

development elements that the applicant voluntarily agrees to impose as conditions of approval will result in a development that is more attractive for pedestrians. For example, the concept plan at Exhibit 3b features a pedestrian plaza at the front entrance of the proposed drugstore.

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.

Strategies:

15.11 Require design features for bicycle facilities to be incorporated in new urban developments, including bicycle access and parking facilities in accordance with the Community Development Code.

Response: When the site develops, the project will comply with all community development code standards related to bicycle facilities.

19.0 – Transportation Planning Coordination and Public Involvement Policy

It is the policy of Washington County to coordinate its transportation planning with local, regional, state and federal agencies and to provide opportunities for citizens to participate in planning processes.

Response: The applicant will participate in the public involvement process for the proposed plan amendment and during the future development review process.

E. Additional Transportation Considerations

- **Transportation Analysis Showing Compliance with the Transportation Planning Rule and ODOT Requirements**

Response: Group Mackenzie prepared a Traffic Impact Analysis (TIA), dated April 4, 2012, that identifies potential impacts to affected transportation facilities, as required by OAR 660-012. Group Mackenzie supplemented the TPR TIA on May 10, 2012, in response to questions by the County and ODOT, including those raised in the County's April 27, 2012 Notice of Incomplete Application and the May 9, 2012 email correspondence from Washington County.

The original TPR TIA and May 10th revised operations analysis determined that the zone change would have no significant affect on the transportation system. The intersection of Farmington and 185th Avenue continues to perform at acceptable v/c ratios, even under the extreme estimate of worst-case site generation that was included in the TIA as a

sensitivity analysis. Accordingly, no mitigation measures are required for the proposed rezone.

- **Access Management Plan**

Response: As noted elsewhere, the applicant has filed a separate Access Management Plan application for the proposed development of the site; a process that will allow the applicant, County and other agencies to work together to identify transportation issues relative to the proposed development.

F. Aloha-Reedville-Cooper Mountain Community Plan

General Design Element 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.

General 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.

General Design Element 9

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

Response: Upon application for specific development, pedestrian/bicycle pathways will be provided in accordance with this design element. The transit-oriented design elements that the applicant has agreed to impose as conditions of approval on the plan amendment will further emphasize pedestrian and bicycle amenities through the site. For example, the concept plan at Exhibit 3b depicts the internal pedestrian circulation system, the proposed pedestrian plaza at the front entrance of the Walgreens and the proposed bus shelter. Additionally, like many sites in the Aloha Reedville area, the site currently does not have sidewalks. Upon development of the site, 20 feet of right of way will be dedicated on both frontages and sidewalks that comply with or exceed County standards will be installed on both frontages.

General Design Element 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.

General Design Element 11

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

Response: Upon application for specific development, noise reduction measures that are appropriate for commercial development will be considered, in accordance with these policies and the Washington County Development Code.

General Design Element 12

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

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

General Design Element 13

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

Response: Upon application for specific development, a right-of-way will be dedicated in accordance with the Washington County 2020 Transportation Plan and the Aloha-Reedville-Cooper Mountain Community Plan. As depicted on the conceptual site plan attached at Exhibit 3b, in accordance with preliminary discussion with County staff, the applicant anticipates dedicating 20 feet right-of-way along both street frontages, and has designed the development accordingly.

General Design Element 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.

Response: The site is vacant and is not located in an existing residential neighborhood, so the design element related to maintaining existing housing in neighborhoods is not applicable.

General Design Element 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.

Response: Upon application for specific development, access onto Arterial streets to the site will be evaluated for compliance with the Washington County Development Code. In a separate but parallel land use review process, the County is reviewing the applicant's proposed Access Management Plan for the proposed development of the site. The AMP will ensure compliance with General Design Element 15.

General Design Element 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.

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

General Design Element 21

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

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

Farmington Road Corridor Subarea

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

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

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

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

Response: The Farmington Road corridor subarea does not include any criteria that are applicable to the site. However, redesignating the site to CBD is generally consistent with the subarea's description of the intersection of SW Farmington Road and SW 185th Avenue as being a commercial node and having residential designations located away from major intersections.

G. Community Development Code

Response: Development is not proposed as part of this application, but the applicant intends to seek entitlements for the proposed use (an approximately 15,000 sf Walgreens and a second approximately 3,000 sf building pad, both with drive-thrus) immediately after the site's zone is changed to CBD. The pre-application notes listed SDC Sections 305 (R-15), 311 (NC), 313 (CBD), 375 and 431 (TOD), Sections 430-40 (Standards for Drive-in or Drive-up Establishments) and 413 (Off-Street Parking – Zone A) as applicable regulations. Because development is not yet proposed, and if the application is approved, not all of the listed sections of the CDC will apply to the site (i.e., the R15 standards), all of the criteria listed in the pre-application notes do not apply to the zone change application. Nonetheless, the application provides brief responses to each of the sections listed in the pre-application conference notes.

305 – R-15 District (Residential 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.

Response: As described elsewhere in this application, the site's characteristics make residential development infeasible for the site, so the intent and purpose of the R-15 District cannot be implemented under the current designation. Additionally, the proposed use of the site, an approximately 15,000 sf Walgreens and a second approximately 3,000 sf building pad (both with drive-thrus), is not permitted in the R-15 zone.

311 – Neighborhood Commercial District

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.

Response: The Neighborhood Commercial District is not appropriate for the site because the locational factors for the district provide that neighborhood commercial districts cannot exceed 10 acres in size. Policy 18. All quadrants of the intersection of SW Farmington Road and SW 185th, other than the site, are zoned NC, and the commercial area is in excess of 10 acres. Therefore, additional land cannot be added to the existing Neighborhood Commercial District. Additionally, the proposed Walgreens that is suitable for the population density and market demand is approximately 15,000 sq.ft. The Neighborhood Commercial District limits drugstore to 10,000 sq. ft., so the zone is not appropriate for the market area or proposed use. CDC 311-3.14.

313 – Community Business District

313-1 – Intent and Purpose

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

Response: The site is one of the few locations in Aloha to be located on the intersection of two arterials and on a transit route, it should be zoned CBD. The site provides an opportunity for viable commercial development. CRA's market analysis, which is

attached as Exhibit 4, explains the several reasons the site is well suited for the CBD designation.

375 – Transit Oriented Districts

375-1 – Intent and Purpose

The intent of the transit oriented districts is to direct and encourage development that is transit supportive and pedestrian oriented in areas within approximately one-half mile of light rail transit stations, within one-quarter mile of existing and planned primary bus routes and in town centers and regional centers.

The purpose of the transit oriented districts is to limit development to that which (1) has a sufficient density of employees, residents or users to be supportive of the type of transit provided to the area; (2) generates a relatively high percentage of trips serviceable by transit; (3) contains a complementary mix of land uses; (4) is designed to encourage people to walk; ride a bicycle or use transit for a significant percentage of their trips.

431 – Transit Oriented Design Principles, Standards and Guidelines

431-1 – Intent and Purpose

The following design principles, standards and guidelines shall be applied to the review of all development occurring in transit oriented districts, for those uses listed in Section 375. Principles are the broad, fundamental rules upon which the standards and guidelines are based. All Type III applications for development in transit oriented districts shall demonstrate compliance with applicable principles and/or standards of this section. Standards are specific, usually quantitative, rules which development applications must comply with if processed through a Type I or II procedure. Guidelines are advisory statements that should be considered when designing a development in a transit oriented district, but are not mandatory.

Because an application for a development may vary from a standard in this Section when the application demonstrates, through a Type III process, compliance with the related design principle, a variance or hardship variance pursuant to Section 435 shall not be granted from any standard in this Section.

Response: As explained in more detail in response to Policies 18 and 40, the entirety of the TOD regulations is not feasible for what the market will support at this location at this time. For example, drive-thrus are not allowed in the TOD-RC zone. However, the applicant desires to be a catalyst for the Aloha community, and voluntarily offers to incorporate many TOD elements in the development of the site. The response to Policy 40 elaborates upon the TOD design feature that can be accommodated on the site, along with drive-thrus for the two buildings. The applicant suggests imposing the TOD design features listed on Exhibit 8 as conditions of approval on the CBD designation of the site.

430-41 – Drive-in or Drive-up Establishment

Any establishment or portion of an establishment designed and operated to serve a patron while seated in an automobile (not including drive-in theaters).

430-41.1 Entrances and Exits:

A. Access shall be determined based upon a site inspection which considers the following:

- (1) Site size;
- (2) Road Classification;
- (3) Sight distance and allowed M.P.H.;
- (4) Adjacent development.

B. Consolidation of access with adjoining uses shall be encouraged; and

C. Driveway entrances and exits shall be clearly marked;

430-41.2

Drive-in facilities located in the parking lot or part of a larger commercial center shall not have separate access points to the street and shall utilize the center's access points;

430-41.3

Lighting, sign illumination and height, and hours of operation may be restricted through the development review process to insure compatibility within the Office Commercial District; and

Response: The viability of commercial uses on the site depends upon the availability of drive-ins for each building. Upon application for a specific development, the applicant will demonstrate compliance with the drive-in approval criteria. Additionally, the applicant has filed a separate Access Management Plan application for the proposed development of the site; a process that will allow the applicant, County and other agencies to work together to identify transportation issues relative to the proposed development. For the sake of clarity, the applicant requests specific findings that, notwithstanding the conditions related to transit-oriented development features, drive-ins that are compliant with Section 430 of the Community Development Code are permitted for each building constructed on the site.

413 – Parking and Loading

The following off-street parking and loading and on-street parking standards shall apply in all Districts. Requirements include minimum on-street parking (Section 413-6), minimum off-street parking (Section 413-9), minimum vanpool/carpool parking (Section

413-11), maximum off-street parking (Section 413-15), and minimum off-street loading (Section 413-16).

413-1 – Development Permit for Parking Areas

A development permit shall be required for any area used for off-street parking except the parking allowed for a detached dwelling on an existing lot or parcel.

Response: Development review of the proposed project will ensure compliance with all off-street parking standards.

H. State Transportation Planning Rule

Response: Amendments to the State Transportation Planning Rules (TPR) were adopted by the Oregon Land Conservation and Development Commission on December 9, 2011. The amended rules were filed with the Oregon Secretary of State on December 30, 2011, and became effective on January 1, 2012. The County utilizes a "one map" system, meaning that the proposed rezone amends both the comprehensive plan and zoning map. Therefore, the "no changing the goal posts" rule does not apply, and the application is subject to the revised TPR.

Group Mackenzie prepared a Traffic Impact Analysis (TIA), dated April 4, 2012, that identifies potential impacts to affected transportation facilities, as required by OAR 660-012. Group Mackenzie supplemented the TPR TIA on May 10, 2012, in response to questions by the County and ODOT, including those raised in the County's April 27, 2012 Notice of Incomplete Application and the May 9, 2012 email correspondence from Washington County.

The original TPR TIA and May 10th revised operations analysis determined that the zone change would have no significant affect on the transportation system. The intersection of Farmington and 185th Avenue continues to perform at acceptable v/c ratios, even under the extreme estimate of worst-case site generation that was included in the TIA as a sensitivity analysis. Accordingly, no mitigation measures are required for the proposed rezone.

I. Metropolitan Housing Rule – OAR 660, Division 7

OAR 660-0007-0000 – Statement of Purpose

The purpose of this rule is to assure 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.

Response: The applicant is requesting an amendment from R-15 to CBD. As addressed in more detail in response to Metro Title 1 and Goal 10, the CBD zone allows residential development at a density higher than the existing R-15, so housing opportunities are not diminished by the rezone.

EXHIBITS

1. Clean Water Services Sensitive Area Prescreen
2. County Title 1 Report
3. Exhibit Maps
 - a. Vicinity Map
 - b. Conceptual Site Plan
 - c. Washington County Tax Assessment Map
4. Market Analysis
5. Metro 2040 Growth Map
6. Plan Amendment Pre-Application Conference Summary
7. Service Provider Letters
 - a. Clean Water Services: Sanitary Sewer
 - b. Clean Water Services: Surface Water
 - c. Fire
 - d. Public Water
 - e. Park
 - f. School
 - g. Sheriff
 - h. Tri-Met
8. Transit Oriented Design Standards Summary



Clean Water Services File Number

12-000230

Sensitive Area Pre-Screening Site Assessment

1. Jurisdiction: Washington County

2. Property Information (example 1S234AB01400)

Tax lot ID(s): 1S119BB Tax Lots: 800, 900 and 1,000

Site Address: 18470 SW Farmington Rd

City, State, Zip: Beaverton

Nearest Cross Street: 185th Ave

3. Owner Information

Name: Gabe Kolstad

Company: Westside Community Church of Wash. Co.

Address: 18390 SW Farmington Rd

City, State, Zip: Beaverton OR 97007

Phone/Fax: 503-784-7688

E-Mail: _____

4. 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 Plan Amendment from R15 to CBD

5. Applicant Information

Name: Dana Krawczuk

Company: Perkins Coie LLP

Address: 1120 NW Couch St

City, State, Zip: Portland OR 97209

Phone/Fax: 503-727-2036

E-Mail: _____

6. Will the project involve any off-site work? ☐ Yes ☐ No ☒ Unknown

Location and description of off-site work: _____

7. Additional comments or information that may be needed to understand your project: _____

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

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

Print/Type Name _____ Print/Type Title _____

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 for the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed by Laurie Harris Date 1/30/12



WASHINGTON COUNTY OREGON

June 6, 2000

TO: Board of County Commissioners
FROM: Brent Curtis, Planning Manager *BC*
SUBJECT: **UPDATE: METRO URBAN GROWTH MANAGEMENT FUNCTIONAL
PLAN - TITLE 1 COMPLIANCE.**

OVERALL CONCLUSIONS re: TITLE 1:

The following outline summarizes the County's overall status relative to compliance with applicable requirements of Title 1:

A) GROWTH CAPACITY TARGETS:

1. Employment:

Staff and Planning Commission recommendations would comply with the Metro requirements by providing approximately 102% of target capacity (53,862 of 52,578 jobs).

2. Housing:

The staff and Planning Commission recommendations provide the same total housing capacity jurisdiction-wide. These recommendations would substantially comply with the Metro requirements by providing approximately 94% of assigned target capacity (51,751 of 54,999 dwelling units).

B) 2040 DESIGN TYPE BOUNDARIES:

Final boundaries for 2040 Design Types within unincorporated Washington County are being mapped and will be incorporated within the Comprehensive Framework Plan through the adoption of Ordinance 561. Adoption of this Ordinance will fulfill the Metro requirement.

C) MINIMUM DENSITIES:

Adoption of Ordinance 555 will establish minimum densities for R-5 and R-6 lands and thereby complete the implementation of minimum densities on all residentially zoned lands as required under Title 1.

PURPOSE:

The purpose of this report is to provide an update on the overall status of Planning Division efforts toward compliance with the requirements of Title 1 of Metro's Urban Growth Management Functional Plan (UGMFP).

SUMMARY:

Washington County has made significant progress toward compliance with the requirements of Title 1 of the Metro Functional Plan. As discussed in further detail below, Ordinances and Agreements currently scheduled for completion during this ordinance season should fulfill a majority of the Title 1 requirements.

The primary requirements of Metro's Title 1 include: a) adoption of 'Design Type Boundaries', b) application of minimum density standards on all residentially zoned lands, and c) demonstration that the County can meet assigned job and housing unit targets.

The 'Design Type Boundaries' requirement will be fulfilled upon adoption of Ordinance 561 which includes Design Type descriptions and mapped boundaries for each of the 2040 Growth Concept Design Types that are applicable to Washington County (Station Communities, Town Centers, Main Streets ...etc.). Hearings on Ordinance 561 are scheduled to begin in August, 2000.

The final phase of the implementation process for minimum density standards will be completed with the adoption of Ordinance 555. This ordinance establishes minimum densities within the R-5 and R-6 land use districts.

The jobs and housing targets prescribed by the commonly referenced Title 1 - Table 1, (for most jurisdictions), is the most demanding of Functional Plan requirements. For Washington County this element of Title 1 requires a demonstration that the zoned capacity of remaining buildable lands will accommodate an additional 54,999 housing units (dwellings) and 52,578 jobs. Following a detailed analysis of our buildable lands capacities, it was determined that we could accommodate the assigned jobs but our total housing capacity would fall just over 10,000 units shy of the target number.

In accord with prior Board directives to attempt to meet the growth capacity targets allocated to Washington County, staff has undertaken and is in the process of completing a number of Comprehensive Framework Plan changes designed to increase allowable densities within unincorporated areas of the County. Assuming that staff recommended capacity additions included in ordinances and agreements currently in process are adopted, the County's total housing capacity will be approximately 51,750 dwelling units. This figure represents approximately 94.1% of our assigned housing target.

Title 1 Requirements:

As previously discussed with the Board, Title 1 of the UGMFP specifies requirements for local jurisdiction accommodation of housing and employment needs emanating from growth within the Portland Metropolitan area during the time period between 1994 and 2017. There are three primary requirements for compliance with Title 1:

- 1) Adoption of 'Design Type' boundaries for the applicable 2040 Growth Concept design types as shown on the 2040 Growth Concept Map;
- 2) Application of minimum density standards on all residentially zoned lands;
- 3) Demonstration that the calculated capacity of buildable lands will achieve the target capacities for jobs and dwelling units as assigned to the jurisdiction in Table-1 of the Functional Plan appendix.

As noted, there are three specific requirements under Title 1; the following discussion provides a brief summary of our overall status with complying with the first two requirements as listed above while our primary focus which follows will provide an update on compliance with the Growth Capacity Targets of Title 1 (Table 3.07-1).

Design Type Boundaries:

Section 3.07.130 of the UGMFP states that "...county comprehensive plans shall be amended to include the boundaries of each (Design Type) area, determined by the county consistent with the general locations shown on the 2040 Growth Concept Map".

In order to comply with this requirement, staff has drafted and is currently refining a series of Design Type area descriptions and an associated boundary map for each of the Design Types which falls within unincorporated Washington County. These descriptions and boundaries will be incorporated within the Comprehensive Framework Plan through the adoption of Ordinance 561. Hearings on Ordinance 561 are scheduled to begin in August 2000.

Minimum Densities:

Section 3.07.120 of the UGMFP states "...counties shall apply a minimum density standard to all zones allowing residential use ...".

Over the course of the past three years, the county has developed a series of ordinances which, when implemented, will achieve this requirement. Following is a list of these ordinances together with a brief note on their resulting actions in establishing density minimums:

1. Ordinance 486, adopted October 28th, 1997, established 'Transit Oriented Land Use Districts' with associated minimum and maximum allowable densities.
2. Ordinance 517, adopted October 27th, 1998, applies minimum residential density requirements to all non 'Transit Oriented' land use districts except for the R-5 and R-6 low density single family districts.

3. Ordinance 555, filed on May 19th, 2000, will set minimum density requirements for the R-5 and R-6 districts.

Growth capacities on buildable lands:

Section 3.07.150 of the Functional Plan requires counties to calculate the zoned capacity of its comprehensive plan and implementing ordinances, compare this capacity with assigned growth targets and to increase this capacity where the targets cannot be met. Directly related to this, section 3.07.160 sets forth the requirements for "Local Plan Accommodation of Expected Growth Capacity for Housing and Employment". Following is an overview of the specific requirements of these sections of the Functional Plan and a review of our compliance efforts and status to date.

- **Calculated Capacity:** The county was required to calculate the housing and employment capacity of all buildable lands within its jurisdictional boundaries as of June 1, 1996. The results of this analysis are shown on the attached Table-'A' in the section titled 'BUILDABLE LANDS CAPACITIES'. Pursuant to section 3.07.160 requirements, the capacity estimates are divided between mixed-use and non mixed-use areas.
- As of June 1, 1996, unincorporated Washington County had an estimated 8,180 net acres of buildable land. As shown on Table-'A', these lands had an estimated capacity of 44,956 dwelling units and 53,862 jobs. Preliminary estimates of the mixed-use area splits for these figures are also shown on Table-'A'. It is important to note however, that these splits were not based upon final boundaries for these areas. (Refer to the preceding discussion on Design Type Boundaries).
- Under section 3.07.160 of the UGMFP, the County is required to "...demonstrate that ... calculated capacities will achieve the target capacities for dwelling units and full-time and part-time jobs contained in Table 3.07-1, including both jurisdiction wide expected capacities and capacities for mixed-use areas...". The target capacities for unincorporated Washington County are shown on the attached Table-'A'.
- By comparing the applicable 'target capacities' with the estimated capacity of our buildable lands we find that the County falls just over 10,000 dwelling units shy of the housing target and has a surplus of approximately 1,280 jobs. In mixed-use areas, we fall nearly 5,400 units below the target number for housing and have a deficit of nearly 7,300 jobs (again, the status in mixed-use areas is in part due to the preliminary boundaries utilized in these calculations).
- Section 3.07.150(D.) of the Functional Plan states: "If any of the calculated capacities are determined to be less than any of the city or county target

dwelling unit and job capacities in Table 3.07-1, either jurisdiction-wide or in mixed-use areas, or both, then the city or county shall comply with the performance standards in section 3.07.160 of this title by amending its comprehensive plans and implementing ordinances to increase calculated capacities, as needed, to comply with the calculated capacities required in Table 3.07-1". In essence, this standard requires the County to increase allowable densities on its inventory of buildable lands in order to accommodate the assigned target capacities.

- In August of 1998, staff presented to the Board a series of "policy choice options" structured to achieve the Title 1 target capacities. These options included a number of recommended plan changes and code amendments which, when fully implemented, would result in achieving the growth targets. Table 'B' (attached) lists the policy options which the Board elected to pursue, together with a status report on implementation and an overall summary of resulting growth capacities.
- As shown on Table 'B', assuming completion of ordinances and agreements currently in process and that final decisions on these ordinances and agreements do not reduce proposed housing densities, the County will have final growth capacities of 51,751 dwelling units and 55,921 jobs. These figures represent an overall deficit of 3,248 housing units and a surplus of 3,343 jobs relative to our Title 1 assigned totals. Within designated mixed-use areas, our final capacities will be 14,751 dwelling units and 33,961 jobs. These estimates are 11.1% and 33.4% respectively above our mixed-use area targets.

JULY 30, 1998

TABLE 'A'

Exhibit C
12-222-PA
50 of 223

COMPLIANCE ANALYSIS METRO URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN

TITLE 1 - TABLE 1

WASHINGTON COUNTY URBAN UNINCORPORATED AREA

TABLE 1 TARGET CAPACITIES:

	DWELLING UNITS	JOBS
TOTAL UNINCORPORATED AREA:	54,999	52,578
MIXED USE AREAS:	13,273	25,450

BUILDABLE LANDS CAPACITIES:

TOTAL UNINCORPORATED AREA:	44,956	53,862
MIXED USE AREAS:	7,886	18,168

SURPLUS / DEFICITS:

TOTAL UNINCORPORATED AREA:	-10,043	1,284
MIXED USE AREAS:	-5,387	-7,282

TABLE 'A'

POLICY CHOICE OPTIONS TO INCREASE CAPACITY:

TABLE 'B'

Exhibit C
12-222-PA
51 of 223

MIXED-USE AREAS

UNINCORPORATED
NEIGHBORHOODS

SUMMARY

ACTION:	DIFFICULTY / PRIORITY	(Working Assumptions) ^b DWELLING UNIT INCREASE	JOBS INCREASE	STATUS - MAY, 2000		
STAFF RECOMMENDATIONS:						
1. WASHINGTON SQUARE REGIONAL CENTER MUA BOUNDARY ADJUSTMENT & UP-ZONE OF R-5 LANDS TO R18-24:	1 2	33 668	(a) (a)	47 34	Regional Center Plan did not upzone R-5 lands but will accommodate the 668 units within city of Tigard.	
2. ESTABLISH NEW TOWN CENTER BOUNDARY FOR ALOHA - (185th @ T.V. Hwy.):	1	1,574	(a)	1,184	(Mixed-use area boundary adjustment - no net gain)	
3. BETHANY TOWN CENTER UP-ZONE OF APPROX. 7.11 AC. FROM R-15 TO R-24:	1	63		3	Property was included in Project Master Plan for the area actual gain on the original 7.11 acres will likely exceed 63.	
4. CEDAR MILL TOWN CENTER MUA BOUNDARY ADJUSTMENT (incl. Teufel site) & MISC. UP-ZONES:	1 2	2,520 435	(a)	529 21	Town Center Planning process has accommodated only 217 of the assumed 435. Net loss = -218 units.	
5. MURRAY / SCHOLLS TOWN CENTER IMPLEMENTATION OF DRAFT MASTER PLAN:	1	715		1,212	Lands have been annexed to Beaverton - overall Town Center Plan could accommodate the 715 units.	
6. RALEIGH HILLS TOWN CENTER MUA BOUNDARY ADJUSTMENT: & UP-ZONE OF R5 LANDS E. OF LAURELWOOD TO R-24:	1 2	156 116	(a)	14 6	Planning Commission recommended plan includes a total housing unit capacity of 288 units - net gain = +16 units.	
7. BEAVERTON CREEK STATION NIKE & SEQUENT EXPANSIONS:	1	0		3,947	(non residential)	
8. HILLSBORO STATION COMMUNITY PLANNING AREAS RE-ZONE UNINCORPORATED LANDS TO IMPLEMENT CITY PL	1	787		804	Adopted Ordinances accommodate 787 units.	
9. TEKTRONIX STATION UP-ZONE & ASSUME REDEVELOPMENT OF MOBILE HOME PA ASSUME HISTORIC EMPLOYMENT CAPACITY ON TEK SITE:	2 1	196		8,000	(c)	Not included in current ordinance proceedings - results in net loss of the assumed gain: -196 units
13. FD-10 LANDS: SCENARIO 'B': MINOR UP-ZONES:	2	4,515		226	IGA's currently being negotiated with cities - still assume a total net gain of 4,515 units from FD-10 lands.	
14. RE-ZONE SELECTED BUILDABLE LANDS w/in CORRIDORS: (Approx. 360 acres in ANALYSIS INCOMPLETE)	2	665		33	Not included in current ordinance proceedings - results in net loss of the assumed gain: -665 units	
20. DENSITY INCREASE ON R-5 & R-6 LANDS: (loss to Bull Mtn. Area):	2	2,226 -302		111	Current draft of Ordinance 555 results in no net gain in capacity for these land use districts: net loss -2,226 units	
STATUS RELATIVE TO ASSIGNED TARGETS						
			TOTAL DWELLINGS		TOTAL JOBS	
TOTAL INCREASE IN CAPACITY:			10,084		2,450	
BUILDABLE LANDS CAPACITY:			44,956		53,862	
TOTAL CAPACITY:			55,040		56,312	
TITLE 1 ALLOCATIONS:			54,999		52,578	
SURPLUS / DEFICIT:			41		3,734	
			-3,248		3,343	

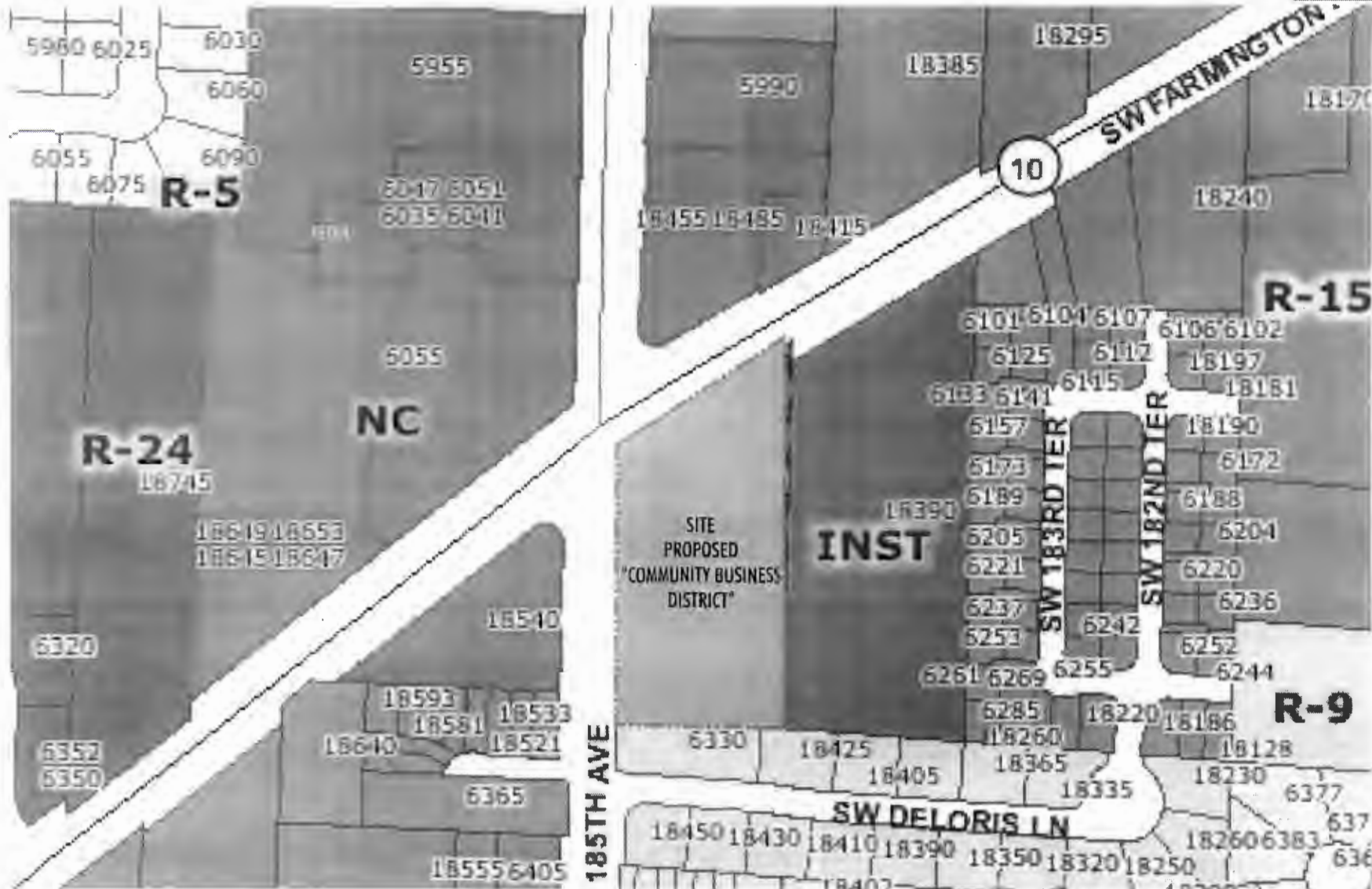
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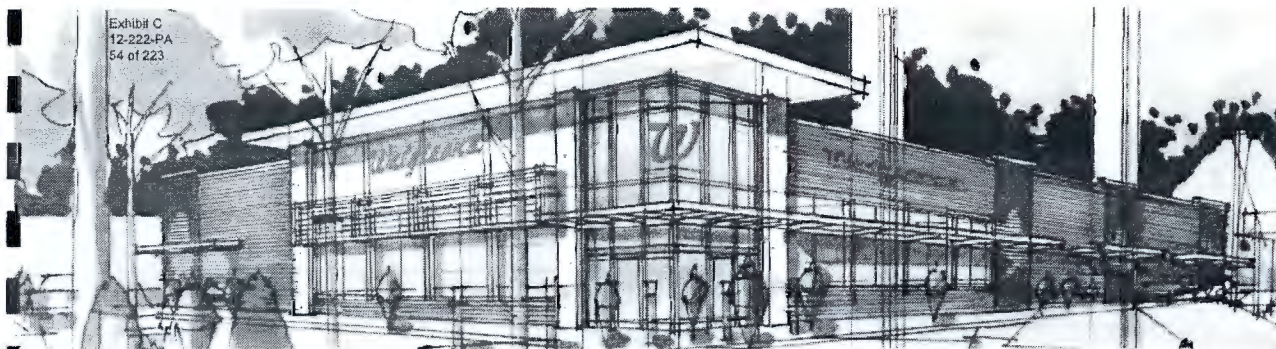
- Transfer to MUA - no net gain.
- Working Assumptions based upon staff recommended actions which were reviewed by the Board at its August 18th, 1998 meeting and included in the County's August 19th, 1998 report to METRO on Functional Plan compliance.
- Estimated total employment on the TEK campus was over 12,000 during the early to mid 1980's; current employment is estimated at under 4,000.



↑
NORTH

Exhibit 3a





SITE DATA

DRUGSTORE BLDG AREA 14,550 SF
PARKING PROVIDED 64 SPACES (4.4/1000 SF)

FASTFOOD BLDG AREA 3,000 SF
PARKING PROVIDED 18 SPACES (6/1000 SF)

Exhibit 3b



BAYSINGER PARTNERS ARCHITECTURE PC
1905 SE Grand Ave., Suite 300 Portland, OR 97214-5414-1408

Site Plan

Project Number: SN 11018

SEVENHILLS
WILCOX HESTER AND FARMINGTON

02.07.12

BOLLARDS



SW 185TH AVENUE



LIGHT POLE

DRUGSTORE
14,550 SF
64 SPACES
4.4/1000 SF

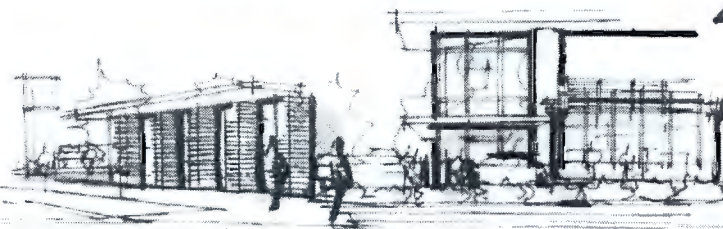
CHURCH PARKING AREA

PROPOSED CROSS ACCESS

CELL TOWER

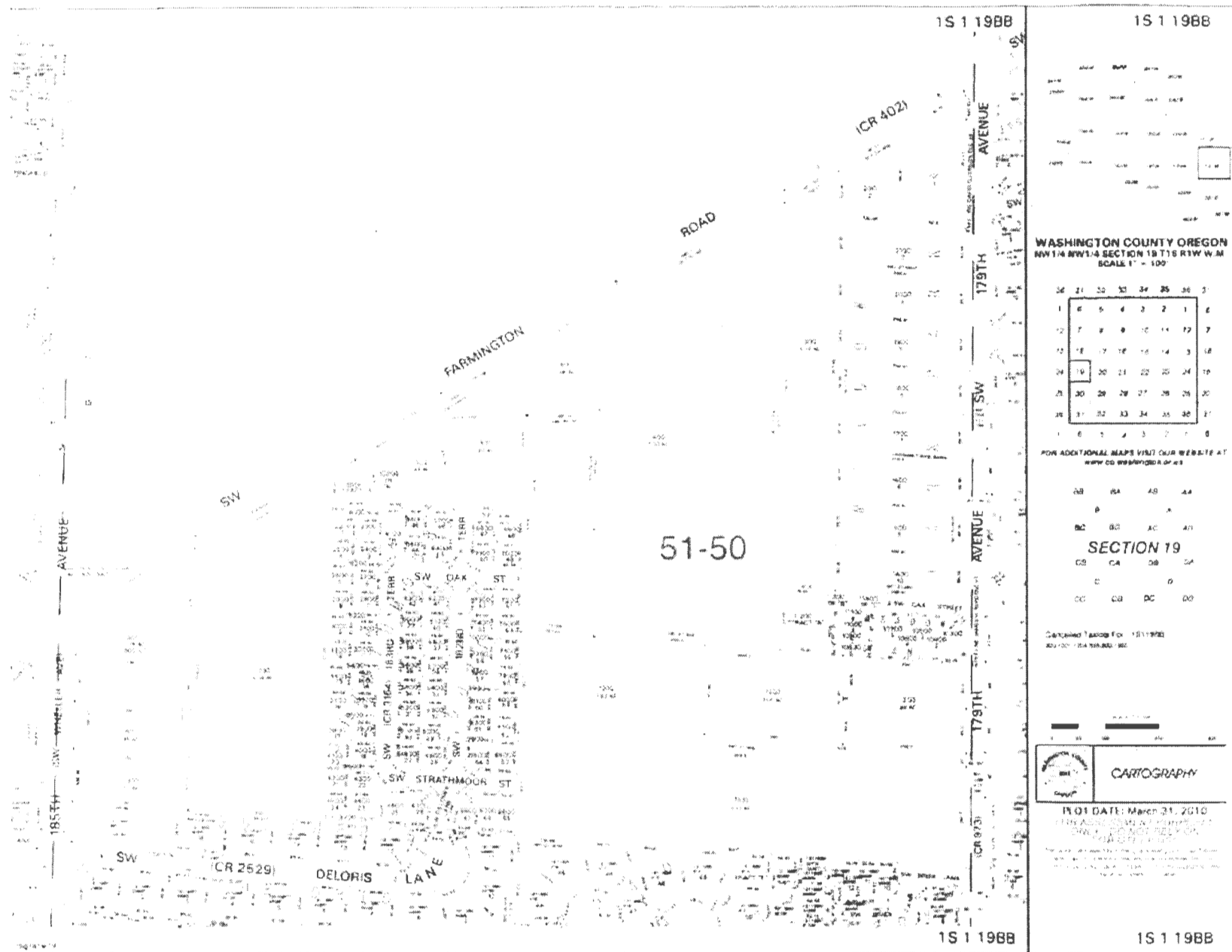
SITE PLAN

"PLAZA" NORTHEAST VIEW



"SIGNAL" NORTHWEST VIEW

RESIDENTIAL





February 29, 2012

RE: Market Analysis for Proposed Walgreens at SW 185th Avenue & Farmington Rd
Aloha, OR 97007

Seven Hills Properties has applied to rezone the approximately 2.25 acre site at SW 185th Avenue and Farmington Road in Aloha, Oregon (the "Site") from R-15 to CBD. Seven Hills intends to develop the site with an approximately 15,000 sf Walgreens and second approximately 3,000 sf building pad, both with drive-thrus (the "Proposed Use").

Seven Hills has requested that our office provide an analysis of the lack of suitable alternative sites that are currently zoned CBD in the vicinity of the Site, why the Site is an appropriate location for the Proposed Use, and why the drive-thrus are needed in the market area.

Proposed Use Size and Location Requirements for a Site

Based upon our experience in the Portland Metropolitan area suburban market and discussions with a Walgreen Co. Real Estate Manager, we have identified the following size and location characteristics that a site must include in order to be suitable for the Proposed Use:

- 1) At least 1.5 miles away from an existing Walgreens.
- 2) On the corner of an intersection of two major roadways. Strong preference for both streets being arterials, but will consider having one street a collector, so long as the other street is a principal arterial. "T" intersections do not work.
- 3) When a second use/building pad is developed with a Walgreen's, like the Proposed Use, the minimum site size is generally 1.5 acres, but factors such as access, cross-easements and internal circulation can result in a larger minimum site size. The maximum site size is approximately 3.0 acres, subject to market conditions, i.e. demand for additional retail space in the given trade area.
- 4) Flat and no wetlands on the building pad.
- 5) Minimum dimensions of 185' x 260' (inside the setbacks and sidewalks).
- 6) Our experience also demonstrates that extremely high volume streets, such as principal arterials or freeways, and rail road tracks can serve as a barrier, meaning that customers are reluctant to

cross a road such as TV Highway in order to access a store because of the perceived inconvenience of navigating a busy street and/or passing over rail crossings.

These size and location requirements are demonstrated by the existing Walgreens' stores on Tualatin Valley Highway in the vicinity of the Site – 19975 SW Tualatin Valley Highway, Aloha and 6215 SE Tualatin Valley Highway, Hillsboro. The stores have drive-thrus, are approximately 1.72 miles apart, are located on the corner of a principal arterial and collector streets roadways, and are located on flat sites with no wetlands. The nearby stores differ from the Proposed Use because they are stand alone Walgreens. Because there is no second building pads the site sizes are slightly smaller than the minimum acreage required for the Proposed Use.

"Vicinity" of Analysis of Alternative Sites

Walgreen's Real Estate Manager has determined that their trade area for a Walgreens in a suburban area that has a population density of the Aloha-area of Washington County is 1.5 miles. Accordingly, the spacing between Walgreens at TV Highway & Century and TV Highway & 198th is 1.7 miles, allowing for a trade area for each store. In an effort to be more inclusive, we expanded the "vicinity" for the market analysis by identifying all CBD zoned property within 2 miles of the Site, which is 0.5 miles beyond the Walgreens market area. We then identified the closest existing Walgreens (19975 SW Tualatin Valley Highway) to the Site and overlaid the 1.5 mile market area for that existing store on the alternative site map.

Summary of Analysis of CBD Zoned Property Within 2 Miles of Site

Our analysis identified 175 tax lots with CBD designations in the 2 mile vicinity of the Site. Notwithstanding the number of tax lots with the appropriate zoning, no alternative sites are available or suitable for the Proposed Use for three primary reasons:

- 1) The parcels are within 1.5 miles of the existing Walgreens at 19975 SW Tualatin Valley Highway;
- 2) The parcels are already developed with commercial uses (including a center that includes a competing drug store that has the exclusive right to occupy the center); and/or
- 3) The parcels are not at the intersection of busy enough roadways.

Each tax lot is described in more detail in the "Parcel-by-Parcel Analysis of CBD Zoned Property Within 2 Miles of Site" section, below.

Appropriateness of CBD Designation for the Site

Our parcel by parcel analysis demonstrates that there are no available alternative sites that are suitable for the Proposed Use. Seven Hills has also asked for our expert opinion on if the Site is an appropriate location for a CBD zoning designation and Proposed Use, considering market factors, population density, the existing land use patterns/uses and street network.

Most of the size and location site demands described above are not unique to the Proposed Use; they would also apply to most medium scale commercial uses. The most important locational requirements for a commercial use permitted in the CBD zone is the site must be located on a busy street, ideally at an intersection, with good visibility and access. The site will need to be located in an area that has adequate residential density to support the use, and is not oversaturated with other competing commercial uses. With the exception of trade areas related to specific uses and/or brands (i.e., Walgreen's trade area of 1.5 miles), there is not a generally accepted market factor metric for minimum or maximum distance between commercial uses that is a reliable predictor of success of a site.

We believe that the market area and population density will support rezoning the Site CBD. The Farmington Mall (approximately 0.25 miles from the site) and other commercial uses at the intersection of SW 185th and Farmington Road and north of Tualatin Valley Highway are inadequate to serve the market area and population given the residential density relative to the amount of retail/service space available. In contrast to areas such as Orenco Station and Beaverton Town Square, services are limited in the Farmington submarket.

The Aloha-Reedville area, particularly south of Tualatin Valley Highway, is starved for quality commercial development. Of the entire Aloha-Reedville planning area, only about 2% is zoned for commercial use, which means that residents have to drive to obtain needed services, contributing to congestion in the area. One reason for the lack of commercial land in Aloha is the street network does not include many intersections of arterial roads. For example, the only east/west arterial or higher roads in the vicinity of the Site are Tualatin Valley Highway and Farmington Road. The Site is a rare example of an arterial intersection on a transit route, so commercial development is the highest and best use for the Site. We note that the other three quadrants of the SW Farmington and SW 185th intersection are developed with commercial uses that are appropriate for the CBD zone. It is unusual to have only three sides of an arterial intersection developed with commercial uses, while leaving the fourth quadrant as residential.

Proposed Use's Need for Drive-Thrus

Drive-thrus are allowed in the CBD zone, which is another reason the CBD designation is appropriate for the Site. In the Site's suburban market area, a drive-thru is necessary in order for the proposed use to be competitive and successful. Approximately 15% of the population within the subject trade area is above the age of 60, and approximately 39% are households with young children. A drive-thru is an important component to servicing pharmacy customers who may be suffering from ailments or physical conditions which may limit their ability to easily exit their transportation and walk inside the store, particularly in areas with the demographics of the vicinity of the Site.

We understand that Seven Hills intends to incorporate many pedestrian and transit oriented design features into the development, such as a pedestrian plaza and a bus shelter. Appropriate design elements enhance the aesthetics of a project, and make it more appealing to consumers. However, in a suburban market like Aloha and a property such as this Site that is not on light rail or in a town center, some design features are not appropriate. For example, regulations that require for parking to be located behind a building or prohibit drive-thrus are inappropriate and not supported by the market.

because retailers find these conditions to be a hindrance to servicing their customers and ultimately operating a successful business over the long term. Similarly, burdensome approval criteria and processes, such as those associated with the TOD designations, can increase the cost of and lengthen the entitlement process for a project so that the development becomes infeasible. If the development costs become too expensive, and/or the design elements are not consistent with the retailers' criteria, this significantly jeopardizes the overall viability of the development]. The negative impact of some design features and the related standards and processes are exacerbated if they apply only to an isolated site, such as if the Site was the only TOD-RC south of TV Highway, because it puts the Site at a competitive disadvantage in the market area.

Parcel-by-Parcel Analysis of CBD Zoned Property Within 2 Miles of Site

Attached to this report are tax lot maps for all of the CBD zoned land in the vicinity of the Site. Each parcel is labeled and individually analyzed below to determine if the alternative sites are suitable for the Proposed Use, based upon the size and location factors identified above. If the parcel is developed, the building size is noted.

Given the number of parcels, we relied upon a property's proximity to the existing Walgreens at 19975 SW Tualatin Valley Highway as a gate keeping size and location requirement. Many of the parcels that are excluded on the proximity basis also have other defects that have not been elaborated upon in the lot by lot analysis, such as parcel size, location north of Tualatin Valley Highway, or not located on a busy enough intersection. As noted above, no available alternative sites within the 2 mile vicinity of the Site are suitable for the Proposed Use.

- 1) Ref Parcel # 1S212DA 05700 / Parcel # R0359702
Lot Size: 0.31 AC (13,504 SF)
- Excluded by proximity to existing store.
- 2) Ref Parcel # 1S212DA 05601 / Parcel # R0359695
Lot Size: 0.53 AC (23,087 SF)
- Excluded by proximity to existing store.
- 3) Ref Parcel # 1S212DA 05800 / Parcel # R0359711
Lot Size: 0.28 AC (12,197 SF)
Building Size: 1,947 SF
- Excluded by proximity to existing store.
- 4) Ref Parcel # 1S212DA 05600 / Parcel # R0359686
Lot Size: 0.24 AC (10,454 SF)
- Excluded by proximity to existing store.
- 5) Ref Parcel # 1S212DA 05500 / Parcel # R0359677
Lot Size: 2.25 AC (98,010 SF)
- Excluded by proximity to existing store.
- 6) Ref Parcel # 1S212DA 05402 / Parcel # R0994277
Lot Size: 0.24 AC (10,454 SF)
- Excluded by proximity to existing store.

- 7) Ref Parcel # 1S212DA 07000 / Parcel # R0359739
Lot Size: 1.90 AC (82,764 SF)
- Excluded by proximity to existing store.
- 8) Ref Parcel # 1S212DA 05100 / Parcel # R0359659
Lot Size: 0.19 AC (8,276 SF)
Building Size: 4,141 SF
- Excluded by proximity to existing store.
- 9) Ref Parcel # 1S212DA 07001 / Parcel # R0359748
Lot Size: 0.26 AC (11,326 SF)
Building Size: 3,354 SF
- Excluded by proximity to existing store.
- 10) Ref Parcel # 1S212DA 01500 / Parcel # R0359196
Lot Size: 0.14 AC (6,098 SF)
Building Size: 704 SF
- Excluded by proximity to existing store.
- 11) Ref Parcel # 1S212DA 01400 / Parcel # R0359187
Lot Size: 0.14 AC (6,098 SF)
Building Size: 1,224 SF
- Excluded by proximity to existing store.
- 12) Ref Parcel # 1S212DA 01300 / Parcel # R0359178
Lot Size: 0.23 AC (10,019 SF)
Building Size: 768 SF
- Excluded by proximity to existing store.
- 13) Ref Parcel # 1S212DA 01200 / Parcel # R0359169
Lot Size: 0.26 AC (11,326 SF)
Building Size: 1,900 SF
- Excluded by proximity to existing store.
- 14) Ref Parcel # 1S212DA 01100 / Parcel # R0359150
Lot Size: 0.24 AC (10,454 SF)
Building Size: 1,910 SF
- Excluded by proximity to existing store.
- 15) Ref Parcel # 1S212DA 01000 / Parcel # R0359141
Lot Size: 0.13 AC (5,663 SF)
- Excluded by proximity to existing store.
- 16) Ref Parcel # 1S212DA 01001 / Parcel # R1199973
Lot Size: 0.18 AC (7,841 SF)
Building Size: 1,335 SF
- Excluded by proximity to existing store.
- 17) Ref Parcel # 1S212DA 00900 / Parcel # R0359132
Lot Size: 0.22 AC (9,583 SF)
Building Size: 1,036 SF
- Excluded by proximity to existing store.

- 18) Ref Parcel # 1S212DA 00801 / Parcel # R0359123
Lot Size: 0.25 AC (10,890 SF)
- Excluded by proximity to existing store.
- 19) Ref Parcel # 1S212DA 00800 / Parcel # R0359114
Lot Size: 0.20 AC (8,712 SF)
- Excluded by proximity to existing store.
- 20) Ref Parcel # 1S212DA 00700 / Parcel # R0359105
Lot Size: 0.45 AC (19,602 SF)
Building Size: 884 SF
- Excluded by proximity to existing store.
- 21) Ref Parcel # 1S212DA 00500 / Parcel # R0359089
Lot Size: 0.45 AC (19,602 SF)
Building Size: 1,010 SF
- Excluded by proximity to existing store.
- 22) Ref Parcel # 1S212DA 00501 / Parcel # R1325854
Lot Size: 0.10 AC (4,356 SF)
- Excluded by proximity to existing store.
- 23) Ref Parcel # 1S212DA 00600 / Parcel # R0359098
Lot Size: 0.17 AC (7,405 SF)
Building Size: 720 SF
- Excluded by proximity to existing store.
- 24) Ref Parcel # 1S212DA 00400 / Parcel # R0359070
Lot Size: 1.33 AC (57,935 SF)
Building Size: 1,305 SF
- Excluded by proximity to existing store.
- 25) Ref Parcel # 1S212DA 00100 / Parcel # R0359034
Lot Size: 1.14 AC (49,658 SF)
Building Size: 3,882 SF
- Excluded by proximity to existing store.
- 26) Ref Parcel # 1S212DA 00300 / Parcel # R0359061
Lot Size: 0.17 AC (7,405 SF)
Building Size: 700 SF
- Excluded by proximity to existing store.
- 27) Ref Parcel # 1S212DA 00301 / Parcel # R1166972
Lot Size: 0.20 AC (8,712 SF)
Building Size: 780 SF
- Excluded by proximity to existing store.
- 28) Ref Parcel # 1S212DA 04900 / Parcel # R0359631
Lot Size: 0.33 AC (14,375 SF)
Building Size: 1,887 SF
- Excluded by proximity to existing store.

- 29) Ref Parcel # 1S212DA 04800 / Parcel # R0359622
Lot Size: 0.15 AC (6,534 SF)
Building Size: 572 SF
- Excluded by proximity to existing store.
- 30) Ref Parcel # 1S212DA 05000 / Parcel # R0359640
Lot Size: 0.38 AC (16,553 SF)
Building Size: 1,408 SF
- Excluded by proximity to existing store.
- 31) Ref Parcel # 1S212DA 04700 / Parcel # R0359613
Lot Size: 0.49 AC (21,344 SF)
Building Size: 728 SF
- Excluded by proximity to existing store.
- 32) Ref Parcel # 1S212DA 04600 / Parcel # R0359604
Lot Size: 0.19 AC (8,276 SF)
Building Size: 1,280 SF
- Excluded by proximity to existing store.
- 33) Ref Parcel # 1S212DA 04500 / Parcel # R0359597
Lot Size: 0.25 AC (10,890 SF)
Building Size: 1,618 SF
- Excluded by proximity to existing store.
- 34) Ref Parcel # 1S212DA 09700 / Parcel # R2087623
Lot Size: 1.06 AC (46,174 SF)
- Excluded by proximity to existing store.
- 35) Ref Parcel # 1S212DA 09800 / Parcel # R2087624
Lot Size: 1.03 AC (44,867 SF)
Building Size: 6,660 SF
- Excluded by proximity to existing store.
- 36) Ref Parcel # 1S212DA 07400 / Parcel # R0360148
Lot Size: 0.65 AC (28,314 SF)
Building Size: 9,210 SF
- Excluded by proximity to existing store.
- 37) Ref Parcel # 1S212DA 07500 / Parcel # R0360139
Lot Size: 0.32 AC (13,929 SF)
- Excluded by proximity to existing store.
- 38) Ref Parcel # 1S212DA 07600 / Parcel # R0359999
Lot Size: 0.52 AC (22,651 SF)
Building Size: 5,040 SF
- Excluded by proximity to existing store.
- 39) Ref Parcel # 1S212DA 07700 / Parcel # R0359980
Lot Size: 0.56 AC (24,394 SF)
Building Size: 572 SF
- Excluded by proximity to existing store.

- 40) Ref Parcel # 1S212DA 07300 / Parcel # R0359775
Lot Size: 0.20 AC (8,712 SF)
- Excluded by proximity to existing store.
- 41) Ref Parcel # 1S212DA 07100 / Parcel # R0359757
Lot Size: 0.18 AC (7,841 SF)
- Excluded by proximity to existing store.
- 42) Ref Parcel # 1S107CB 01300 / Parcel # R0047185
Lot Size: 2.61 AC (113,692 SF)
Building Size: 62,619 SF
- Excluded by proximity to existing store.
- 43) Ref Parcel # 1S107CB 03601 / Parcel # R0047522
Lot Size: 1.46 AC (63,598 SF)
- Excluded by proximity to existing store.
- 44) Ref Parcel # 1S107CB 03700 / Parcel # R0047531
Lot Size: 0.31 AC (13,504 SF)
- Excluded by proximity to existing store.
- 45) Ref Parcel # 1S107CB 03701 / Parcel # R0047540
Lot Size: 0.14 AC (6,098 SF)
Building Size: 936 SF
- Excluded by proximity to existing store.
- 46) Ref Parcel # 1S107CB 03500 / Parcel # R0047504
Lot Size: 0.14 AC (6,098 SF)
- Excluded by proximity to existing store.
- 47) Ref Parcel # 1S107CB 03501 / Parcel # R0047513
Lot Size: 0.38 AC (16,553 SF)
- Excluded by proximity to existing store.
- 48) Ref Parcel # 1S107CB 03200 / Parcel # R0047498
Lot Size: 0.94 AC (40,946 SF)
- Excluded by proximity to existing store.
- 49) Ref Parcel # 1S107CB 02800 / Parcel # R0047443
Lot Size: 0.19 AC (8,276 SF)
Building Size: 1,093 SF
- Excluded by proximity to existing store.
- 50) Ref Parcel # 1S107CB 02900 / Parcel # R0047452
Lot Size: 0.18 AC (7,841 SF)
Building Size: 1,179 SF
- Excluded by proximity to existing store.
- 51) Ref Parcel # 1S107CB 03000 / Parcel # R0047461
Lot Size: 0.25 AC (10,890 SF)
Building Size: 4,456 SF
- Excluded by proximity to existing store.

- 52) Ref Parcel # 1S107CB 03100 / Parcel # R0047470
Lot Size: 0.22 AC (9,583 SF)
Building Size: 3,180 SF
- Excluded by proximity to existing store.
- 53) Ref Parcel # 1S107CB 03101 / Parcel # R0047489
Lot Size: 0.24 AC (10,454 SF)
Building Size: 720 SF
- Excluded by proximity to existing store.
- 54) Ref Parcel # 1S107CB 03800 / Parcel # R0047559
Lot Size: 0.40 AC (17,424 SF)
Building Size: 5,280 SF
- Excluded by proximity to existing store.
- 55) Ref Parcel # 1S107CB 03900 / Parcel # R0047568
Lot Size: 0.55 AC (23,958 SF)
Building Size: 11,214 SF
- Excluded by proximity to existing store.
- 56) Ref Parcel # 1S107CB 04100 / Parcel # R0047577
Lot Size: 0.11 AC (4,792 SF)
Building Size: 1,071 SF
- Excluded by proximity to existing store.
- 57) Ref Parcel # 1S107CB 04200 / Parcel # R0047595
Lot Size: 0.15 AC (6,534 SF)
- Excluded by proximity to existing store.
- 58) Ref Parcel # 1S107CB 04101 / Parcel # R0047586
Lot Size: 0.30 AC (13,068 SF)
- Excluded by proximity to existing store.
- 59) Ref Parcel # 1S107CB 04300 / Parcel # R0047602
Lot Size: 0.25 AC (10,890 SF)
- Excluded by proximity to existing store.
- 60) Ref Parcel # 1S107CB 04301 / Parcel # R0047611
Lot Size: 0.315 AC (13,504 SF)
Building Size: 3,500 SF
- Excluded by proximity to existing store.
- 61) Ref Parcel # 1S107CB 04400 / Parcel # R0047620
Lot Size: 0.99 AC (43,124 SF)
Building Size: 2,074 SF
- Excluded by proximity to existing store.
- 62) Ref Parcel # 1S107CB 04500 / Parcel # R0047639
Lot Size: 0.27 AC (11,761 SF)
Building Size: 2,580 SF
- Excluded by proximity to existing store.

- 63) Ref Parcel # 1S107CB 04600 / Parcel # R0047648
Lot Size: 0.63 AC (27,443 SF)
- Excluded by proximity to existing store.
- 64) Ref Parcel # 1S107CB 04700 / Parcel # R0047657
Lot Size: 0.24 AC (10,454 SF)
Building Size: 1,176 SF
- Excluded by proximity to existing store.
- 65) Ref Parcel # 1S107CB 04800 / Parcel # R0047666
Lot Size: 0.25 AC (10,890 SF)
Building Size: 648 SF
- Excluded by proximity to existing store.
- 66) Ref Parcel # 1S107CB 04801 / Parcel # R0047675
Lot Size: 0.22 AC (9,583 SF)
- Excluded by proximity to existing store.
- 67) Ref Parcel # 1S107CB 04900 / Parcel # R0047684
Lot Size: 0.41 AC (17,860 SF)
Building Size: 1,488 SF
- Excluded by proximity to existing store.
- 68) Ref Parcel # 1S107CB 05000 / Parcel # R0047693
Lot Size: 0.42 AC (18,295 SF)
Building Size: 1,154 SF
- Excluded by proximity to existing store.
- 69) Ref Parcel # 1S107CB 05100 / Parcel # R0047700
Lot Size: 0.67 AC (29,185 SF)
Building Size: 2,830 SF
- Excluded by proximity to existing store.
- 70) Ref Parcel # 1S107CB 05101 / Parcel # R0047719
Lot Size: 0.67 AC (29,185 SF)
- Excluded by proximity to existing store.
- 71) Ref Parcel # 1S107CC 01201 / Parcel # R1367167
Lot Size: 0.04 AC (1,742 SF)
- Excluded by proximity to existing store.
- 72) Ref Parcel # 1S107CC 01200 / Parcel # R0047988
Lot Size: 0.16 AC (6,970 SF)
Building Size: 1,161 SF
- Excluded by proximity to existing store.
- 73) Ref Parcel # 1S107CC 01100 / Parcel # R0047979
Lot Size: 0.16 AC (6,970 SF)
Building Size: 1,869 SF
- Excluded by proximity to existing store.
- 74) Ref Parcel # 1S107CC 01000 / Parcel # R0047960
Lot Size: 0.08 AC (3,485 SF)

Building Size: 1,226 SF

- Excluded by proximity to existing store.

75) Ref Parcel # 1S107CC 00900 / Parcel # R0047951

Lot Size: 0.23 AC (10,019 SF)

Building Size: 4,000 SF

- Excluded by proximity to existing store.

76) Ref Parcel # 1S107CC 00800 / Parcel # R0047942

Lot Size: 0.45 AC (19,602 SF)

Building Size: 9,495 SF

- Excluded by proximity to existing store.

77) Ref Parcel # 1S107CC 00700 / Parcel # R0047933

Lot Size: 0.17 AC (7,405 SF)

Building Size: 1,699 SF

- Excluded by proximity to existing store.

78) Ref Parcel # 1S107CC 00500 / Parcel # R0047924

Lot Size: 0.32 AC (13,939 SF)

Building Size: 1,396 SF and 704 SF

- Excluded by proximity to existing store.

79) Ref Parcel # 1S107CC 00400 / Parcel # R0047915

Lot Size: 0.13 AC (5,663 SF)

Building Size: 1,111 SF

- Excluded by proximity to existing store.

80) Ref Parcel # 1S107CC 00301 / Parcel # R0047906

Lot Size: 0.24 AC (10,454 SF)

- Excluded by proximity to existing store.

81) Ref Parcel # 1S107CC 00300 / Parcel # R0047899

Lot Size: 1.86 AC (81,022 SF)

- Excluded by proximity to existing store.

82) Ref Parcel # 1S107CC 00201 / Parcel # R0047880

Lot Size: 0.46 AC (20,038 SF)

Building Size: 2,116 SF

- Excluded by proximity to existing store.

83) Ref Parcel # 1S107CC 00200 / Parcel # R0047871

Lot Size: 0.50 AC (21,780 SF)

Building Size: 2,240 SF and 4,200 SF

- Excluded by proximity to existing store.

84) Ref Parcel # 1S107CC 00102 / Parcel # R0047862

Lot Size: 1.03 AC (44,867 SF)

- Excluded by proximity to existing store.

85) Ref Parcel # 1S107CC 00100 / Parcel # R0047835

Lot Size: 0.68 AC (29,621 SF)

Building Size: 5,040 SF and 4,320 SF

- Excluded by proximity to existing store.

86) Ref Parcel # 1S107CC 00101 / Parcel # R0047844

Lot Size: 0.23 AC (10,019 SF)

Building Size: 2,400 SF

- Excluded by proximity to existing store.

87) Ref Parcel # 1S107CC 01301 / Parcel # R1346715

Lot Size: 0.22 AC (9,583 SF)

- Excluded by proximity to existing store.

88) Ref Parcel # 1S107CC 01600 / Parcel # R0048013

Lot Size: 0.19 AC (8,276 SF)

- Excluded by proximity to existing store.

89) Ref Parcel # 1S107CC 01501 / Parcel # R1200685

Lot Size: 0.04 AC (1,742 SF)

- Excluded by proximity to existing store.

90) Ref Parcel # 1S107CC 01800 / Parcel # R0048031

Lot Size: 0.08 AC (3,485 SF)

Building: 1,128 SF

- Excluded by proximity to existing store.

91) Ref Parcel # 1S107CC 01700 / Parcel # R0048022

Lot Size: 0.24 AC (10,454 SF)

- Excluded by proximity to existing store.

92) Ref Parcel # 1S107CC 01900 / Parcel # R0047906

Lot Size: 0.24 AC (10,454 SF)

- Excluded by proximity to existing store.

93) Ref Parcel # 1S107CA 02100 / Parcel # R0046907

Lot Size: 0.19 AC (8,276 SF)

Building Size: 1,055 SF

- Excluded by proximity to existing store.

94) Ref Parcel # 1S107CA 01900 / Parcel # R0046881

Lot Size: 0.28 AC (12,197 SF)

Building Size: 1,030 SF

- Excluded by proximity to existing store.

95) Ref Parcel # 1S107CA 01801 / Parcel # R1449953

Lot Size: 0.20 AC (8,712 SF)

Building Size: 881 SF

- Excluded by proximity to existing store.

96) Ref Parcel # 1S107CA 02000 / Parcel # R0046890

Lot Size: 0.12 AC (5,227 SF)

Building Size: 864 SF

- Excluded by proximity to existing store.

- 97) Ref Parcel # 1S107CA 01700 / Parcel # R0046863
Lot Size: 0.34 AC (14,810 SF)
Building Size: 881 SF
- Excluded by proximity to existing store.
- 98) Ref Parcel # 1S107CA 01600 / Parcel # R0046854
Lot Size: 0.39 AC (16,988 SF)
Building Size: 848 SF
- Excluded by proximity to existing store.
- 99) Ref Parcel # 1S107CA 01400 / Parcel # R0046827
Lot Size: 0.44 AC (19,166 SF)
Building Size: 1,362 SF
- Excluded by proximity to existing store.
- 100) Ref Parcel # 1S107CA 01200 / Parcel # R0046809
Lot Size: 0.43 AC (18,731 SF)
Building Size: 1,454 SF
- Excluded by proximity to existing store.
- 101) Ref Parcel # 1S107CA 01100 / Parcel # R0046792
Lot Size: 0.52 AC (22,651 SF)
Building Size: 1,568 SF and 1,960 SF
- Excluded by proximity to existing store.
- 102) Ref Parcel # 1S107CA 00800 / Parcel # R0046765
Lot Size: 0.63 AC (27,443 SF)
- Excluded by proximity to existing store.
- 103) Ref Parcel # 1S107CA 00801 / Parcel # R1449953
Lot Size: 0.20 AC (8,712 SF)
Building Size: 881 SF
- Excluded by proximity to existing store.
- 104) Ref Parcel # 1S107CA 00701 / Parcel # R0046756
Lot Size: 1.27 AC (55,321 SF)
Building Size: 2,542 SF
- Excluded by proximity to existing store.
- 105) Ref Parcel # 1S107CD 00900 / Parcel # R0048834
Lot Size: 0.20 AC (8,712 SF)
Building Size: 1,568 SF
- Excluded by proximity to existing store.
- 106) Ref Parcel # 1S107CD 01000 / Parcel # R0048843
Lot Size: 0.22 AC (9,583 SF)
Building Size: 2,785 SF
- Excluded by proximity to existing store.
- 107) Ref Parcel # 1S107CD 00800 / Parcel # R0048825
Lot Size: 0.50 AC (21,780 SF)

- Building Size: 3,000 SF
- Excluded by proximity to existing store.
- 108) Ref Parcel # 1S107CD 00700 / Parcel # R0048816
Lot Size: 0.84 AC (36,590 SF)
- Excluded by proximity to existing store.
- 109) Ref Parcel # 1S107CD 00500 / Parcel # R0048807
Lot Size: 0.48 AC (20,909 SF)
Building Size: 2,216 SF
- Excluded by proximity to existing store.
- 110) Ref Parcel # 1S107CD 00401 / Parcel # R0048781
Lot Size: 0.58 AC (25,265 SF)
Building Size: 13,884 SF
- Excluded by proximity to existing store.
- 111) Ref Parcel # 1S107CD 00400 / Parcel # R0048772
Lot Size: 0.18 AC (7,841 SF)
- Excluded by proximity to existing store.
- 112) Ref Parcel # 1S107CD 00490 / Parcel # R0048790
Lot Size: 0.38 AC (16,553 SF)
- Excluded by proximity to existing store.
- 113) Ref Parcel # 1S107CD 00100 / Parcel # R0048754
Lot Size: 0.24 AC (10,454 SF)
- Excluded by proximity to existing store.
- 114) Ref Parcel # 1S107CD 00201 / Parcel # R0048763
Lot Size: 0.34 AC (14,810 SF)
- Excluded by proximity to existing store.
- 115) Ref Parcel # 1S107CD 03300 / Parcel # R2050536
Lot Size: 0.07 AC (3,049 SF)
- Excluded by proximity to existing store.
- 116) Ref Parcel # 1S107DC 00600 / Parcel # R0049762
Lot Size: 1.25 AC (54,450 SF)
- Excluded by proximity to existing store.
- 117) Ref Parcel # 1S107DC 00700 / Parcel # R0049833
Lot Size: 0.46 AC (20,038 SF)
- Excluded by proximity to existing store.
- 118) Ref Parcel # 1S107DC 00800 / Parcel # R0049842
Lot Size: 0.13 AC (5,663 SF)
- Excluded by proximity to existing store.
- 119) Ref Parcel # 1S107DC 00801 / Parcel # R0049851
Lot Size: 0.41 AC (17,860 SF)
- Excluded by proximity to existing store.
- 120) Ref Parcel # 1S107DC 00601 / Parcel # R0049771
Lot Size: 0.19 AC (8,276 SF)

- Building Size: 2,112 SF
- Excluded by proximity to existing store.
- 121) Ref Parcel # 1S107DC 00602 / Parcel # R0049780
Lot Size: 0.18 AC (7,841 SF)
Building Size: 2,304 SF
- Excluded by proximity to existing store.
- 122) Ref Parcel # 1S107DC 00603 / Parcel # R0049799
Lot Size: 0.30 AC (13,068 SF)
Building Size: 2,304 SF
- Excluded by proximity to existing store.
- 123) Ref Parcel # 1S107DC 00606 / Parcel # R0049824
Lot Size: 0.20 AC (8,712 SF)
Building Size: 2,304 SF
- Excluded by proximity to existing store.
- 124) Ref Parcel # 1S107DC 00604 / Parcel # R0049806
Lot Size: 0.22 AC (9,583 SF)
Building Size: 3,444 SF
- Excluded by proximity to existing store.
- 125) Ref Parcel # 1S107DC 00605 / Parcel # R0049815
Lot Size: 0.22 AC (9,583 SF)
Building Size: 3,444 SF
- Excluded by proximity to existing store.
- 126) Ref Parcel # 1S107DC 01000 / Parcel # R0049860
Lot Size: 0.31 AC (13,504 SF)
Building Size: 3,600 SF
- Excluded by proximity to existing store.
- 127) Ref Parcel # 1S107DC 01001 / Parcel # R0049879
Lot Size: 0.21 AC (9,148 SF)
Building Size: 1,997 SF
- Excluded by proximity to existing store.
- 128) Ref Parcel # 1S107DC 01110 / Parcel # R0049888
Lot Size: 0.52 AC (22,651 SF)
- Excluded by proximity to existing store.
- 129) Ref Parcel # 1S107DC 01300 / Parcel # R0049897
Lot Size: 1.15 AC (50,094 SF)
- Excluded by proximity to existing store.
- 130) Ref Parcel # 1S107DC 00500 / Parcel # R0049753
Lot Size: 0.87 AC (37,897 SF)
Building Size: 768 SF and 1,299 SF
- Excluded by proximity to existing store.
- 131) Ref Parcel # 1S107DC 00400 / Parcel # R0049744
Lot Size: 0.52 AC (22,651 SF)

- Building Size: 1,506 SF
- Excluded by proximity to existing store.
- 132) Ref Parcel # 1S107DC 90000 / Parcel # R1201531
Lot Size: 0.44 AC (19,346 SF)
- Excluded by proximity to existing store.
- 133) Ref Parcel # 1S107DC 90001 / Parcel # R1201540
Lot Size: 0.01 AC (476 SF)
Building Size: 1,024 SF
- Excluded by proximity to existing store.
- 134) Ref Parcel # 1S107DC 90002 / Parcel # R1201559
Lot Size: 0.01 AC (526 SF)
Building Size: 1,024 SF
- Excluded by proximity to existing store.
- 135) Ref Parcel # 1S107DC 90003 / Parcel # R1201568
Lot Size: 0.01 AC (561 SF)
Building Size: 1,024 SF
- Excluded by proximity to existing store.
- 136) Ref Parcel # 1S107DC 90004 / Parcel # R1201577
Lot Size: 0.01 AC (544 SF)
Building Size: 1,024 SF
- Excluded by proximity to existing store.
- 137) Ref Parcel # 1S107DC 90005 / Parcel # R1201586
Lot Size: 0.01 AC (552 SF)
Building Size: 1,024 SF
- Excluded by proximity to existing store.
- 138) Ref Parcel # 1S107DC 90006 / Parcel # R1201595
Lot Size: 0.01 AC (536 SF)
Building Size: 1,024 SF
- Too small
- Inferior location, not on the main intersection of trade area
- 139) Ref Parcel # 1S107DC 00100 / Parcel # R0049708
Lot Size: 0.26 AC (11,326 SF)
- Excluded by proximity to existing store.
- 140) Ref Parcel # 1S107DC 00201 / Parcel # R0049726
Lot Size: 0.19 AC (8,276 SF)
Building Size: 1,897 SF
- Excluded by proximity to existing store.
- 141) Ref Parcel # 1S107DC 00200 / Parcel # R0049717
Lot Size: 0.10 AC (4,356 SF)
Building Size: 644 SF
- Excluded by proximity to existing store.

- 142) Ref Parcel # 1S107DC 01400 / Parcel # R0049904
Lot Size: 0.85 AC (37,026 SF)
- Excluded by proximity to existing store.
- 143) Ref Parcel # 1S107DC 05600 / Parcel # R0050893
Lot Size: 0.74 AC (32,234 SF)
Building Size: 7,316 SF
- Excluded by proximity to existing store.
- 144) Ref Parcel # 1S212DB 03700 / Parcel # R0356625
Lot Size: 0.40 AC (17,424 SF)
- Excluded by proximity to existing store.
- 145) Ref Parcel # 1S212DB 03800 / Parcel # R0356616
Lot Size: 0.40 AC (17,424 SF)
Building Size: 1,602 SF
- Excluded by proximity to existing store.
- 146) Ref Parcel # 1S212DB 01100 / Parcel # R0359891
Lot Size: 0.77 AC (33,541 SF)
Building Size: 3,314 SF
- Excluded by proximity to existing store.
- 147) Ref Parcel # 1S212DB 01200 / Parcel # R0359908
Lot Size: 0.35 AC (15,246 SF)
Building Size: 1,196 SF
- Excluded by proximity to existing store.
- 148) Ref Parcel # 1S212DB 01300 / Parcel # R0359917
Lot Size: 0.27 AC (11,761 SF)
Building Size: 1,554 SF
- Excluded by proximity to existing store.
- 149) Ref Parcel # 1S212DB 01400 / Parcel # R0359926
Lot Size: 0.32 AC (13,939 SF)
- Excluded by proximity to existing store.
- 150) Ref Parcel # 1S212DB 01500 / Parcel # R0359935
Lot Size: 0.42 AC (18,295 SF)
Building Size: 1,388 SF
- Excluded by proximity to existing store.
- 151) Ref Parcel # 1S212DB 03900 / Parcel # R0356778
Lot Size: 0.91 AC (39,640 SF)
Building Size: 7,134 SF
- Excluded by proximity to existing store.
- 152) Ref Parcel # 1S212DB 04100 / Parcel # R2079050
Lot Size: 0.27 AC (11,761 SF)
- Excluded by proximity to existing store.
- 153) Ref Parcel # 1S212DB 04200 / Parcel # R2079051
Lot Size: 0.20 AC (8,712 SF)

- Building Size: 1,690 SF
- Excluded by proximity to existing store.
- 154) Ref Parcel # 1S212DB 04000 / Parcel # R2079049
- Lot Size: 0.42 AC (18,295 SF)
- Building Size: 7,000 SF
- Excluded by proximity to existing store.
- 155) Ref Parcel # 1S212DB 01600 / Parcel # R0359944
- Lot Size: 0.30 AC (13,068 SF)
- Building Size: 5,814 SF
- Excluded by proximity to existing store.
- 156) Ref Parcel # 1S212DB 01601 / Parcel # R0359953
- Lot Size: 0.45 AC (19,602 SF)
- Building Size: 2,108 SF
- Excluded by proximity to existing store.
- 157) Ref Parcel # 1S212DB 01602 / Parcel # R2001154
- Lot Size: 0.04 AC (1,742 SF)
- Excluded by proximity to existing store.
- 158) Ref Parcel # 1S212DB 02500 / Parcel # R0360059
- Lot Size: 0.20 AC (8,712 SF)
- Building Size: 801 SF
- Excluded by proximity to existing store.
- 159) Ref Parcel # 1S212DB 02600 / Parcel # R0360068
- Lot Size: 0.21 AC (9,148 SF)
- Building Size: 1,287 SF
- Excluded by proximity to existing store.
- 160) Ref Parcel # 1S212DB 02700 / Parcel # R0360077
- Lot Size: 0.21 AC (9,148 SF)
- Building Size: 1,618 SF
- Excluded by proximity to existing store.
- 161) Ref Parcel # 1S212DB 02800 / Parcel # R0360086
- Lot Size: 0.81 AC (35,284 SF)
- Building Size: 1,450 SF
- Excluded by proximity to existing store.
- 162) Ref Parcel # 1S212DB 02801 / Parcel # R0360095
- Lot Size: 0.25 AC (10,890 SF)
- Building Size: 2,480 SF
- Excluded by proximity to existing store.
- 163) Ref Parcel # 1S212DB 02400 / Parcel # R0360040
- Lot Size: 0.37 AC (16,117 SF)
- Building Size: 1,712 SF
- Excluded by proximity to existing store.

- 164) Ref Parcel # 1S212DB 02300 / Parcel # R0360031
Lot Size: 0.40 AC (17,424 SF)
Building Size: 816 SF
- Excluded by proximity to existing store.
- 165) Ref Parcel # 1S212DB 02200 / Parcel # R0360022
Lot Size: 0.40 AC (17,424 SF)
Building Size: 816 SF
- Excluded by proximity to existing store.
- 166) Ref Parcel # 1S212DB 02100 / Parcel # R0360004
Lot Size: 0.28 AC (12,197 SF)
Building Size: 1,105 SF
- Excluded by proximity to existing store.
- 167) Ref Parcel # 1S212DB 02101 / Parcel # R0360013
Lot Size: 0.56 AC (24,394 SF)
Building Size: 2,544 SF
- Excluded by proximity to existing store.
- 168) Ref Parcel # 1S212DB 02802 / Parcel # R0360102
Lot Size: 1.01 AC (43,996 SF)
Building Size: 4,983 SF
- Excluded by proximity to existing store.
- 169) Ref Parcel # 1S212DB 02900 / Parcel # R0360111
Lot Size: 0.67 AC (29,185 SF)
Building Size: 2,485 SF
- Excluded by proximity to existing store.
- 170) Ref Parcel # 1S212DB 02901 / Parcel # R0360120
Lot Size: 0.42 AC (18,295 SF)
- Excluded by proximity to existing store.
- 171) Ref Parcel # 1S118CA 00101 / Parcel # R0155307
Lot Size: 5.00 AC (217,800 SF)
Building Size: 36,854 SF
- Excluded by proximity to existing store.
- 172) Ref Parcel # 1S118CA 00102 / Parcel # R0155316
Lot Size: 16.40 AC (714,384 SF)
- Excluded because it is an existing shopping center with Rite Aid as an anchor who has an exclusive.
- 173) Ref Parcel # 1S118CA 00100 / Parcel # R0155290
Lot Size: 3.09 AC (134,600 SF)
- Excluded due to pond/park/wetlands area
- 174) Ref Parcel # 1S118CA 00103 / Parcel # R0155325
Lot Size: 0.69 AC (30,056 SF)
Building Size: 2,833 SF

- Excluded because it is an existing shopping center with Rite Aid as an anchor who has an exclusive.

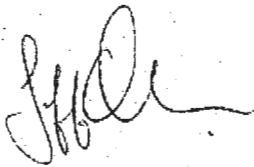
175) Ref Parcel # 1S118CA 00300 / Parcel # R0155334

Lot Size: 0.55 AC (23,958 SF)

- Excluded because it is an existing shopping center with Rite Aid as an anchor who has an exclusive.

*All other parcels zoned CBD on maps 1S212CA, 1S212CB and 1S211DA are excluded due to the proximity of the Walgreens store at 19975 SW TV Hwy.

Sincerely,



Jeff Olson
Commercial Realty Advisors NW, LLC
733 SW 2nd Ave, Suite 200
Portland, OR 97204
P: 503-274-0211 x160
F: 503-274-0985
C: 503-957-1452

Walgreens

SW 185TH AVE & SW FARMINGTON RD - ALOHA, OR

Exhibit 4



Exhibit C

12-222-PA

7/6/23

Jeff Olson

PROFESSIONAL HISTORY

Commercial Realty Advisors NW, Portland, OR, 2004 to present - Member/broker representing national and local retailers in site acquisitions and providing leasing services to shopping center owners

Coca-Cola, Portland, OR & Los Angeles, CA, 1998 to 2004 - Managed sales and marketing of Coca-Cola products to local, regional and national retailers

EDUCATION

Graduated from Washington State University in 1998 with a BA in International Business

AWARDS AND AFFILIATIONS

International Council of Shopping Centers ('ICSC')

Commercial Association of Realtors ('CAR')

2009 CAR "Retail Broker of the Year"

2010 CAR "Retail Broker of the Year"

LICENSES

Broker - State of Oregon

Associate Broker - State of Washington

PERSONAL

Born in Portland, OR

Married 9 years, 4 sons

Sample Projects & Clients

Partial list of retail clients include:

7-Eleven, Chase, Del Taco, Burger King, Palm Beach Tan/Desert Sun Tanning, Les Schwab Tire Centers, Regency A-Center, Life Time Fitness, Dutch Bros. Coffee, Great Clips for Hair, Relax the Back, NW Rugs, Outlaw BBQ Company, Jackson Hewitt Tax Services, Fitness Together, Elements Therapeutic Massage, Black Bear Diner, Kool Smiles Dentistry for Kids, Regency Property Institute

Partial list of developer clients include:

City Trust, Atlas Investments, Seven Hills Properties, Pacific Star, Kimco Realty, Regency Centers, Westwood Development, KFS Properties, West Coast Investment Realty, MAJ Development Corp

RETAIL PROJECTS

Site acquisitions for Chase in Oregon & SW Washington

Site acquisitions for 7-Eleven in Oregon & SW Washington

Site acquisitions for Burger King in Oregon & SW Washington

Marketing & leasing of The Crossroads at Orenco Station, Hillsboro

Marketing & leasing of Clackamas Promenade, Portland

Marketing & leasing of the Columbia Tech Center Retail at 192nd & Mill Plain Blvd, Vancouver

Marketing & leasing of Columbia Crossing, Vancouver, WA

Site acquisitions for Life Time Fitness in Oregon & SW Washington

Site acquisitions for Del Taco in Oregon & SW Washington

Marketing & leasing of the Gateway Shopping Center, Portland

Marketing & leasing of Eastport Plaza, Portland

Marketing & leasing of Uptown Shopping Center, Portland

Marketing & leasing of Harbor Shops @ Jantzen Beach, Portland

Marketing & leasing of Greenhouse Square, Clackamas

Site acquisitions for Palm Beach/Desert Sun Tanning, Oregon & SW Washington

Site acquisitions for Dutch Bros. Coffee, Portland/Vancouver Metro Area

Site acquisitions for KeyBank in Oregon & Washington

Site acquisitions for Great Clips for Hair, Oregon & SW Washington

Site acquisitions for Relax the Back, Portland Metro Area

Marketing & surplus disposition for NW Rugs, Portland

References

EXHIBIT C
12-222-PA
79 of 229

Andrew Jones, Vice President
PacTrust
Portland, OR

503-624-6300

David Caldwell, President
West Coast Investment Realty
Encinitas, CA

760-481-7900

Lou Elliott
Elliott Associates
Portland, OR

503-224-6791

Ken Simon
KFS Properties
Santa Monica, CA

310-576-6666

Richard Loffelmacher, Director of Retail Development
PacTrust
Portland, OR

503-624-6300

Bareq Peshtaz, President
Palm Beach Tan
Seattle, WA

425-433-1900

Brian Heitzman
New Plan Development
Dallas, TX

972-668-2989

Patrick Flanagan
KeyBank Corporate Real Estate
Portland, OR

503-353-2266



2040 Growth Concept Map

January 1, 2011



The information on this page does not represent the views of the Agency. It is not subject to the Freedom of Information Act. It is not to be used for official purposes. It is not to be used for official purposes. It is not to be used for official purposes.

Overview: the Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The msp highlights elements of parallel planning

efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit
<http://www.organnetire.gov/2040>

- | | | | | | | | |
|---|---------------------|---|-------------------------|---|---------------------------------------|---|-------------------------|
|  | Central city |  | Employment land |  | Existing high capacity transit |  | County boundaries |
|  | Regional center |  | Parks and natural areas |  | Planned high capacity transit |  | Urban growth boundaries |
|  | Town center |  | Neighborhood |  | Proposed high capacity transit tier 1 |  | Neighboring cities |
|  | Station communities |  | Main streets |  | Mainline freight |  | Airports |
|  | Corridors |  | High speed rail |  | Intercity rail terminal | | |





WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
LONG RANGE PLANNING DIVISION
ROOM 356-14
155 NORTH FIRST AVENUE
HILLSBORO, OREGON 97124
(503) 846-3519 fax: (503) 846-4412

Exhibit 6

DECEMBER 1, 2011 PLAN AMENDMENT PRE-APPLICATION CONFERENCE SUMMARY

PROCEDURE TYPE III

CPO: 6

COMMUNITY PLAN: Aloha-Reedville-Cooper Mountain

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

PROPOSED PLAN AMENDMENT:

Change Designation from R-15 to commercial *CBD*

PRE-APPLICANT: Seven Hills Properties LLC

Attn.: Mr. Tom Rocca
88 Perry Street, Suite 800
San Francisco, CA 94107
Phone: 415-247-7377

PRE-APPLICANT'S REPRESENTATIVE: Ball Janik, LLP.

Attn.: Ms. Dana Krawczuk
101 SW Main Street, Suite 1100
Portland, OR 97204
Phone: 503-228-2525

OWNER:

Westside Community Church of Washington County
18390 SW Farmington Road
Beaverton, OR 97007

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S1 19BB

TAX LOT NO(S): 800, 901, 1000

SITE SIZE: 2.24 acres

ADDRESS: 18470 SW Farmington Road

LOCATION: At the southeast corner of the SW Farmington Road
and SW 185th Ave intersection

DATE OF PRE-APPLICATION CONFERENCES: 12/01/11 and
08/29/2011

PRE-APPLICANT PHONE: 503-228-2525 (applicant's rep)

LONG RANGE PLANNING STAFF: Paul Schaefer and Aisha Willits, Senior Planners, Joanne Rice and Andy Back, Principal Planners

APPLICATION SUBMITTAL DEADLINE AND OTHER APPLICABLE REQUIREMENTS: N/A

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, 21, 22, 23, 30, 31, 32, 36, 39, and 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, and 19

ADDITIONAL TRANSPORTATION CONSIDERATIONS:

- Application for the plan amendment must include transportation analysis demonstrating compliance with the Transportation Planning Rule and ODOT requirements.
- Application for an Access Management Plan (AMP) must include traffic analysis demonstrating that the proposed AMP satisfies all applicable review criteria (noting that Hearing Officer's decision on the AMP must be issued prior to issuance of a decision by the Planning Commission on the quasi-judicial plan amendment.) More information will be provided by Current Planning Division staff

COMMUNITY PLAN CONSIDERATIONS:

DEMONSTRATE CONFORMANCE WITH THE ALOHA-REEDVILLE-COOPER MOUNTAIN COMMUNITY PLAN OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, & 21, THE DESCRIPTION OF THE FARMINGTON ROAD CORRIDOR 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 DISTRICTS (PURPOSE & PERMITTED USES): Sections 305 (R-15), 311 (NC), 313 (CBD), and 375 & 431 (TOD)

OTHER APPLICABLE CODE SECTIONS: Sections 430-41 (Standards for Drive-in or Drive-up Establishments); 413, Off-Street Parking (Zone A)

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, 6, and 7 and Oregon Administrative Rule 660-012-0060, the State Transportation Planning Rule, and the Metropolitan Housing Rule

REVIEW AUTHORITY:

☒ Planning Commission

☐ Board of County Commissioners**

**For plan amendment 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 00-288-SU/D(C); and 02-325-D(R)

OUTSTANDING CONDITIONS AND VIOLATIONS: None

OTHER INTERESTED AGENCIES AND ORGANIZATIONS: Metro and ODOT

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 SUBMITTED WITH APPLICATION

(NUMBER OF COPIES)

18 PLAN AMENDMENT PROCEDURE SUMMARY

18 PLAN AMENDMENT APPLICATION FORM - (One signed copy submitted August 10, 2011)

18 WRITTEN EXPLANATION, JUSTIFICATION (Submit one copy for initial completeness review)

1 FEE CONTRACT (SIGNED) - (One signed copy submitted August 10, 2011)

1 WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) 1S1 198B

N/A WELL REPAIR LOGS FOR ALL SECTIONS WITHIN ONE HALF-MILE OF THE SUBJECT PROPERTY

SERVICE PROVIDER LETTERS

18	PLUMBING	18	PARK
18	FIRE	18	SURFACE WATER
18		18	TRI-MET
18	SEWER	18	ODOT - CONTACT <u>Marah Danielson, 503-731-8258</u>
18	PUBLIC WATER	N/A	CITY OF _____

N/A OTHER _____

☒ FEE DEPOSIT OF \$3,500 (this is an initial deposit towards payment of the true cost to process the application) - Deposit paid on August 10, 2011

☐ MAILING LIST AND MAP FOR PROPERTIES IN AN ADJACENT COUNTY

THESE FORMS ARE A GUIDE 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 BY 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

Dept. of Land Use & Transportation
Development Services Division
Current Planning Section
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8781 Fax (503) 846-2908
http://www.co.washington.or.us

JAN 23 2012

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

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

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

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

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R 15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive thru = ~2,625 SF

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

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

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

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

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

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

SIGNATURE: Jamie Harris

POSITION: ET3

DATE: 1/30/12

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

SIGNATURE: _____

POSITION: _____

DATE: _____



WASHINGTON COUNTY

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



Request For Statement Of 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: Perkins Cole LLP (applicant's representative)
CONTACT: Dana Krawczuk
ADDRESS: 1120 NW Couch St
Portland, OR 97209
PHONE: 503.727.2036

OWNER(S): Westside Community Church of Washington County
NAME: c/o Gabe Kolstad

ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007

PHONE: 503.784.7688

Property Desc.: Tax Map(s): 01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd
Nearest cross street (or directions to site):
185th Avenue

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R 15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive thru = ~2,625 SF
IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: See above

NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

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

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

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

ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:

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

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

Water Quality Facility required

☒ Y ☐ N

Hydraulic and hydrological analysis required

☒ Y ☐ N

Water Quantity Facility required
Vegetated corridor required

☒ Y ☒ N
☐ Y ☒ N

COMMENTS/EXPLANATION: _____

Depends on analysis

SIGNATURE: Laurie Hanna

POSITION: ET3

DATE: 1/30/12

Service Pro-CWS 10/20/10



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

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

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

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

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

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R 15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive thru = ~2,625 SF

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

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

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

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

THIS IS NOT A FIRE DISTRICT APPROVAL

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

Drawings and/or plans illustrating fire apparatus access and firefighting water supply requirements consistent with duly adopted fire code standards shall be submitted to Washington County for their approval.

See approved, stamped plans for additional information.

PRE-APPLICATION DATE: _____

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

COMPANY: Perkins Coie LLP (applicant's representative)
CONTACT: Dana Krawczuk
ADDRESS: 1120 NW Couch St
Portland, OR 97209
PHONE: 503.727.2036

OWNER(S): Westside Community Church of Washington County

NAME: c/o Gabe Kolstad

ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007

PHONE: 503.784.7688

Property Desc.: Tax Map(s): 01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd

Nearest cross street (or directions to site):
185th Avenue

Ty Darby

1/23/12

Ty Darby, Deputy Fire Marshal
Tualatin Valley Fire & Rescue
North Operating Center

Date



WASHINGTON COUNTY

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

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

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

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

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

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R 15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive thru = ~2,625 SF

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

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

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

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

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

SIGNATURE: _____

POSITION: _____

DATE: 1-25-12

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

SIGNATURE: _____

POSITION: _____

DATE: _____

Service Pro General

10/20/10

PRE-APPLICATION DATE: _____

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

COMPANY: Perkins Coie LLP (applicant's representative)
CONTACT: Dana Krawczuk
ADDRESS: 1120 NW Couch St
Portland, OR 97209
PHONE: 503.727.2036

OWNER(S): Westside Community Church of Washington County
NAME: c/o Gabe Kolstad

ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007

PHONE: 503.784.7688

Property Desc.: Tax Map(s): .01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd
Nearest cross street (or directions to site):
185th Avenue



WASHINGTON COUNTY

Dept. of Land Use & Transportation
Current Planning Services
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: Perkins Coie LLP (applicant's representative)
CONTACT: Dana Krawczuk
ADDRESS: 1120 NW Couch St
Portland, OR 97209
PHONE: 503.727.2036

OWNER(S): Westside Community Church of Washington County

NAME: c/o Gabe Kolstad
ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007
PHONE: 503.784.7688

Property Desc.: Tax Map(s): 01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd
Nearest cross street (or directions to site):
185th Avenue

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R-15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive-thru = ~2,625 SF

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

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

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

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

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

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

☒ This project is **IN** the THPRD.

☐ This project is **OUT** of the THPRD.

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

☐ This project IS NOT required to annex.

SIGNATURE: Hal Berggren POSITION: PLANNING DIRECTOR DATE: 1-20-12

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

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

☒ SCHOOL DISTRICT NO.: Beaverton #48

PRE-APPLICATION DATE: _____

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

COMPANY: Perkins Coie LLP (applicant's representative)
CONTACT: Dana Krawczuk
ADDRESS: 1120 NW Couch St
Portland, OR 97209
PHONE: 503.727.2036

OWNER(S):

NAME: Westside Community Church of Washington County
ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007
PHONE: 503.784.7688

Property Desc.: Tax Map(s): 01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd
Nearest cross street (or directions to site):
185th Avenue

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R-15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive-thru = ~2,625 SF
IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: See above

NO. OF SQ. FT. (GROSS FLOOR AREA) _____

IF INSTITUTIONAL:

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

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

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

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

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

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

*This project is not anticipated to result in impacts
to the Beaverton School District, as it is commercial
construction, rather than residential.*

SIGNATURE: John A. Smith POSITION: Demographer DATE: Jan. 23, 2012

☐ 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: _____



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

Request For Statement Of Service Availability For Sheriff / Police Services

☒ WASHINGTON COUNTY SHERIFF

PRE-APPLICATION DATE: _____

Exhibit 7g

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

COMPANY: Perkins Coie LLP (applicant's representative)
CONTACT: Dana Krawczuk
ADDRESS: 1120 NW Couch St
Portland, OR 97209
PHONE: 503.727.2036

OWNER(S): Westside Community Church of Washington County

NAME: c/o Gabe Kolstad
ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007
PHONE: 503.784.7666

Property Desc.: Tax Map(s): 01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd
Nearest cross street (or directions to site):
185th Avenue

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R-15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

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

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive-thru = ~2,625 SF

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

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

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

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

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

SIGNATURE: Gabe Kolstad POSITION: Chairman DATE: 020212

☐ SERVICE LEVEL IS **INADEQUATE** TO SERVE THE PROPOSED PROJECT.

If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Please also provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following:

1. Contracting with private agency; 2. Contracting with other public agency; 3. Impact fees; 4. Any combination of these or other alternatives.

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY

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

**Request For Statement Of Service
Availability for Tri-Met Services**

☒ TRI-MET

PRE-APPLICATION DATE: _____

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

COMPANY: Perkins Coie LLP (applicant's representative)

CONTACT: Dana Krawczuk

ADDRESS: 1120 NW Couch St
Portland, OR 97209

PHONE: 503.727.2036

OWNER(S):

NAME: Westside Community Church of Washington County

ADDRESS: 18390 SW Farmington Rd
Beaverton, OR 97007

PHONE: 503.784.7688

Property Desc.: Tax Map(s): 01S01W19bb Lot Number(s): 800, 900 and 1000

Site Size: Approximately 2.24 acres

Site Address: 18470 SW Farmington Rd

Nearest cross street (or directions to site):
185th Avenue

PROPOSED PROJECT NAME: Walgreens 185th & Farmington

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

Comprehensive Plan Amendment from R-15 to CBD

EXISTING USE: Residential

PROPOSED USE: Commercial

IF RESIDENTIAL:

Pharmacy = ~ 14,550 SF & Bank or Fast Food w/drive-thru = ~2,625 SF

IF INDUSTRIAL/COMMERCIAL:

IF INSTITUTIONAL:

NO. OF DWELLING UNITS: _____

TYPE OF USE: See above

NO. SQ. FT. _____

SINGLE FAM. _____ MULTI-FAM. _____

NO. OF SQ. FT. (GROSS FLOOR AREA) _____

NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

☒ SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.

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

PROJECT IS SERVED BY TRANSIT ON FARMINGTON

SIGNATURE: [Signature]

POSITION: PLANNER II

DATE: 1/31/12

☐ SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.

Please indicate why the service level is inadequate.

SIGNATURE: _____

POSITION: _____

DATE: _____

TRANSIT ORIENTED DISTRICTS

375-7 Development Limitations for Permitted Uses in Transit Oriented Districts

23.b. Accessory outdoor seating related to the principal eating or drinking establishment use may be permitted, provided that the outdoor space is placed within a common open space. Sidewalks may be utilized for accessory outdoor seating if they meet the unobstructed width standards set forth in Section 4315.1B.(4) and approval is obtained from the Operations Division Manager. In addition, the area devoted to the accessory outdoor seating does not exceed:

- 1) an area greater than the equivalent of fifteen (15) percent of the dining, drinking, or both floor area; or
- 2) seven-hundred and fifty (750) square feet.

TOD PRINCIPALS, STANDARDS AND GUIDELINES

431-4 Circulation System Design

431-4.1 Principals

A. Pedestrian routes in a transit oriented district shall, to the extent practicable, directly connect major activity centers (concentrations of employment and households, major public buildings and spaces, institutional uses and parks & common open spaces, and shopping areas) and transit stops, particularly light rail stations;

B. Block dimensions and perimeters shall be at an urban rather than a suburban scale

C. Provide accessways and greenways, as needed, to supplement pedestrian routes along pedestrian streets; and

D. Provide clearly marked and well-designed pedestrian street, driveway, loading area and surface parking lot crossings

D. Design

(10) Whether publicly or privately owned, a pedestrian street, accessway or greenway shall conform to the section design specified for its functional classification and remain accessible to the public at all times

(11) Pedestrian crossings of streets, driveways, surface parking lots and loading areas shall be designed to be consistent with the provisions of Section 408.10.3B. In transit oriented districts, striping alone is not an acceptable way to identify connections

(12) Special Area Off-Street Pathways (Accessways and Greenways) shall be developed consistent with Section 408. Special Area Off-Street Pathways shall be at least ten (10) feet in paved, unobstructed width when bicycles are intended to share the Special Area Off-Street Pathway. When bicycle travel is otherwise adequately provided, Special Area Off-Street Pathways shall be at least five (5) feet in paved, unobstructed width

431-5 Streetscapes for Pedestrians

431-5.1 Streetscapes - Transit Oriented Districts

B. Standards

(1) In the TO:BUS and TO:RC Districts along pedestrian streets where onstreet parking is allowed, except as provided in Section 431-12 or in an applicable Community Plan provision, buildings shall be built to the sidewalk edge for a minimum of ninety (90) percent of their site's pedestrian street frontage (excluding street, driveway and accessway intersections). However, where a development site has frontage on two or more pedestrian streets with on-street parking, buildings are not required to meet the frontage requirements on both streets. Notwithstanding the above, a building shall be built to the sidewalk edge of both intersecting streets at their intersection.

Where a development site has frontage on two pedestrian streets with onstreet parking on only one of the streets, buildings are required to meet the frontage requirement on the street that allows on-street parking. Notwithstanding the above, a building shall be built to the sidewalk edge of both intersecting streets at their intersection.

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Where a development site in a TO:BUS District fronts only on a pedestrian street that does not allow on-street parking, buildings shall be built to the sidewalk edge for a minimum of seventy-five (75) percent of the site's pedestrian street frontage (excluding street and accessway intersections). Where a development site in a TO:RC District fronts only on a pedestrian street that does not allow on-street parking, buildings shall be built to the sidewalk edge for a minimum of fifty (50) percent of their site's pedestrian street frontage (excluding street and accessway intersections).

(2) Street trees are required on all pedestrian streets with an average spacing of no more than thirty (30) feet on center on both sides and two (2) to four (4) feet from back of curb. Street trees shall not be spaced or located so as to result in a violation of Section 418-3. Trees in the County right-of-way or in sidewalk easements shall be approved by the County as to size, quality, tree well design if applicable, and irrigation (see Section 407-7).

(3) All utility lines shall be underground but utility vault access lids may be located in the sidewalk area, provided that they are flush with the sidewalk and provide for a safe pedestrian walking surface during all types of weather

(4) Minimum sidewalk widths in Transit Oriented Districts shall be the widest identified by the Washington County Uniform Road Improvement Design Standards for the adjacent Special Area Street (as shown in the 2020 Transportation Plan, Figures 6 through 8), except for Special Area Commercial Streets. Special Area Commercial Streets shall have sidewalks that are a minimum of twelve (12) feet in width. On arterials within or adjacent to Transit Oriented Districts and which are designated as 'Boulevards' on the Regional Street Design Overlay Map in the 2020 Transportation Plan, the minimum sidewalk width shall be twelve (12) feet (see Technical Appendix B-8 of the 2020 Transportation Plan for typical roadway cross-sections).

(6) Pedestrian scale street lighting, such as that described in the county's Pedestrian Design Guidelines Booklet shall be provided along all pedestrian streets.

431-5.2 Building Entrances

The following principles and standards apply to building entrances in transit oriented districts:

A. Principles:

Provide for safe, convenient, direct and identifiable access for pedestrians between pedestrian streets, accessways, transit facilities, and adjacent buildings.

B. Standards:

(5) Minimum lighting levels shall conform to the standards as set forth in Section 415-4.

(6) For non-residential buildings, or non-residential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.

(7) All entries fronting a pedestrian route shall be sheltered with a minimum four (4) foot overhang or shelter.

431-5.3 Building Facades

The following principles, standards and guidelines apply to building facades in transit oriented districts:

A. Principles:

(1) The dominant feature of a building frontage shall be the habitable area with its accompanying windows and doors. Parking lots, garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.

(2) Developments shall be designed to encourage informal surveillance of pedestrian streets and other public spaces by maximizing sight lines between the buildings and the pedestrian street.

(3) Ensure compatible building designs along a pedestrian street through similar massing (building facade height and width as well as the space between buildings) and frontage setbacks.

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TOD Analysis for Walgreens 185th and Farmington

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(4) Avoid building designs that result in a street frontage with a uniform design style, roof line or facade treatment, which results in an uninteresting and unattractive pedestrian environment.

(5) All new commercial, industrial, office, institutional, mixed use, and multifamily residential buildings shall, on any facade facing a pedestrian route, incorporate discernible architectural features, such as, but not limited to: cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas or other architectural treatments for visual interest, to create community character and to promote a sense of pedestrian scale. The overall design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of itself, does not meet the requirements of this subsection

(6) Lighting of a building facade shall be designed so that lighting complements the architectural design. Lighting shall not draw inordinate attention to the building.

(7) All buildings, of any type, constructed within any transit oriented district, shall be constructed with exterior building materials and finishes that are of high quality to convey an impression of permanence and durability.

(8) To balance horizontal features on longer facades, vertical building elements shall be emphasized

B. Standards:

(1) Ground floor windows shall be provided on building facades facing a pedestrian route or common open space. Garage door windows shall not count towards compliance with this standard

(2) Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.

(3) Except as provided in Section 431-12, ground floor building facades along a pedestrian street in the TO:RC or TO:BUS Districts must contain unobscured windows for at least fifty (50) percent of the wall area and seventy-five (75) percent of the wall length within the first ten (10) feet of wall height. Required windows shall allow views in to lobbies or similar areas of activity, building entrances, or merchandise type displays. Lower window sills shall not be more than three (3) feet above grade except where interior floor levels prohibit such placement, in which case the lower window sill shall not be more than a maximum of four (4) feet above the finished exterior grade.

(6) In all transit oriented districts, building frontages greater than two hundred (200) feet in length along pedestrian routes shall break any flat, monolithic facade by including architectural elements such as bay windows, recessed entrances, changes in materials, or other articulation so as to provide pedestrian scale to the ground floor.

(7) Except as provided in Section 431-12, building facades along a pedestrian route in the TO:RC or TO:BUS Districts shall not have more than forty (40) linear feet of ground floor wall area without a change in materials or an eight (8) inch minimum vertical or horizontal wall relief.

(8) In all transit oriented districts, the exterior walls of building facades along pedestrian routes shall be of suitable durable building materials including the following: stucco, stone, terra-cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board & batten siding, articulated architectural concrete masonry units (CMU), or similar materials which are low maintenance, weather resistant, abrasion resistant and easy to clean. Prohibited building materials include the following: Plain, smooth, untextured concrete; plain, smooth untextured concrete block; corrugated metal; unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard); and similar quality, non-durable materials.

(9) No exterior lighting shall be provided above the second floor of buildings for the purpose of highlighting the presence of the building, except for facade sign lighting.

TOD Analysis for Walgreens 185th and Farmington

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ngs and sites shall be organized to group the utilitarian functions away from the
Delivery and loading operations, mechanical equipment (HVAC), trash
collection, and other utility and service functions shall be incorporated into the
overall design of the building(s) and the landscaping. The visual and acoustic impacts of
functions, along with all wall or ground-mounted mechanical, electrical and
communications equipment shall be out of view from adjacent properties and public
pedestrian streets. Screening materials and landscape screens shall be architecturally
compatible with and not inferior to the principal materials of the building and primary
landscaping. The visual and acoustic aspects of roof-mounted equipment, vents and
chimneys shall be minimized by placing equipment behind parapets, within architectural
screening, roof-top landscaping, or by using other aesthetically pleasing methods of
screening and deadening the sound of such equipment.

as, Garages and Parking Structures

431 Location

A Principles:

at surface parking lots shall be located to the side or rear of buildings, other than
family residences, that front on pedestrian streets where onstreet parking is allowed.
Parking in mid-block or behind buildings is preferred. Exceptions to this principle may be
for uses that require new buildings to be clustered near existing groups of
buildings located away from a pedestrian street, such as expansions of a campus
development.

Standards:

(1) Street surface parking lots shall not be located between a front facade
building adjacent to a pedestrian street where on-street parking is
allowed, and the pedestrian street.

Off-street parking areas shall be set back at least five (5) feet
from primary building facades.

(3) Parking lots, garages, including garages serving residential uses, and
parking structures shall not be located within forty (40) feet of a street
corner except when the first floor of the parking structure is developed with
(or occupied by) commercial/retail uses.

Design and Garage Design

Principles:

Parking structures and off-street surface parking areas shall be designed to be
as safe and as attractive in appearance, as possible.

Low bushes or a low wall or berm at the perimeter of surface parking lots
to reduce visibility from the surrounding area. Barriers around the perimeter of a
parking lot shall not be so high, however, that it becomes a safety or security problem.

Shade shall be used extensively at the perimeter and in the interior of surface parking
and large parking areas and provide shade

Access through surface parking lots shall be clearly identified through the use of:
signage, paving materials, grade separation, or landscaping, pedestrian-scale lighting, and
other as practicable.

Standard

Parking areas shall provide perimeter parking lot landscaping adjacent to a
pedestrian street which meets one of the following standards:

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(a) A five (5) foot wide planting strip between the right-of-way and the parking area. The planting strip may be pierced by pedestrian accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six (36) inches or more than forty-two (42) inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles exiting the parking lot; or

(b) A solid decorative wall or fence thirty-six (36) inches to forty-two (42) inches in height parallel to and not nearer than two (2) feet from the right-of-way line. The area between the wall or fence and the pedestrian street line shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles exiting the parking lot.

Perimeter landscaping shall not be required where two (2) parking lots using a common driveway are joined by a common circulation aisle or other traffic area. Landscaping may be reduced or eliminated adjacent to landscaped open space in order to transition the open space landscaping into the parking area and afford better access between the two areas.

(4) Surface parking areas shall provide interior landscaping which meets the following standards:

(a) Angled or perpendicular parking spaces shall provide, where needed, extruded curbs (tire stops) or widened curbs to prevent bumper overhang into required landscape areas and/or over walkways.

(b) Landscaping shall be installed within planting bays, and in any other area where parking stalls, circulation aisles, driveways, or pedestrian movements would not be precluded by the landscaping. Landscaping around and within surface parking areas shall not be less than ten (10) percent of the total area of the parking area (see Section 407 for

(5) Except in residential areas, parking associated with new development shall be designed to the extent practicable to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the pedestrian street for parallel movements.

431.7 Common Open Space

431.7.1 Location

A. Principles:

(1) Common open spaces shall be located within walking distance of all those living, working and shopping in transit oriented areas.

(2) Common open spaces shall be easily and safely accessed by pedestrians and bicyclists.

(3) For security purposes, common open spaces shall be visible from nearby residences, stores, a pedestrian route and/or pedestrian street or offices.

(4) Common open space shall be available for both passive and active use by people of all ages.

B. Standards:

(1) Common open space shall be located within all residential and all mixed residential/non-residential developments with four or more dwelling units, as well as all non-residential developments on sites exceeding one-half acre. Alternatively, common open space for a development may be located within thirteen hundred (1,300) feet walking distance of the development. However, if common open space for a residential development is located off-site, it shall be unnecessary to cross an arterial street to gain access to the site.

431.7.2 Amount and Size

A. Principles:

(1) Common open spaces may vary in size depending on their function and location.

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TOD Analysis for Walgreens 185th and Farmington

(2) The total amount of common open space provided in a transit oriented community shall be adequate to meet the needs of those projected (at the time of build-out), to live, work, shop and recreate there.

B. Standards:

- (1) All residential developments of four (4) or more dwelling units, and all nonresidential or mixed-use developments, shall be required to reserve, improve and establish commitments to maintaining common open space.
- (2) Any common open space shall be at least four hundred (400) square feet in area, and shall be able to encompass a square area at least twenty (20) feet wide and twenty (20) feet long.
- (4) Common open space in a mixed use and non-residential development shall equal at least two (2) percent of the development site's total acreage after netting out those portions of the site within areas listed under CDC Section 300-3.1:

431-7.3 Open Space Design

A. Principles:

- (1) Common open spaces in transit oriented communities shall be designed to accommodate a variety of activities and users ranging from active play by children to passive contemplation by adults, but shall generally be able to accommodate a relatively intensive level of use. They shall be pedestrian friendly, with amenities such as benches, directional signs, water fountains, and good lighting. They shall be attractive and interesting, with good landscaping and possibly public art or a water feature. And they shall be safe places to be at any time of day.

B. Standards:

- (1) Common open spaces shall include at least two (2) of the following improvements:
 - (a) A bench or benches for seating;
 - (b) Public art such as a statue;
 - (c) A water feature such as a fountain;
 - (d) A children's play structure including a swing and a slide;
 - (e) A gazebo;
 - (f) Picnic tables with a barbecue;
 - (g) An indoor or outdoor sports court for one or more of the following: tennis, basketball, volleyball, badminton, racquetball, handball/paddleball; or
 - (h) An indoor or outdoor swimming and/or wading pool suitable for children to use.
- (3) For security purposes, all common open spaces shall be adequately illuminated during hours of darkness.
- (5) Common open spaces shall be free from all structural encroachments (i.e., roof overhangs, awnings and other architectural features) of structures on abutting properties.

431-9 Landscaping

Well-designed and located landscaping can soften the edges of buildings and paving, add aesthetic interest and generally increase the attractiveness of a community. The following principles, standards and guidelines apply to landscaping in transit oriented districts.

431-9.1 Principles:

- A. The size of the landscaped area on a development site in a transit-oriented community shall be in inverse proportion to the density of development on the site.
- B. Landscaping shall primarily be located to serve as a screen or buffer for or to soften the appearance of unattractive structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces

431-9.2 Standards:

No minimum landscaping standard shall be set as a percentage of a development site. Landscaping may be required, however, in conjunction with parking lot design (see Section 431-6.2), building design or the provision of common open space.

431-9.3 Guidelines:

- A. Stormwater detention facilities may be incorporated into landscapes (see Section 431-10.1).

431-10 Water Quantity/Quality Facilities

TOD Analysis for Walgreens 185th and Farmington

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Water quantity/quality facilities are necessary elements of the urban landscape in Washington County, but their location and appearance can influence the attractiveness of a community. The following principles and standards apply to water quantity/quality facilities in transit oriented districts.

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431-10.1 Principles:

Stormwater detention and treatment facilities shall be integrated into the design of a development site and, if visible, shall appear as a component of the landscape rather than as a utility element. If practicable and acceptable by the Clean Water Services, such facilities shall be consolidated to serve multiple developments in a location away from the center of the community.

431-10.2 Standards:

Non-vaulted surface stormwater detention and/or treatment facilities shall not be located between a pedestrian street and the front of an adjacent building.

431-11 Signs

The principles and standards of Sections 431-11.1 and 431-11.2 below shall apply to all permitted signage within transit oriented districts. Exceptions to these standards are designated in Section 431-11.3.

431-11.1 Principles:

- A. Signs in transit oriented district communities shall be located and scaled to the function of the pedestrian street on which they front.
- B. Signs within any transit-oriented district shall be consistent with the visual quality and aesthetics of the surrounding neighborhood.
- C. Signage must be of high quality in design and materials.
- D. Signage shall be consistent throughout a development.
- E. Signage attached to a building shall complement the building's character (e.g., wall signs shall avoid covering building columns).

431-11.2 Standards:

- A. In the TO:BUS and TO:RC Districts, the standards of Article IV - Section 414-2 shall apply, except as noted in Section 431-11.3.

431-11.3 Exceptions to Sections 414-1 and 414-2

- A. Façade-mounted, non-residential signs shall not exceed five (5) percent of the area of the façade upon which it is mounted, up to a maximum of two hundred (200) square feet per façade or four hundred (400) square feet per building.

- B. Ground-mounted monuments or site entry markers up to fifteen (15) feet in height may be approved subject to the following:

- (1) Total area and volume of the portion of the monument or marker incorporating sign letters shall not exceed forty-five (45) square feet or ninety (90) cubic feet; and
- (2) Position of the monument or marker shall not obscure roadway visibility or result in potential traffic hazard(s) as may be determined by the County Engineer.

- C. Prohibited signs:

- (1) Free-standing signs (e.g., pole-mounted signs) as defined in Section 106193.4;
- (2) Signs with moving or flashing lights;
- (3) Signs with exposed electrical conduits, ballast boxes, or other equipment;
- (4) Signs incorporating audible or odor-producing elements;
- (5) Roof-mounted signs; and
- (6) Other signs prohibited under Article IV Section 414.

GROUP MACKENZIE

TRANSPORTATION IMPACT ANALYSIS

FARMINGTON/185TH PROPERTY REZONE Aloha, Oregon



Prepared For
Seven Hills
Properties

Completed On
April 4, 2012
(Revised May 30, 2012,
and June 15, 2012)

Submittal To
Washington County
Project Number
2120065.00

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I. INTRODUCTION

This transportation impact analysis (TIA) has been prepared to address a proposed plan amendment and zone change for three contiguous properties located on the southeast corner of the SW 185th Avenue/SW Farmington Road (OR10) intersection in Washington County. Figure 1 is a vicinity map showing property location and the surrounding roadway system.

The three subject properties are currently zoned for residential uses (R-15) and are proposed to be rezoned to Community Business District (CBD). The applicant is also offering to condition the zone change so that specifically identified transit-oriented development standards apply to the site. While the Applicant's (Seven Hills Properties) intent is to construct a small retail development consisting of a pharmacy and fast-food restaurant (both with drive-through windows), a more intense development scenario is contemplated for the proposed zoning in order to evaluate the traffic impacts of a worst-case condition, both in terms of site trip generation and access scheme.

TPR COMPLIANCE

A plan amendment and zone change application requires a transportation analysis to address Transportation Planning Rule (TPR) requirements as outlined in Oregon Administrative Rule (OAR) 660-012-0060. Specifically, OAR 660-012-0060(1) applies, stating, *"where an amendment to functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government will put in place measures 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."*

As identified in the transportation analyses findings of this report, the proposed plan amendment and zone change does not significantly affect an existing or planned transportation facility as measured at the end of the planning period; therefore, no mitigation is necessary to meet TPR requirements.

SCOPE OF REPORT

Based on a February 22, 2012 scoping meeting with Washington County and ODOT's planning and engineering staff, and a March 21, 2012 Washington County scoping letter, a study area and analysis scope were defined to address TPR compliance.

The identified study area includes the following intersections:

- SW 185th Avenue/SW Farmington Road (OR10)
- SW Farmington Road (OR10)/Westside Community Church
- SW 185th Avenue/Buddies Sports Bar Retail Driveway
- Existing/Future Site Accesses to SW Farmington Road and SW 185th Avenue

Analysis is presented for the weekday AM and PM peak hours of the roadway system. Impacts are greatest during these time periods and any mitigation necessary to accommodate weekday AM and PM peak hour traffic will also accommodate traffic demand during other periods. PM peak hour analysis is consistent with the locally adopted Washington County Transportation System Plan (TSP) and the METRO Regional Transportation Plan (RTP), while AM peak hour analysis is a Washington County requirement. To address TPR requirements, the METRO RTP 2035 plan year was used to evaluate long-range transportation conditions versus the Washington County TSP 2020 plan year.

For study purposes, the following plan year scenarios are analyzed:

- 2035 Current Zone Designation
- 2035 Proposed Zone Designation

II. EXISTING CONDITIONS

SITE CONDITIONS

The subject site is approximately 2.29 acres and is identified by the Washington County Assessor's Map as Township 1S Range 1E Section 19BB, Tax Lots #800, #901, and #1000. Along the northern site frontage, SW Farmington Road (OR10) is under Oregon Department of Transportation (ODOT) jurisdiction. Along the western site frontage, SW 185th Avenue is under Washington County jurisdiction.

There are currently three residential dwelling units on the subject properties. Two residences access SW 185th Avenue and one residence accesses SW Farmington Road (OR10). There is also a cell tower on the subject site that will remain.

Along the east site boundary is Westside Community Church, which have their own parking lot, several buildings for church-related uses, and a single driveway directly accessing SW Farmington Road.

Established retail developments are located on the other three corners of the SW 185th Avenue/SW Farmington Road intersection. On the northeast corner is a US Bank, Nail Salon, and Coin-Op Laundry business. On the southwest corner are Buddies Sports Bar and other specialty retail businesses such as a Domino's Pizza. On the northwest corner is Farmington Village; a large retail development consisting of an Albertson's, Bi-Mart, Shari's Restaurant, and other specialty retail uses. Each of these retail developments has at least one driveway accessing both SW Farmington Road and SW 185th Avenue.

Immediately south of the site is an established residential neighborhood, with a single family residence (not a part of this application) located between the subject site and SW Deloris Lane.

EXISTING TRAFFIC VOLUMES

To identify existing traffic patterns, manual turn movement traffic counts were conducted at the study intersections on Thursday, December 8th, 2011 and data is included in the appendix. Intersections include:

- SW 185th Avenue/SW Farmington Road (OR10)
- SW Farmington Road (OR10)/Westside Community Church
- SW 185th Avenue/Retail Development

Figures 2 and 3 present existing weekday AM and PM peak hour traffic volumes at the study intersections. A single exiting (AM) trip and single entering (PM) trip were assigned to each of the three single family residential driveways to reflect current access volumes. It should be noted through traffic volumes on OR10 were increased by 3% to account for peak seasonal conditions and the 30th Highest Design Hour Volumes (30 DHV). This increase was determined using signal detection count data from the SW 185th Avenue/Tualatin-Valley Highway intersection just over a mile to the north. Specific details on adjustment factor determination are provided in the appendix.

TRANSPORTATION FACILITIES

The following table summarizes study area roadway functional classifications and descriptions as identified by Group Mackenzie, based on field observations and a review of the METRO RTP and Washington County TSP, accounting for planned future funded and unfunded transportation improvements.

TABLE 1 – STUDY ROADWAY CHARACTERISTICS						
Roadway	Classification	Posted Speed	Travel Lanes	Bike Lanes	On-Street Parking	Sidewalks
SW Farmington Road (OR10)	Arterial (District Highway)	40	2-3 ¹	No	No	Intermittent
SW 185 th Avenue	Arterial	35	3 ²	No	No	Intermittent

¹ METRO RTP and Washington County TSP identify funded, financially constrained project to widen to 5-lanes with bicycle lanes and sidewalks east of SW 185th Avenue

² METRO RTP and Washington County TSP identify non-funded, financially unconstrained project to widen to 5-lanes with bicycle lanes and sidewalks north of SW Farmington Road

SW Farmington Road (OR10)

SW Farmington Road is classified as an *Arterial* roadway by Washington County and a *District* level highway by ODOT. The facility extends southwest-northeast through the study area, connecting the rural agricultural communities to the west and the Aloha area with the City of Beaverton to the east. Similar to SW 185th Avenue, this roadway also provides access to adjacent retail developments and public street connections to established residential neighborhoods.

In the site vicinity, the roadway has a three-lane cross-section with dedicated left-turn lanes at the SW 185th Avenue approaches. East and west of the study area, the roadway has a two-lane cross-section. The posted speed is 40 mph and there are currently no bicycle lanes or on-street parking. Sidewalks are provided at intermittent locations and are lacking along the subject site property frontage.

SW 185th Avenue

SW 185th Avenue is classified as an *Arterial* roadway by Washington County and extends north-south through the study area. The roadway provides a regional connection through the Aloha area and provides direct access to adjacent retail developments and local/collector street accesses to established residential neighborhoods.

In the site vicinity, the roadway has a three-lane cross-section with continuous two-way left-turn lanes at most driveways and exclusive left-turn lanes at major intersections. The posted speed is 35 mph and there are currently no bicycle lanes or on-street parking. Sidewalks are provided at intermittent locations and are lacking along the subject site property frontage.

III. PLAN YEAR CONDITIONS

FUTURE TRAFFIC GROWTH

Future roadway traffic growth trends were determined using the Washington County travel demand model, based on the METRO 2035 Financially Constrained Roadway Network traffic model. Washington County staff supplied 2010 base year and 2033 plan year weekday PM peak hour model data.

Using the increase in traffic volumes between the base and plan years, future traffic growth patterns were established for the weekday PM peak hour. Twenty-four (24) years of growth were applied to 2011 traffic counts to determine 2035 plan year volumes.

The Washington County model is PM based, and AM information is not available. Therefore, AM background growth was determined by assuming the directional growth in PM model volumes would occur in the opposite direction during the weekday AM peak hour. All traffic forecast data and calculations, including Washington County model projections, are included in the appendix. Resulting 24-year traffic growth estimates for all study intersections during the weekday AM and PM peak hours are shown in Figures 4 and 5, respectively.

Figures 6 and 7 illustrate year 2035 background traffic volumes for all existing study intersections during the weekday AM and PM peak hours. The volumes shown represent a 43% increase in traffic between 2010 and 2035, or a 1.75% linear annual growth rate. This growth rate was compared to historical growth trends on SW Farmington Road, which are monitored annually and detailed in the ODOT *Traffic Volume Tables*. Based on the latest 10-years of data, SW Farmington Road volumes have decreased and have a negative annual growth rate. Based on this evidence, using the positive growth predicted by the Washington County model yields a conservative estimate of future traffic conditions.

PLANNED PUBLIC IMPROVEMENTS

The METRO RTP and Washington County TSP identify a series of planned capacity enhancement projects anticipated to be in place by 2035, including:

- Widening SW Farmington Road to 5 lanes east of SW 185th Avenue
- Widening SW Farmington Road to 3 lanes west of SW 185th Avenue
- Widening SW 185th Avenue to 5 lanes north of SW Farmington Road
- Widening SW 185th Avenue to 3 lanes south of SW Farmington Road

Based on discussions with Washington County land use planners and engineers, it is assumed the 5-lane SW Farmington Road widening project extends more than 600 feet west of SW 185th Avenue to provide a proper transition through the intersection. The same is assumed for the 5-lane SW 185th Avenue widening project. It is also assumed FYLTA signal phasing is established on the north and south approaches of the SW Farmington Road/SW 185th Avenue intersection. ODOT staff concurs with this assumption, due to concerns regarding intersection skew and right-turn channelization that prevent FYLTA phasing from being established on the east and west approaches until SW 185th Avenue is widened to 5 lanes.

It should be noted the widening of SW 185th Avenue does not meet the TPR definition of a "planned transportation facility" as it is not identified in a financially constrained project list. Nevertheless, Washington County requested this study address conditions both without and with the project.

SITE ACCESS

Figure 8 illustrates the lane configurations and traffic control devices assumed in-place at all study area intersections in 2035 with planned improvements and the site fully developed under the current R-15 zoning. It is assumed all existing residential accesses remain and that each individual parcel develops independently with its own access point to the adjacent roadway system.

Figure 9 illustrates the lane configurations and traffic control devices assumed in-place at all study area intersections in 2035 with planned improvements and the site fully developed under the proposed CBD zoning. It is assumed that any development under the proposed CBD zoning will have multiple access points to meet retail development circulation needs. In this scenario, it is assumed there will be a single access on SW 185th Avenue across from the existing the retail development driveway (Buddies Sports Bar), and another independent access onto SW Farmington Road.

FUTURE CURRENT ZONING DEVELOPMENT

The subject property is currently zoned R-15, allowing for a maximum density of 15 housing units per acre. Although the site is 2.29 acres in size, approximately 0.28 acres will be dedicated for future right-of-way along the two roadway frontages, leaving 2.01 acres of developable property. Based on this area, a maximum of 30 townhome-style units can be developed under the current zoning, with 18 townhome units on the north parcel, and 6 units each on the central and south parcels.

FUTURE PROPOSED ZONING DEVELOPMENT

A much higher development density was assumed for study purposes reflecting land uses having "worst-case" trip generation than the applicant intends to develop. Land uses include a 3,500 SF fast-food restaurant with drive through, a 3,500 SF convenience store, and a separate gasoline station with 12 fueling positions.

TRIP GENERATION

Development trip generation estimates for the current and proposed zoning designations were determined using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 8th Edition, and supplemental data provided in the ITE *Trip Generation Handbook*, 2nd Edition. ITE Land Use 230 (Residential Condominium/Townhouse) was used for the current zone designation. ITE Land Use 934 (Fast-Food with Drive-Through), 851 (Convenience Market), and 944 (Gasoline/Service Station) were used for the proposed zone designation.

The following sections describe development trip types followed by a summary of the expected site trip generation.

Total Trips

Total trips are simply the number of vehicle trips to/from the proposed development and consist of internal, pass-by, and primary trips. For analysis purposes, all trips are conservatively assumed to be made by motor vehicles. While it can be assumed a portion of the trips, especially those in the commercial zone designation with transit oriented design elements, will be made alternate modes including bicycles and pedestrians, no reductions are made for these trip types.

Internal Trips

Internal trips are those traveling to/from adjacent developments on the subject property and have both trip ends on the property. As such, these trips do not exit the property and do not affect the external access or adjacent roadway system.

Pass-By Trips

Pass-by trips are those traveling to/from the site and are already on the adjacent roadway system. These trips do not increase total roadway traffic volumes, but do add to site access turning movement volumes. For the retail development, pass-by trips are a component of total trips.

Primary Trips

Primary trips are the net new trips on the roadway system whose primary purpose is to visit the site.

Anticipated trip generation for the current and proposed zoning development scenarios are shown in the following table. Calculations for the internal capture rates associated with the proposed CBD zoning are provided in the appendix.

TABLE 2 – TRIP GENERATION									
Zoning/Land Use	ITE Code	Size	Trip Type	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit
Current Zoning (R-15)									
North Parcel	230	18 DU	Primary Trips	8	1	7	9	6	3
Middle Parcel	230	6 DU	Primary Trips	3	1	2	3	2	1
South Parcel	230	6 DU	Primary Trips	3	1	2	3	2	1
Townhouse (All Parcels)			Primary Trips	14	3	11	15	10	5
Proposed Zoning (CBD)									
Convenience Market	.851	3,500 SF	Total Trips	234	117	117	184	94	90
			Internalization (33% AM/34% PM)	(79)	(39)	(40)	(62)	(31)	(31)
			Pass-By Trips (58% AM/61% PM)	(90)	(45)	(45)	(74)	(38)	(36)
			Primary Trips	65	33	32	48	25	23
Fast-Food w/ Drive-Thru	934	3,500 SF	Total Trips	173	88	85	119	62	57
			Internalization (33% AM/34% PM)	(58)	(29)	(29)	(39)	(20)	(19)
			Pass-By Trips (49% AM/49% PM)	(56)	(29)	(27)	(40)	(21)	(19)
			Primary Trips	59	30	29	40	21	19
Gasoline/Service Service Station	944	12 Pumps	Total Trips	146	74	72	166	83	83
			Internalization (33% AM/34% PM)	(48)	(24)	(24)	(55)	(27)	(28)
			Pass-By Trips (58% AM/42% PM)	(57)	(29)	(28)	(47)	(24)	(23)
			Primary Trips	41	21	20	64	32	32
Difference in Primary Trips (Proposed Zoning-Current Zoning)				+151	+81	+70	+137	+68	+69

As shown in the previous table, during the AM peak hour, current zoning development will generate 14 primary vehicle trips (3 enter, 11 exit) and proposed zoning development will generate 165 primary vehicle trips (84 enter, 81 exit). Therefore, the net increase in primary trips resulting from the zone change is 151 vehicles (81 enter, 70 exit).

During the PM peak hour, current zoning development will generate 15 primary vehicle trips (10 enter, 5 exit) and proposed zoning development will generate 152 primary vehicle trips (78 enter, 74 exit). Therefore, the net increase in primary trips resulting from the zone change is 137 vehicles (68 enter, 69 exit).

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Trip distribution is based on existing intersection turning movement patterns and professional judgment. The distribution patterns are described as follows:

- 20% to and from the north on SW 185th Avenue
- 20% to and from the south on SW 185th Avenue
- 30% to and from the east on SW Farmington Road
- 30% to and from the west on SW Farmington Road

Figures 10 and 11 illustrate the weekday AM and PM peak hour primary site trip assignments for all study intersections with current zoning development (30 townhome units). Figures 12 and 13 illustrates the weekday AM peak hour primary and pass-by site trip assignments for proposed zoning development, with primary and pass-by site trip assignments for the weekday PM peak hour shown in Figures 14 and 15, respectively.

2035 CURRENT ZONING TRAFFIC VOLUMES

2035 weekday AM and PM peak hour traffic volumes for the current zoning scenario are shown in Figures 16 and 17 for all study intersections. These volumes reflect site traffic volumes added to 2035 background traffic volumes.

2035 PROPOSED ZONING TRAFFIC VOLUMES

2035 weekday AM and PM peak hour traffic volumes for the proposed zoning scenario are shown in Figures 18 and 19 for all study intersections. These volumes reflect the primary and pass-by site traffic volumes added to the 2035 background traffic volumes, and reflect assumed changes previously described for external site access.

V. INTERSECTION AND ROADWAY ANALYSIS

OPERATION ANALYSIS DESCRIPTION

Intersection operation characteristics are generally defined by two measurements: volume-to-capacity ratio and level-of-service. Volume-to-capacity (v/c) ratio is a measurement of capacity used by a given traffic movement or for an entire intersection. It is defined by the rate of traffic flow or traffic demand divided by the theoretical capacity. Level-of-service (LOS) represents a range of average control delays for drivers and is expressed as a letter ranging from LOS "A" which indicates good operating conditions, to LOS "F" which indicates a high level of congestion and delay.

The study intersections along SW Farmington Road (OR10) are under ODOT jurisdiction. Therefore, the mobility standards set forth in ODOT's *1999 Oregon Highway Plan (including OHP amendments through the end of December 2011)* apply. Based on the OHP, the OR10 mobility standard is a peak hour v/c ratio of 0.99 or less. The same v/c ratio of 0.99 or less applies to accesses along SW 185th Avenue, per Washington County TSP standards.

Intersection capacity calculations were conducted using methodologies presented in the *2000 Highway Capacity Manual*. Synchro (Version 7) was used to prepare capacity and level-of-service calculations. Data output sheets from the analyses are in the appendix.

To ensure this analysis was based on reasonable "worst-case" conditions, the weekday AM and PM peak hour 15-minute flow rates were used to evaluate intersection operations. For this reason, the analysis reflects conditions anticipated to occur for 15 minutes during the peak hour. Operations at all other hours will be better than those described in this report.

OPERATION ANALYSIS RESULTS

Analyses were performed for the following scenarios:

- 2035 Current Zone Designation
- 2035 Proposed Zone Designation

Analysis results are summarized in the following two tables. The first table assumes only the planned 5-lane widening on SW Farmington Road – directly addressing TPR analysis assumptions. The second table assumes the planned 5-lane widening of both SW Farmington Road and SW 185th Avenue – directly addressing Washington County analysis assumptions.

Calculation sheets for both analyses are included in the appendix.

TABLE 3 – 2035 INTERSECTION OPERATIONS - V/C RATIO (PLANNED WIDENING ON SW FARMINGTON ROAD ONLY)				
Intersection	Current Zoning (R-15)		Proposed Zoning (CBD)	
	AM	PM	AM	PM
1) SW Farmington Rd (OR10)/SW 185 th Avenue	0.84	0.88	0.91	0.89
2) SW Farmington Rd (OR10)/Site Driveway	0.01	0.01	0.40	0.35
3) SW Farmington Rd (OR 10)/Westside Community Church	0.01	0.03	0.00 ¹	0.03
4) SW 185 th Avenue/North Site Driveway	0.02	0.00 ¹	N/A ²	N/A ²
5) SW 185 th Avenue/Retail Driveway	0.01	0.17	0.15	0.20
6) SW 185 th Avenue/South Site Driveway	0.01	0.00 ¹	N/A ²	N/A ²

¹ Traffic demand is low for critical movement, resulting in a v/c ratio of 0.00.

² N/A = Not available, as driveway has been removed.

TABLE 4 – 2035 INTERSECTION OPERATIONS - V/C RATIO (PLANNED WIDENING OF BOTH SW FARMINGTON ROAD AND SW 185 TH AVENUE)				
Intersection	Current Zoning (R-15)		Proposed Zoning (CBD)	
	AM	PM	AM	PM
1) SW Farmington Rd (OR10)/SW 185 th Avenue	0.63	0.76	0.70	0.78
2) SW Farmington Rd (OR10)/Site Driveway	0.01	0.01	0.44	0.39
3) SW Farmington Rd (OR 10)/Westside Community Church	0.01	0.03	0.00 ¹	0.03
4) SW 185 th Avenue/North Site Driveway	0.01	0.00 ¹	N/A ²	N/A ²
5) SW 185 th Avenue/Retail Driveway	0.00 ¹	0.08	0.14	0.10
6) SW 185 th Avenue/South Site Driveway	0.00 ¹	0.00 ¹	N/A ²	N/A ²

¹ Traffic demand is low for critical movement, resulting in a v/c ratio of 0.00.

² N/A = Not available, as driveway has been removed.

As shown in the previous two tables, all study intersections are anticipated to operate at an acceptable mobility standard for both the current and proposed zoning development scenarios, considering funded and unfunded planned roadway improvements. Based on these results, the proposed zone change does not significantly affect the existing or planned transportation system. Therefore, no mitigation beyond the site access improvements, necessary right-of-way dedication, and anticipate property frontage improvements described herein is recommended.

VI. SUPPLEMENTAL ANALYSIS

During the development of this TPR analysis report, Group Mackenzie met with Washington County DLUT and ODOT staff on multiple occasions to review for study completeness and compliance with TPR analysis procedures. From this series of meetings, Group Mackenzie prepared two supplemental technical letters responding to several agency comments and requests for additional information. The letters, dated April 27 and May 10, 2012, are provided in separate appendices in this report.

As detailed in the two technical letters, even with ultra-conservative factors built into the analysis of long-range traffic operations (i.e. higher external site trip generation, a left-turn egress restriction at the site access to Farmington Road), the results show all study intersections continue to operate at an acceptable mobility standard for both the current and proposed zoning development scenarios. Based on these sensitivity tests, the proposed zone change will not significantly affect the existing or planned transportation system.

VII. SUMMARY

The following sections describe key findings, conclusions, and recommendations based on the analysis contained in this report:

BACKGROUND

- This transportation impact analysis (TIA) has been prepared to address a proposed plan amendment and zone change for three contiguous properties located on the southeast corner of the SW 185th Avenue/SW Farmington Road (OR10) intersection in Washington County.
- The proposed land use action will change the subject site zoning from Residential (R-15) to Community Business District (CBD) with select transit oriented design elements.
- This TIA addresses the Transportation Planning Rule (TPR) requirements as outlined in Oregon Administrative Rule (OAR) 660-012-0060.
- The study area boundary and scope of the analysis was defined based on a meeting with Washington County and ODOT planning and engineering staff.
- The 2035 plan year analysis is for the critical weekday AM and PM peak hours.

EXISTING CONDITIONS

- The subject site is approximately 2.29 acres and currently has 3 single-family residences. The single-family residences have individual driveways accessing SW Farmington Road (1 location) and SW 185th Avenue (2 locations). There is also a cell tower on the subject site that the Applicant intends to keep.
- Existing traffic conditions are based on weekday AM and PM peak period traffic counts conducted in December 2011. Existing through volumes on OR10 were increased by 3% to account for seasonal conditions and the 30th Highest Hour Design volumes.

FUTURE CONDITIONS

- Planned and funded improvements assumed in-place by 2035 include widening SW Farmington Road in the study area to 5 lanes. The possibility of an unfunded project to widen SW 185th Avenue to 5 lanes is also considered, but is not relied upon to find TPR compliance.
- Future traffic growth projections were determined using the Washington County travel demand model and represent an approximate 43% increase in existing traffic levels.
- Reasonable worst-case development under current R-15 zoning is 30 townhome units.
- A worst-case development scenario under proposed CBD zoning is a 3,500 SF fast-food restaurant with drive-through, a 3,500 SF convenience store, and a separate gas station facility with 12 fueling positions.

- The proposed zoning development will generate a net increase of 151 primary vehicle trips (81 enter, 70 exit) during the AM peak hour and 137 primary vehicle trips (68 enter, 69 exit) during the AM peak hour.
- All study intersections will operate at an acceptable mobility standard (v/c ratios of 0.99 or less) during the 2035 weekday AM and PM peak hours, for both the current and proposed zoning development scenarios.
- Based on additional sensitivity tests (i.e., higher external site trip generation, a left-turn egress restriction at the site access to Farmington Road), all study intersections continue to operate at an acceptable mobility standard for both the current and proposed zoning development scenarios.

CONCLUSIONS AND RECOMMENDATIONS

- The proposed zone change does not significantly affect the existing or planned transportation system.
- No mitigation beyond the site access improvements, necessary right-of-way dedication, and anticipate property frontage improvements described herein is recommended.

VIII. APPENDIX

- A. Figures
- B. Traffic Count Summaries
- C. Site Trip Internal Capture Rate Calculations
- D. Capacity Calculations
- E. Technical Letter (April 27, 2012)
- F. Technical Letter (May 10, 2012)



NOT TO SCALE



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DATE: 04.02.12

DRAWN BY: KLA

CHECKED BY: BJD

JOB NO:
2120065.00

VICINITY MAP

SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD

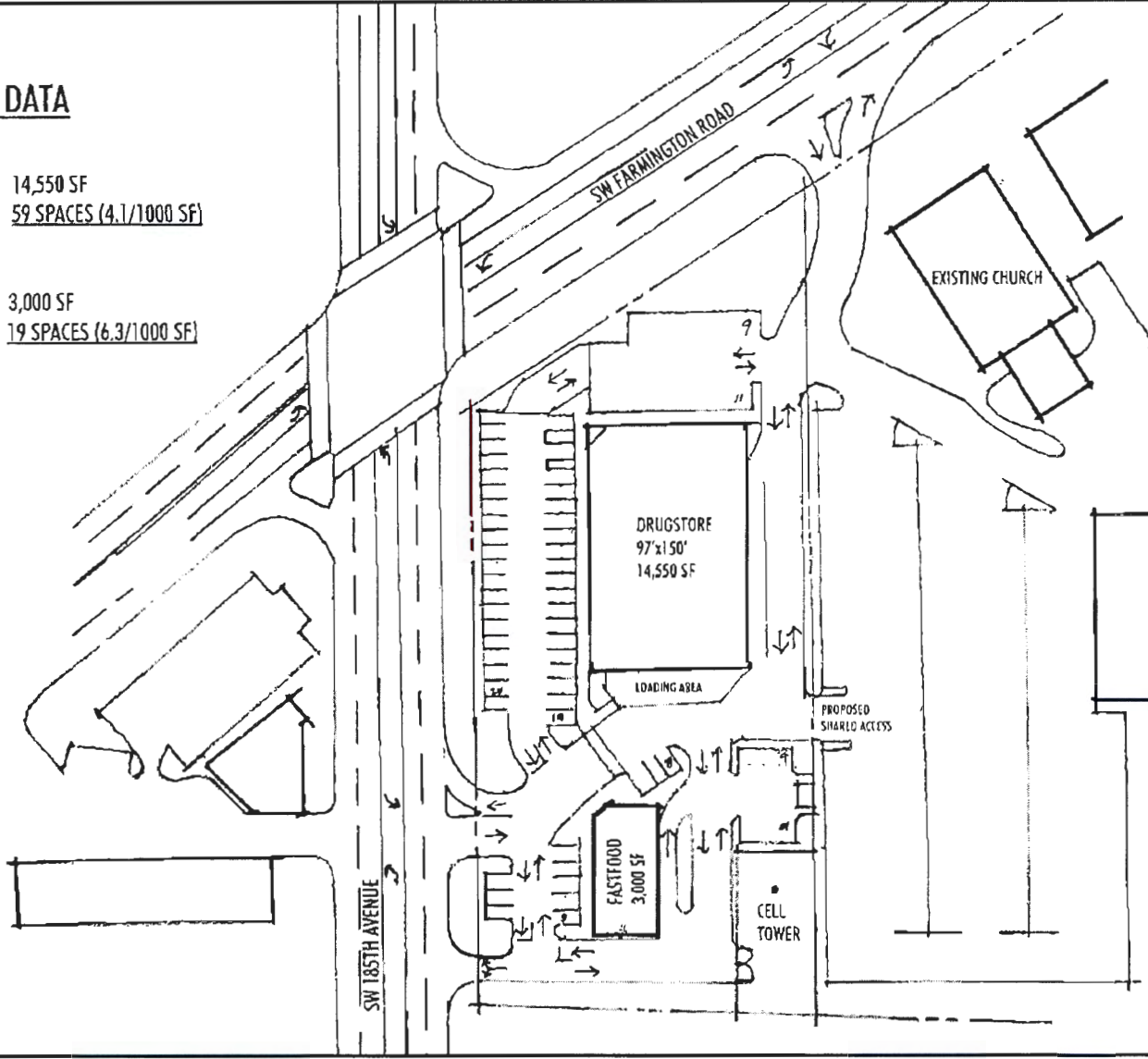
FIGURE

1

OPTION 1 - SITE DATA

DRUGSTORE BLDG AREA 14,550 SF
PARKING PROVIDED 59 SPACES (4.1/1000 SF)

FASTFOOD BLDG AREA 3,000 SF
PARKING PROVIDED 19 SPACES (6.3/1000 SF)



B
BAYSINGER
PARTNERS

NORTH
0 10 20
Site Plan OPTION 1

BAYSINGER PARTNERS/PORTER/KLE
2000 1st Ave., Suite 200, Seattle, WA 98101-2000
Project Number: SH 11018

SEVENHILLS
WALDRENS 185TH AND FARMINGTON

03.26.12

FIGURE
2

CONCEPTUAL SITE PLAN

DATE: 04.02.12

DRAWN BY: KLA

CHECKED BY: BJD

JOB NO:
2120065.00

GROUP

MACKENZIE

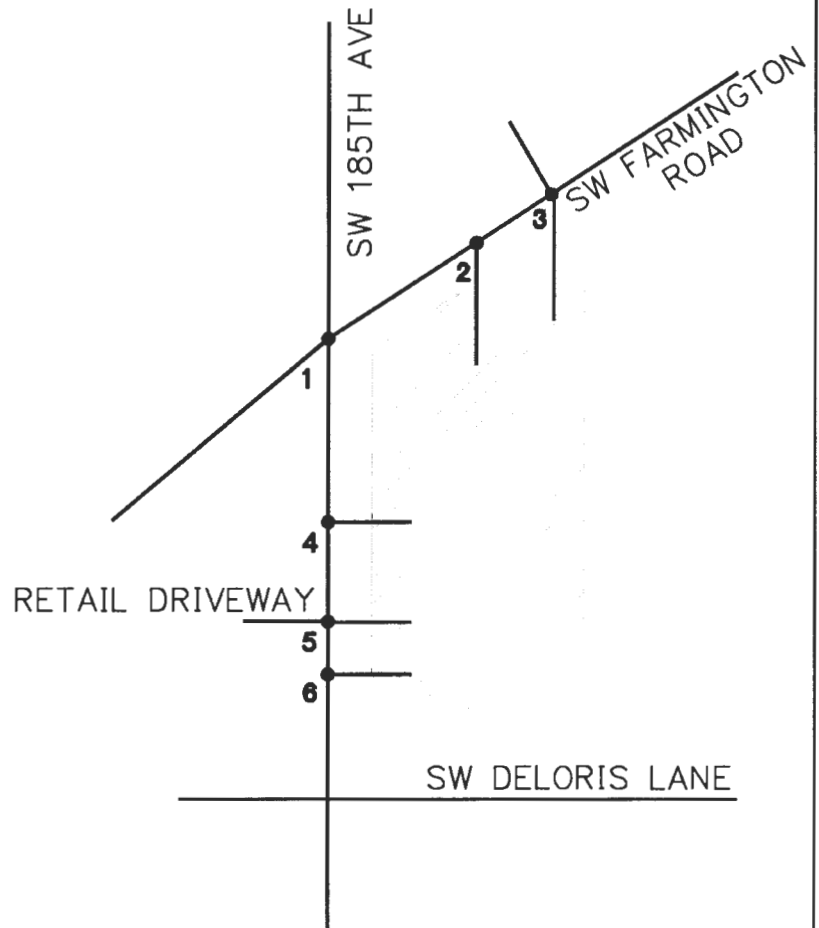
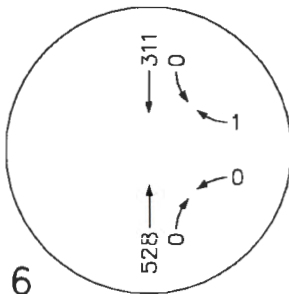
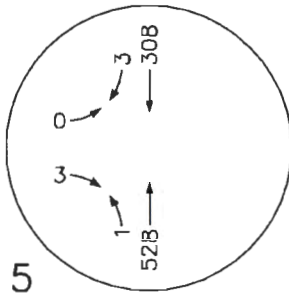
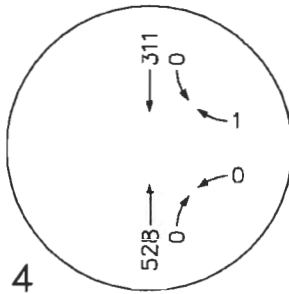
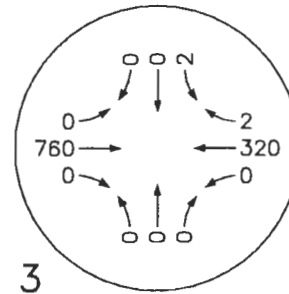
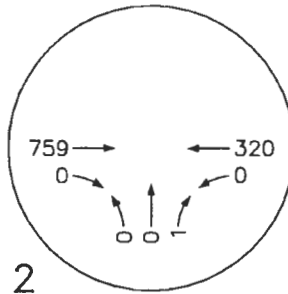
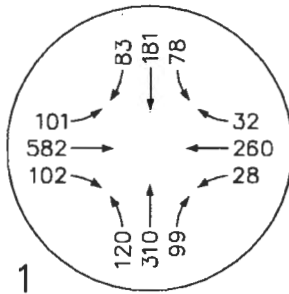
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SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD



NOT TO SCALE



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DATE: 04.02.12

DRAWN BY: KLA

CHECKED BY: BJD

JOB NO:
2120065.00

**EXISTING TRAFFIC VOLUMES -
WEEKDAY AM PEAK HOUR**

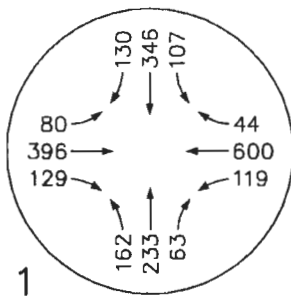
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

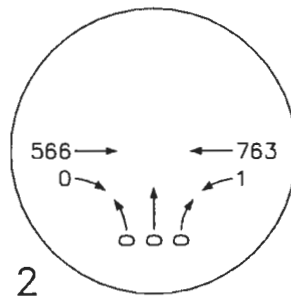
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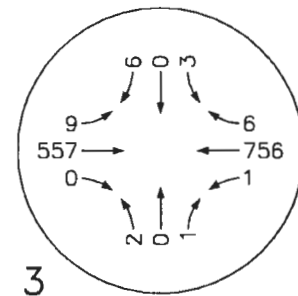
NOT TO SCALE



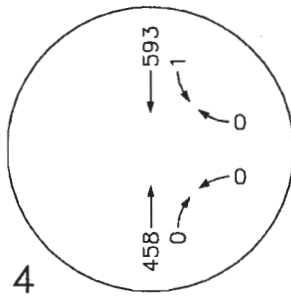
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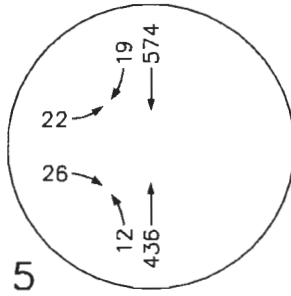
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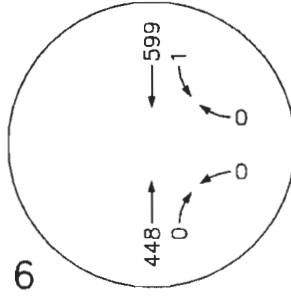
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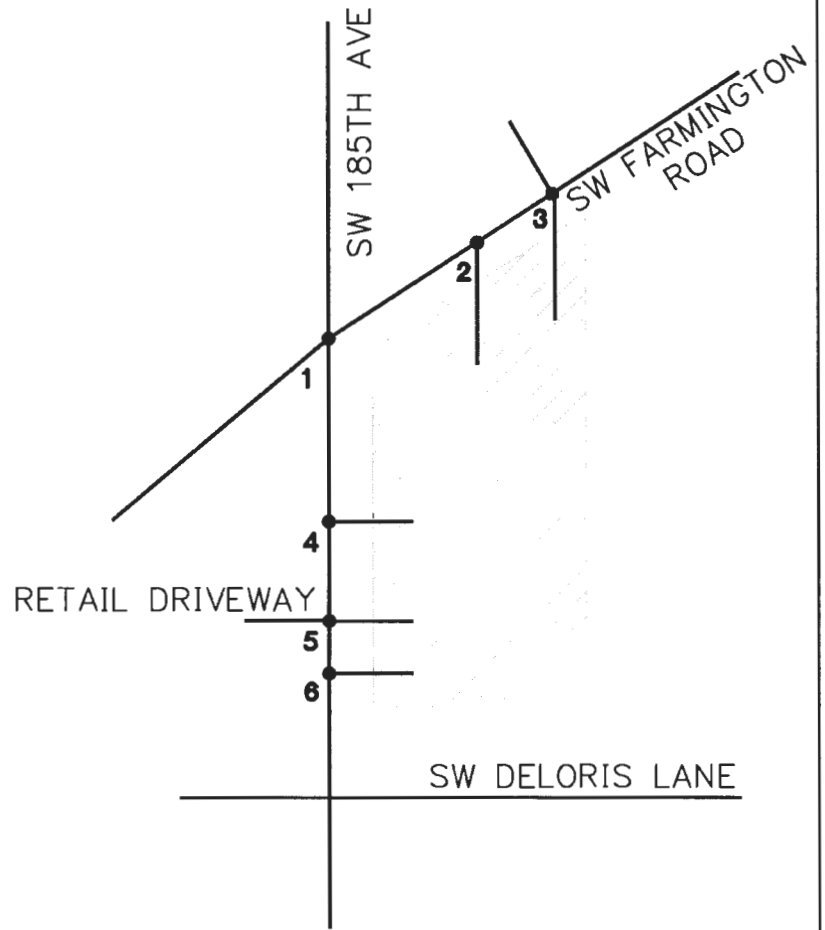
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5



6



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JOB NO:
2120065.00

**EXISTING TRAFFIC VOLUMES -
WEEKDAY PM PEAK HOUR**

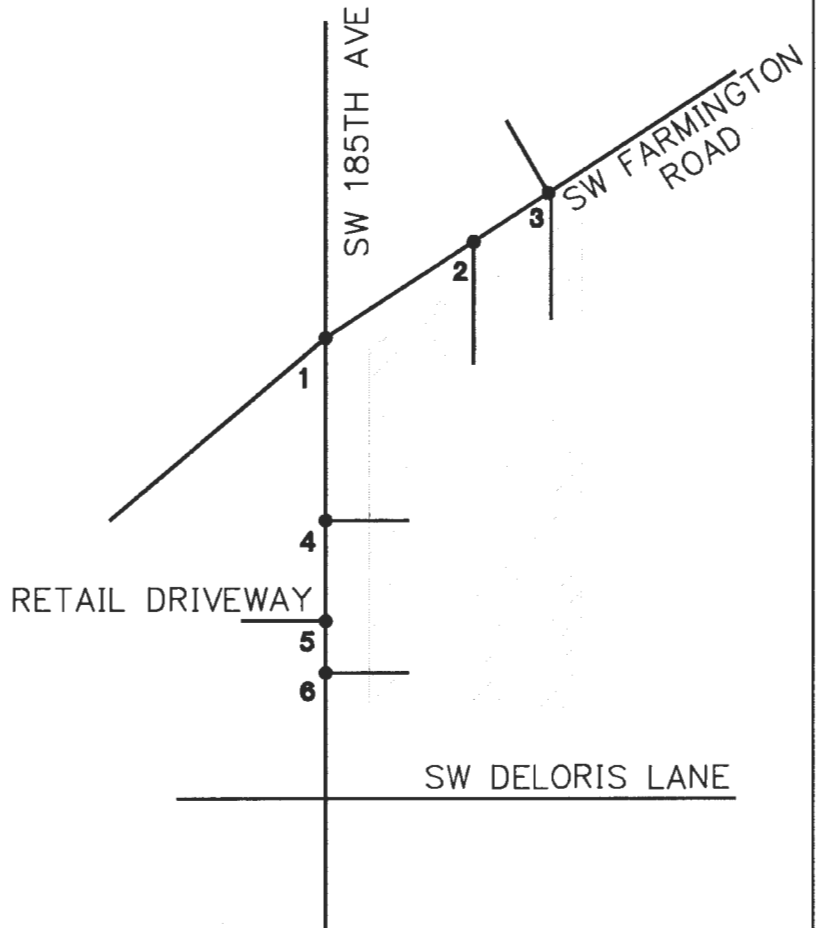
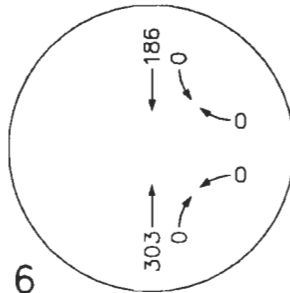
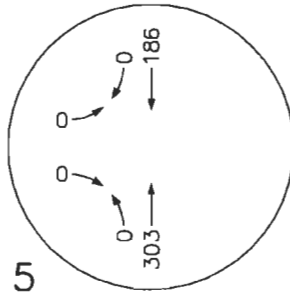
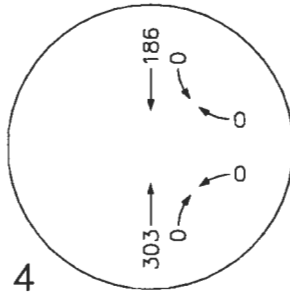
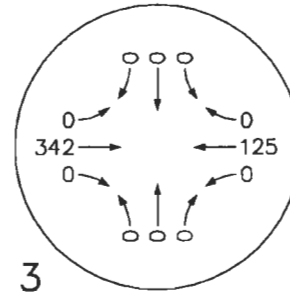
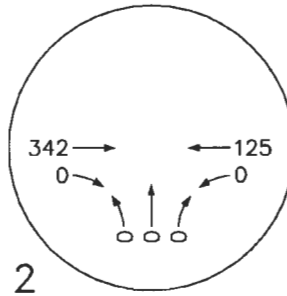
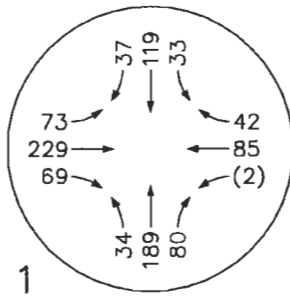
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

4



NOT TO SCALE



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DRAWN BY: KLA

CHECKED BY: BJD

JOB NO:
2120065.00

**FUTURE TRAFFIC GROWTH
WEEKDAY AM PEAK HOUR
(24 YEARS)**

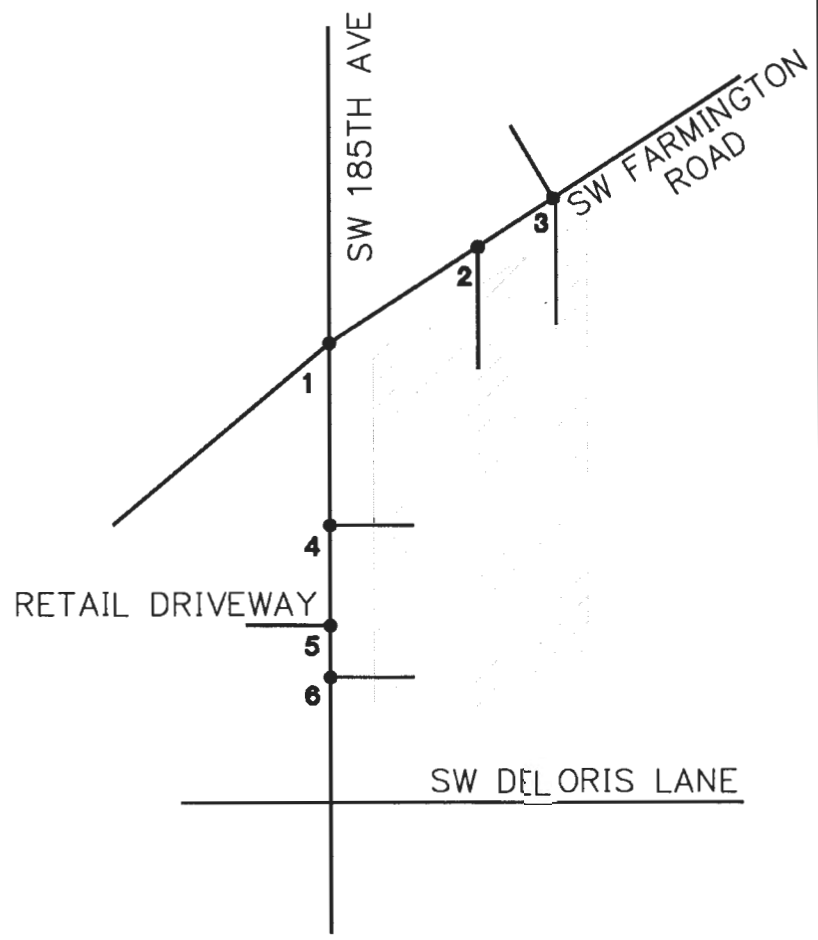
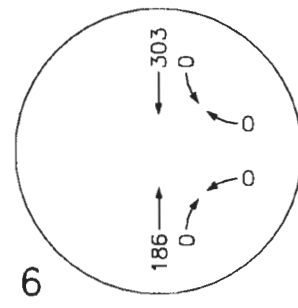
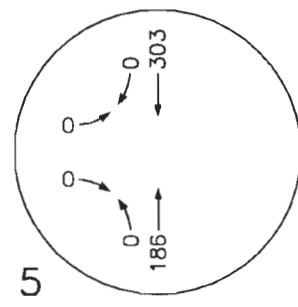
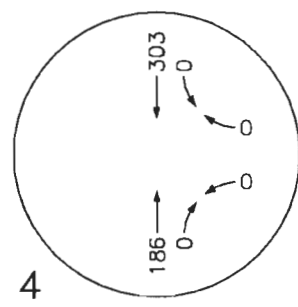
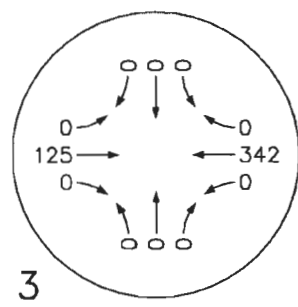
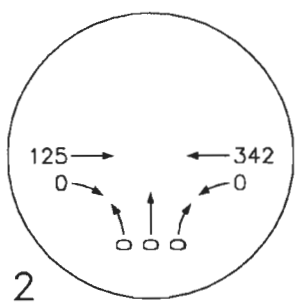
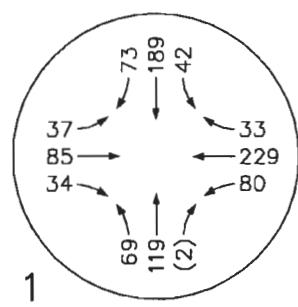
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

5



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CHECKED BY: BJD

JOB NO:
2120065.00

**FUTURE TRAFFIC GROWTH
WEEKDAY PM PEAK HOUR
(24 YEARS)**

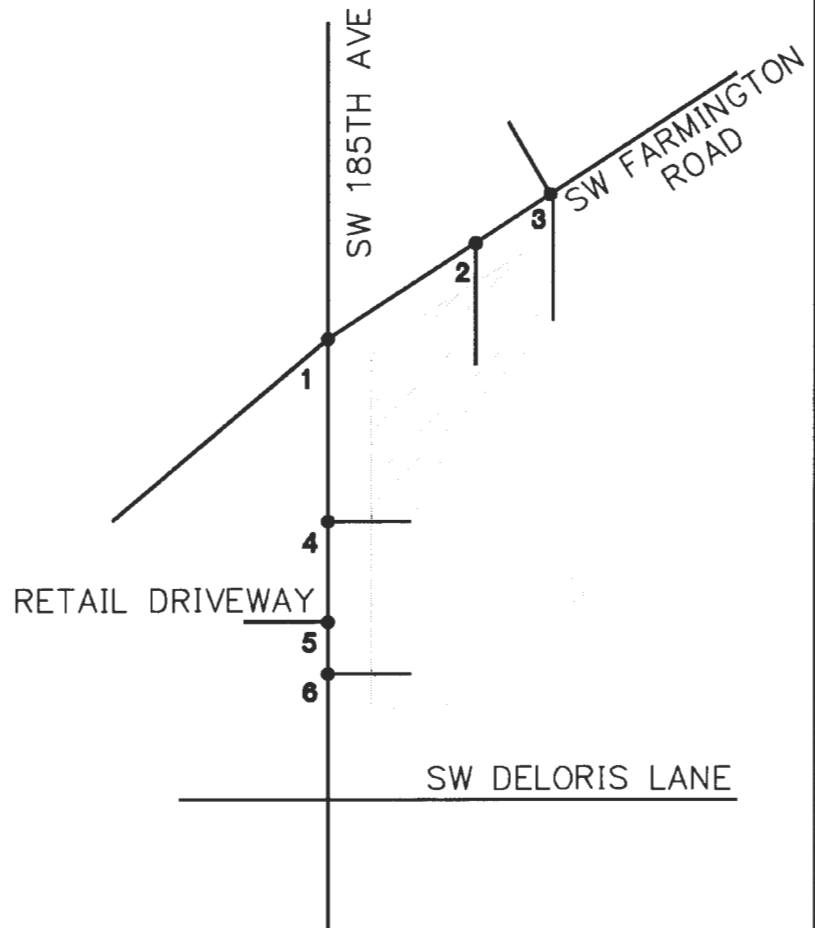
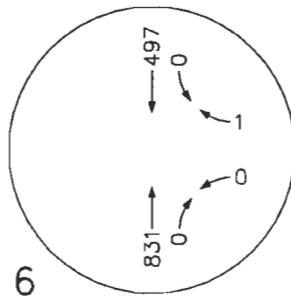
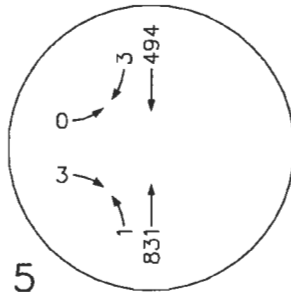
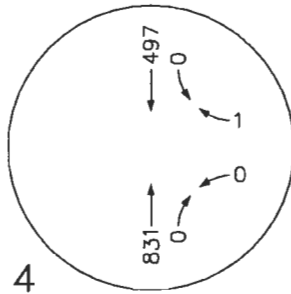
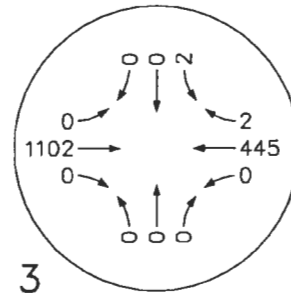
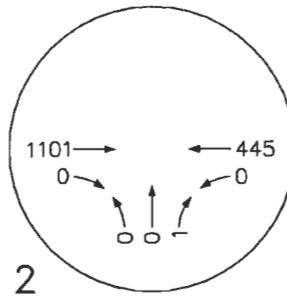
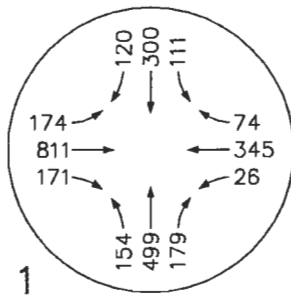
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

6



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DRAWN BY: KLA

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JOB NO:

2120065.00

YEAR 2035 BACKGROUND
TRAFFIC VOLUMES - WEEKDAY
AM PEAK HOUR

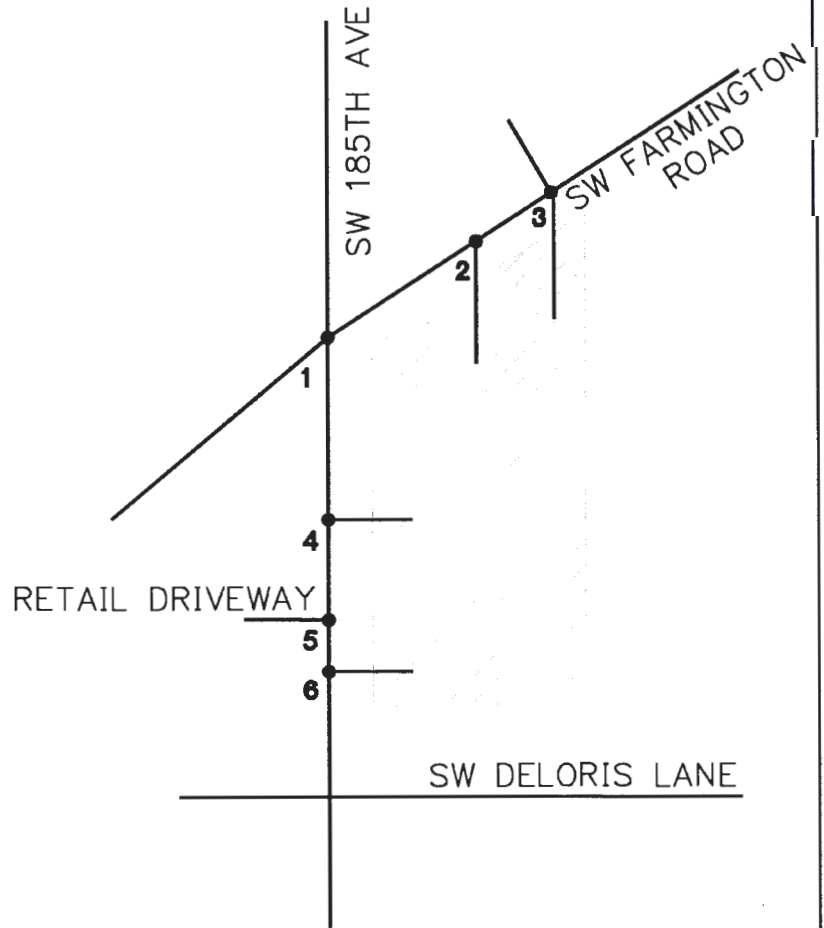
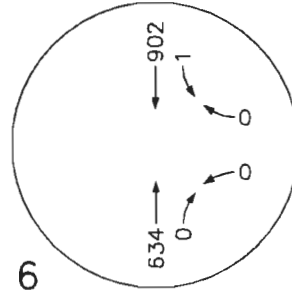
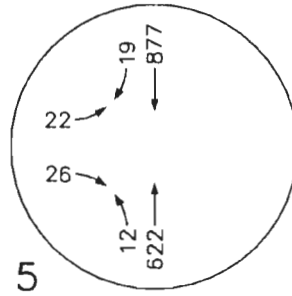
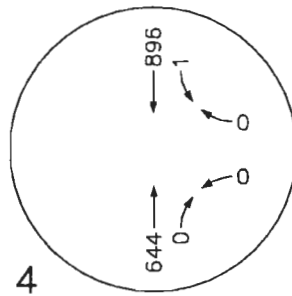
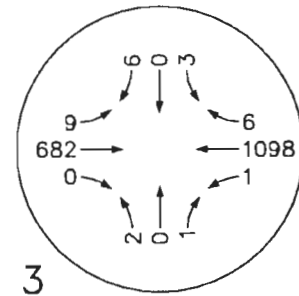
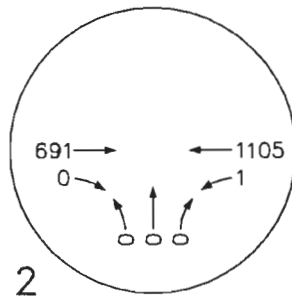
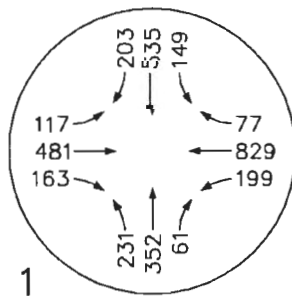
SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD

FIGURE

7



NOT TO SCALE



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JOB NO:
2120065.00

**YEAR 2035 BACKGROUND
TRAFFIC VOLUMES - WEEKDAY
PM PEAK HOUR**

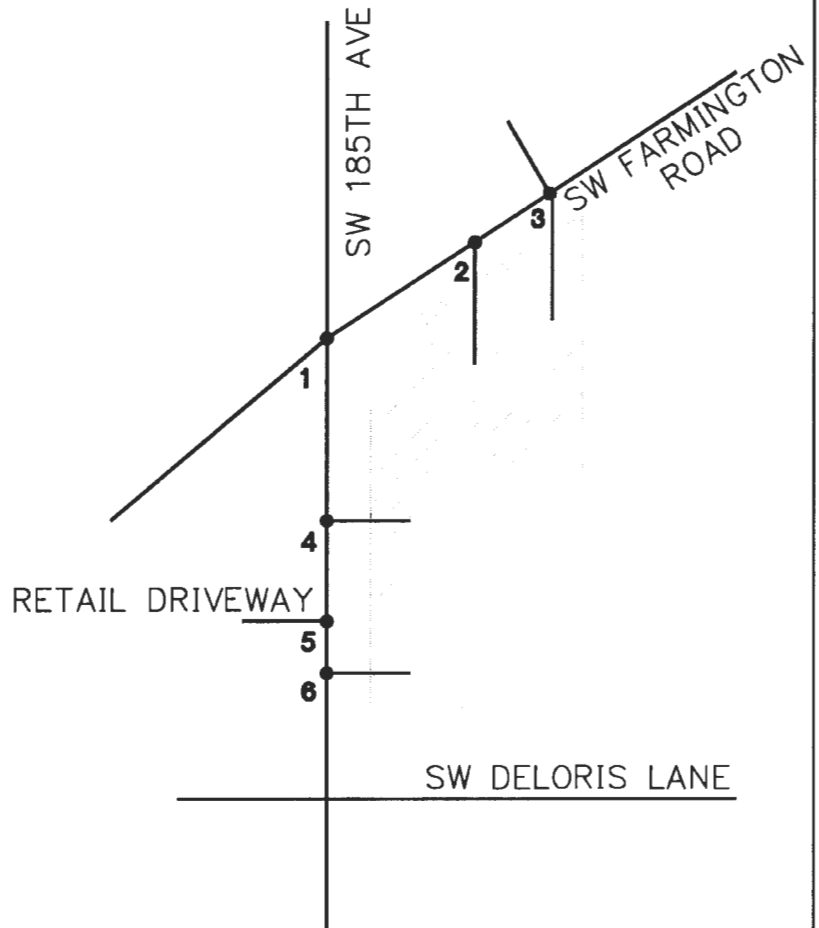
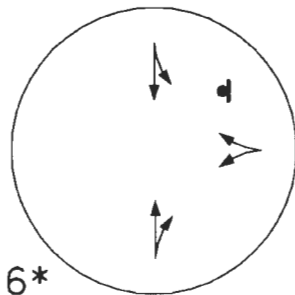
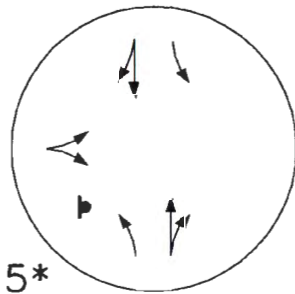
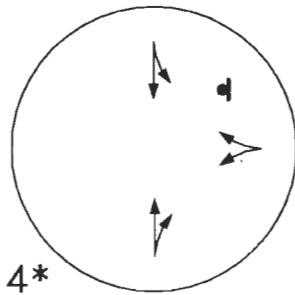
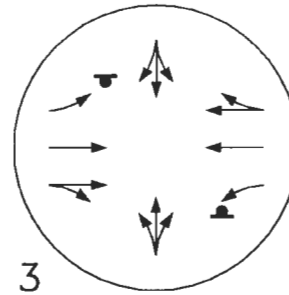
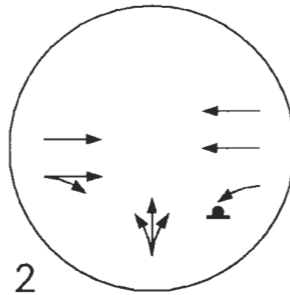
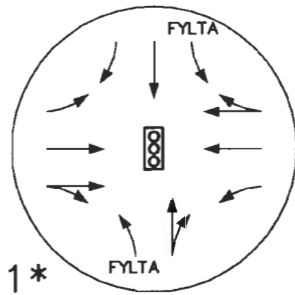
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

8



NOT TO SCALE



FYLTA = FLASHING YELLOW LEFT TURN ARROW

* OPTIONAL ANALYSIS WAS DONE FOR AN ADDITIONAL THRU LANE ON NORTH AND SOUTHBOUND LEGS OF INTERSECTION ON 185TH AVE. FYLTA WAS ALSO ASSUMED ON ALL APPROACHES OF INTERSECTION 1 DURING THIS SCENARIO.

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JOB NO:
2120065.00

**ASSUMED LANE CONFIGURATION
AND TRAFFIC CONTROL
DEVICES (CURRENT ZONING)**

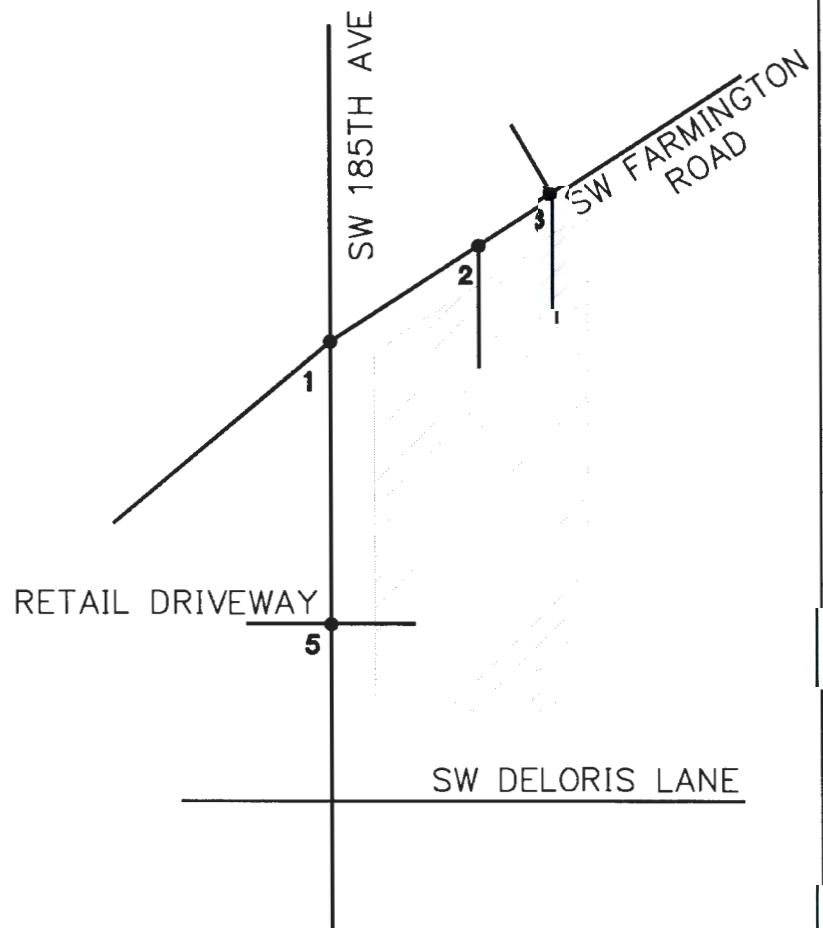
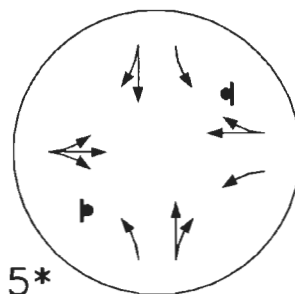
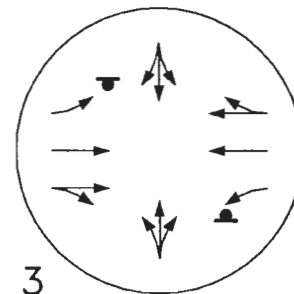
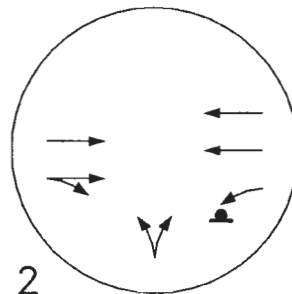
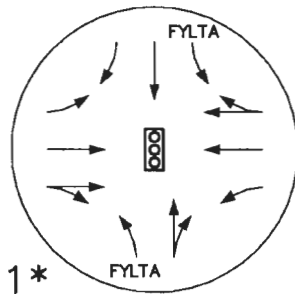
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

9



NOT TO SCALE



FYLTA = FLASHING YELLOW LEFT TURN ARROW

* OPTIONAL ANALYSIS WAS DONE FOR AN ADDITIONAL THRU LANE ON NORTH AND SOUTHBOUND LEGS OF INTERSECTIONS ON 185TH AVE. FYLTA WAS ALSO ASSUMED ON ALL APPROACHES OF INTERSECTION 1 DURING THIS SCENARIO.

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JOB NO:
2120065.00

**ASSUMED LANE CONFIGURATION
AND TRAFFIC CONTROL
DEVICES (PROPOSED) ZONING)**

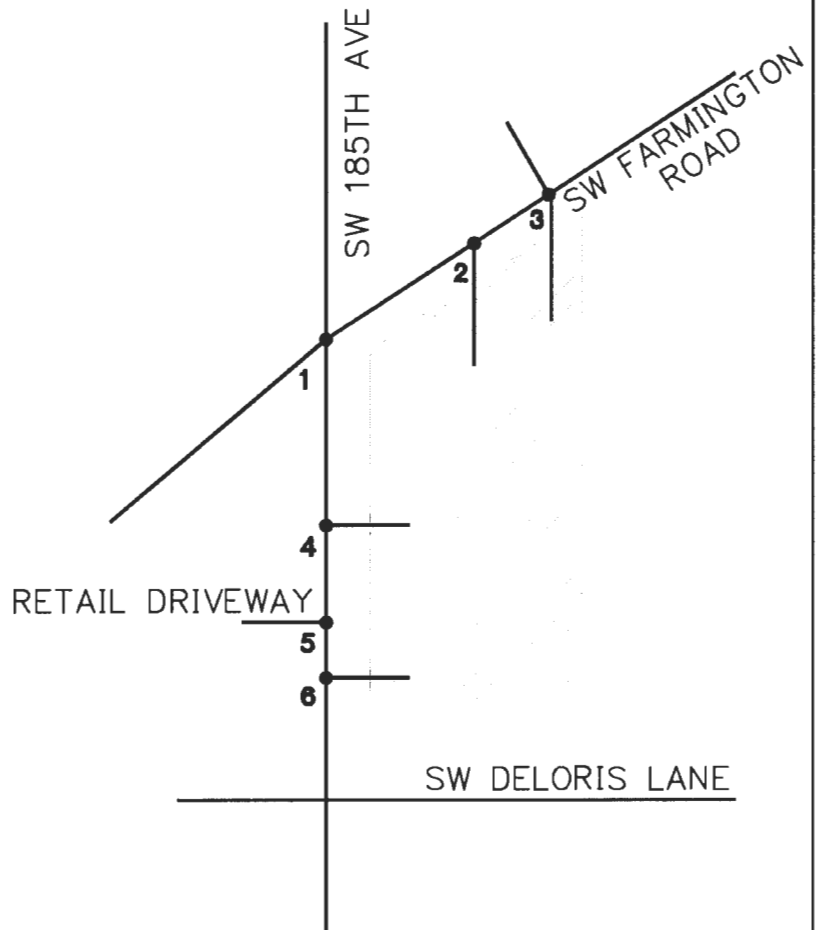
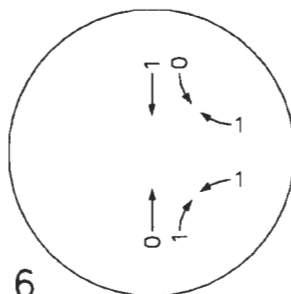
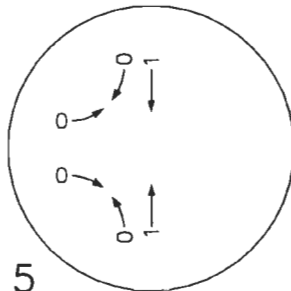
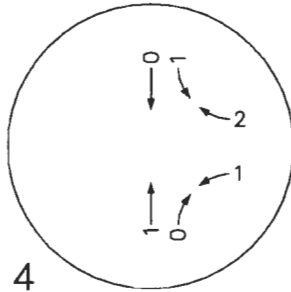
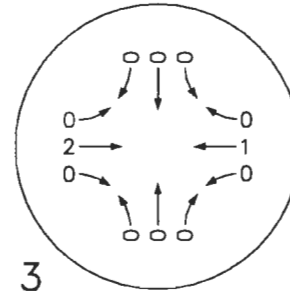
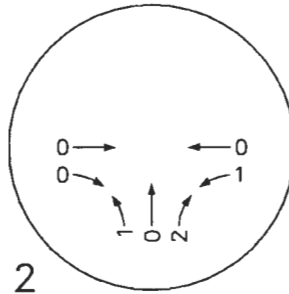
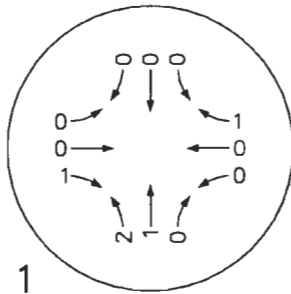
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

10



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**PRIMARY SITE TRIPS - WEEKDAY
AM PEAK HOUR (CURRENT
ZONING)**

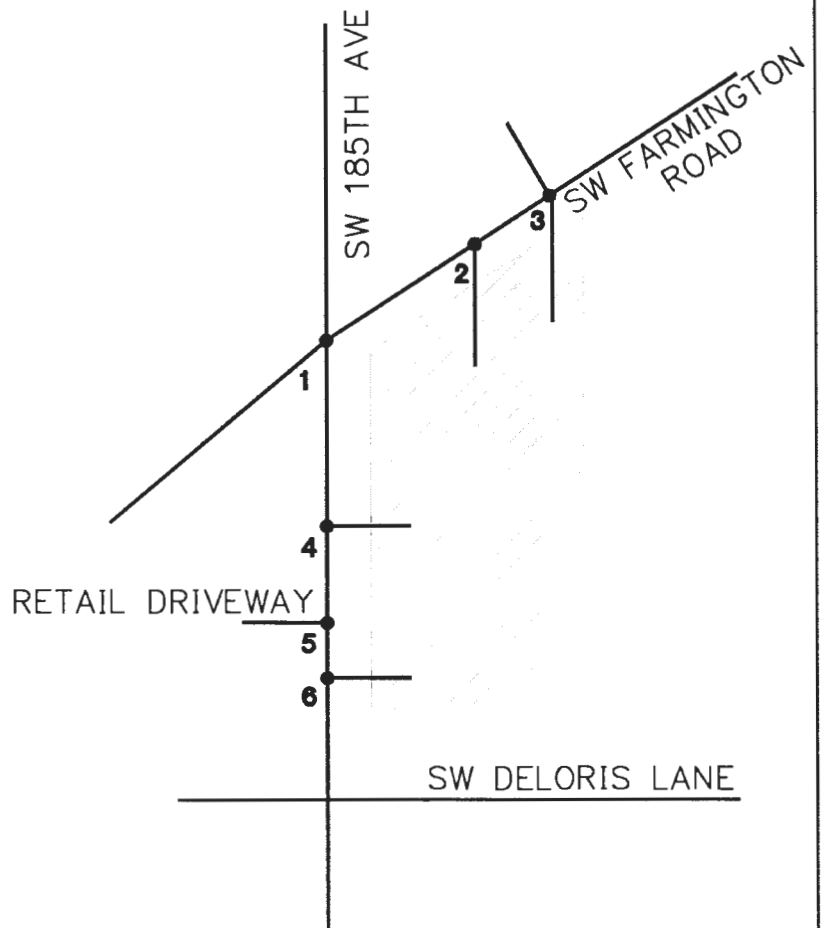
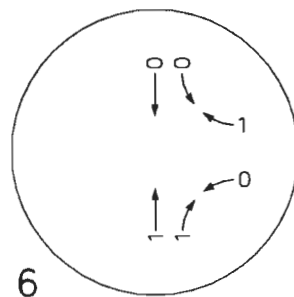
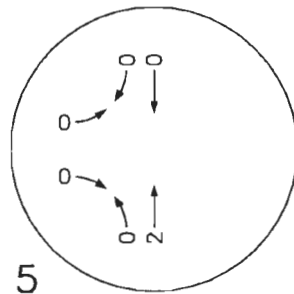
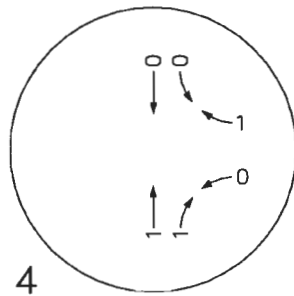
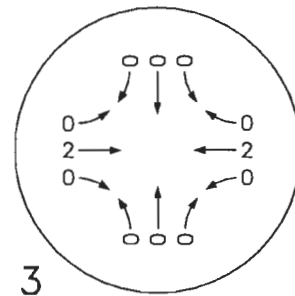
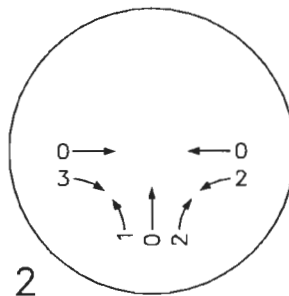
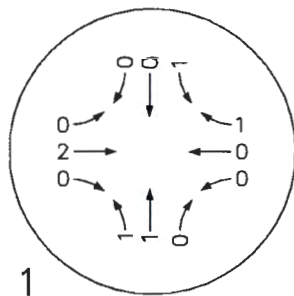
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

11



NOT TO SCALE



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JOB NO:

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PRIMARY SITE TRIPS - WEEKDAY
PM PEAK HOUR (CURRENT
ZONING)

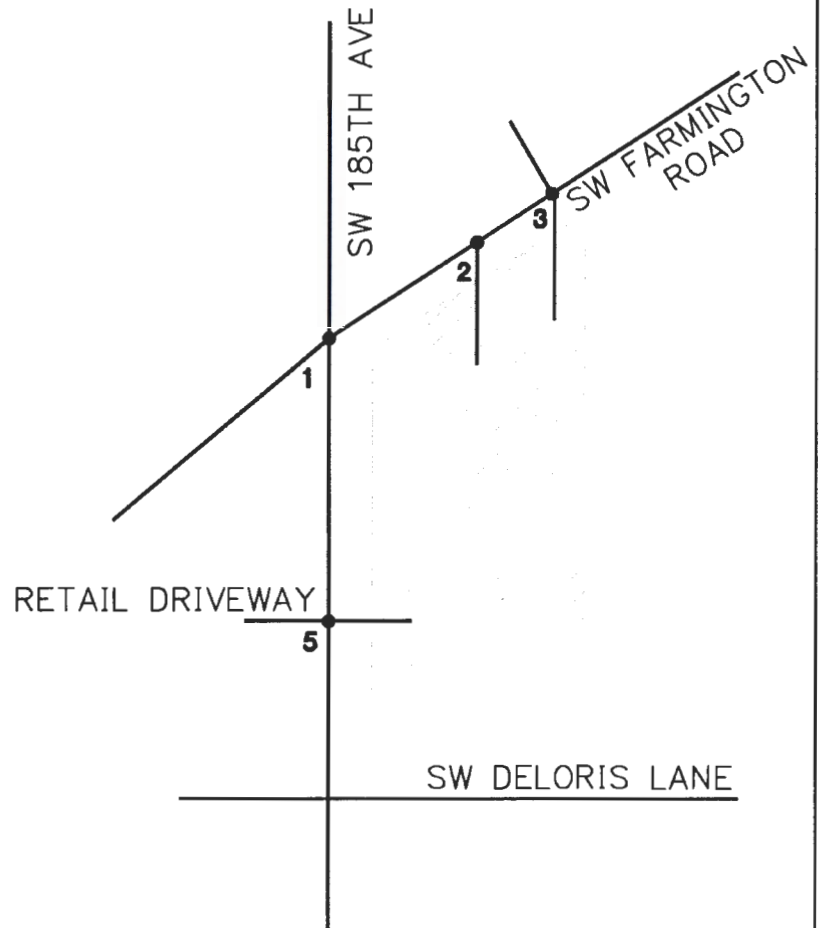
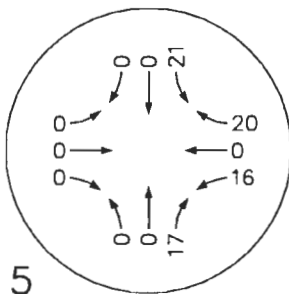
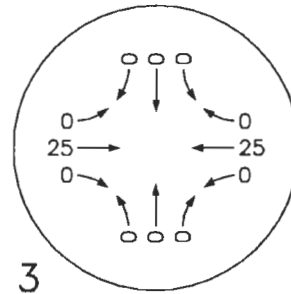
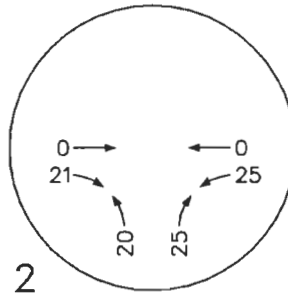
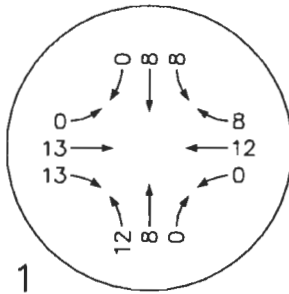
SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD

FIGURE

12



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2120065.00

**PRIMARY SITE TRIPS
- WEEKDAY AM PEAK HOUR
(PROPOSED ZONING)**

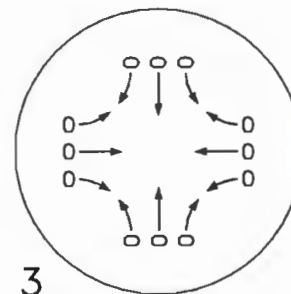
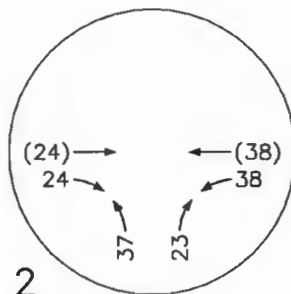
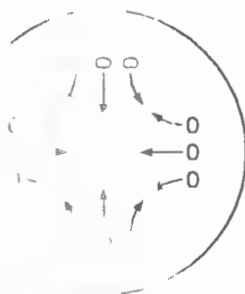
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

13

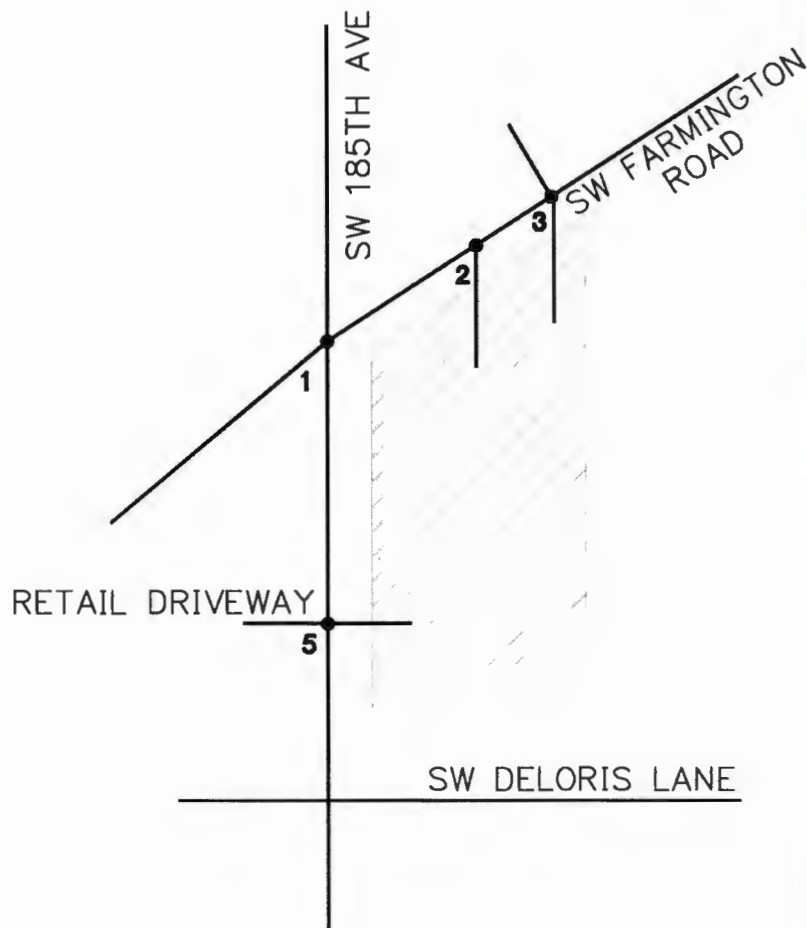
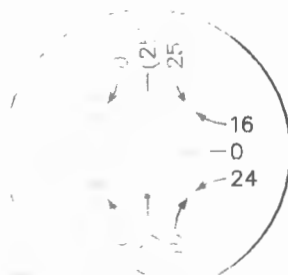


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2

3



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MACKENZIE

Port 506 224 WA 9 74 3

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506 224 2012 WA 9 74 3

DATE: 04.02.12

DRAWN BY: KLA

CHECKED BY: BJD

JOB NO:
2120065.00

PASS-BY TRIPS -
WEEKDAY AM PEAK HOUR
(PROPOSED ZONING)

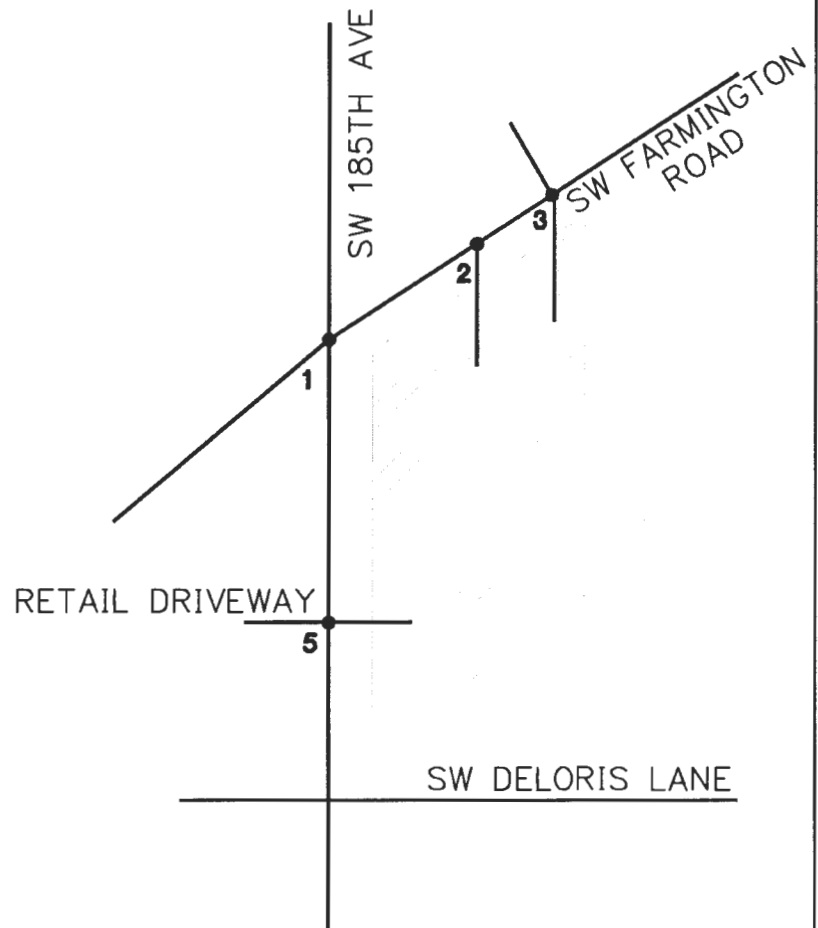
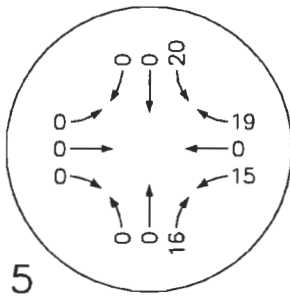
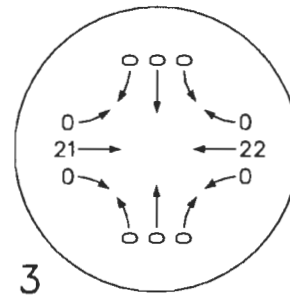
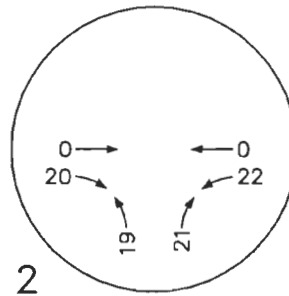
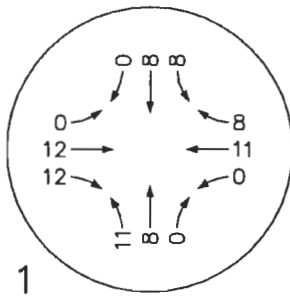
SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD

FIGURE

14



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DRAWN BY: KLA

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JOB NO:
2120065.00

PRIMARY SITE TRIPS
- WEEKDAY PM PEAK HOUR
(PROPOSED ZONING)

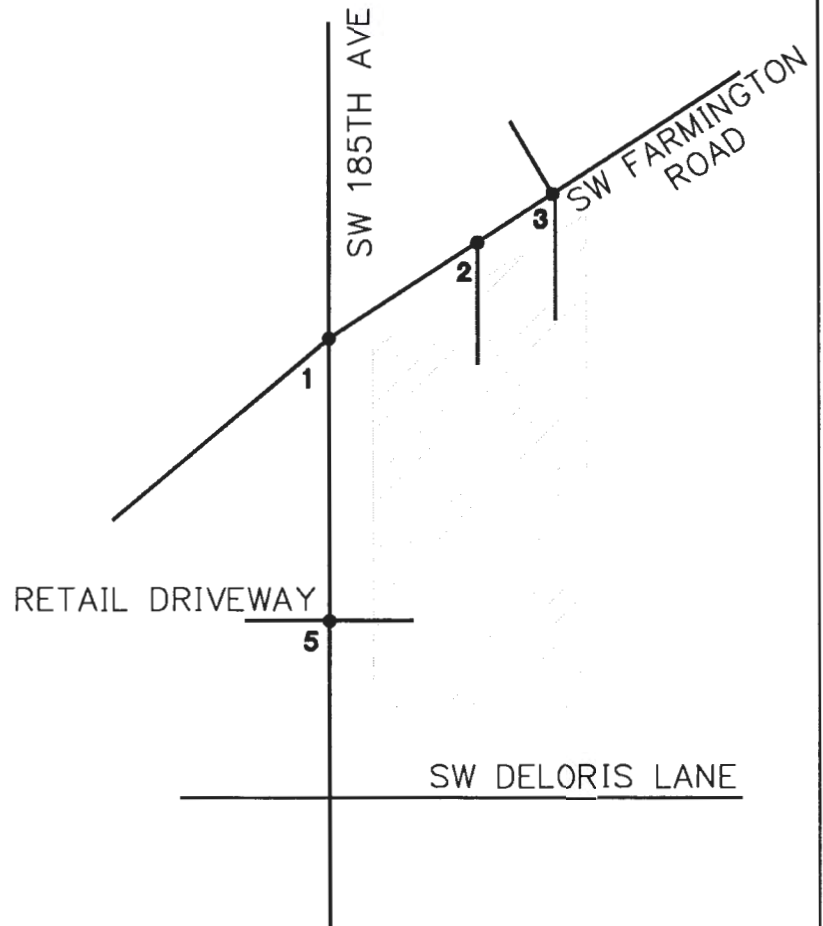
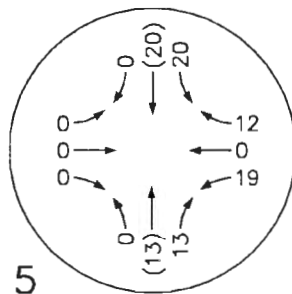
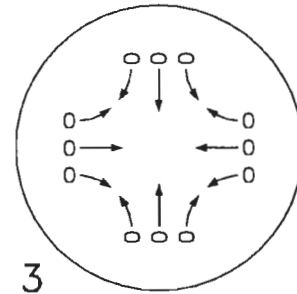
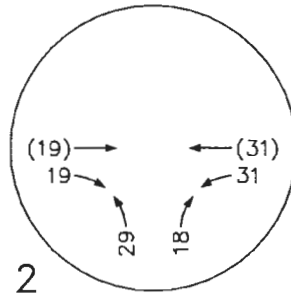
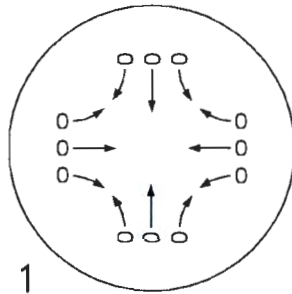
SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD

FIGURE

15



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2120065.00

**PASS-BY TRIPS -
WEEKDAY PM PEAK HOUR
(PROPOSED ZONING)**

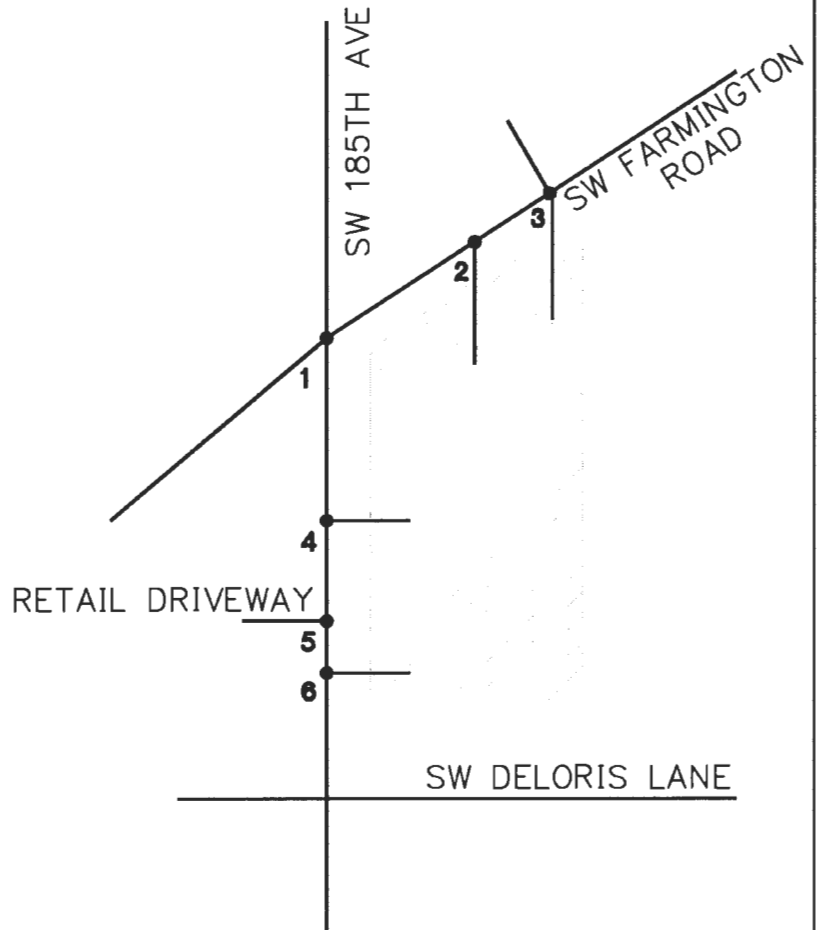
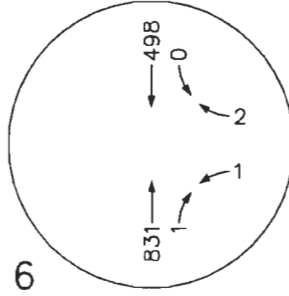
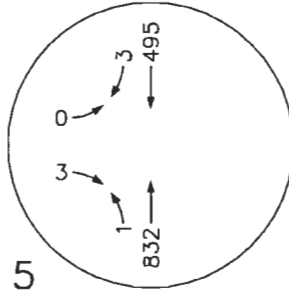
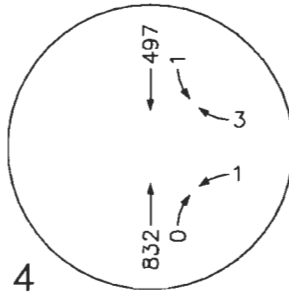
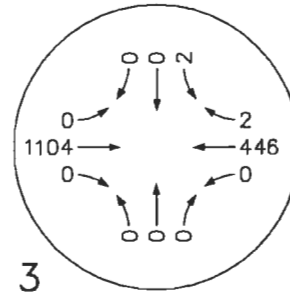
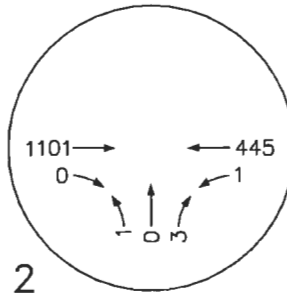
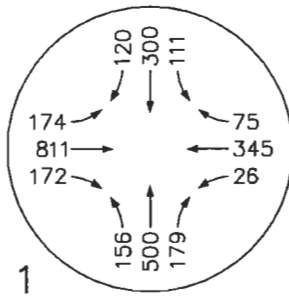
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

16



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JOB NO:

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**YEAR 2035 TRAFFIC VOLUMES -
WEEKDAY AM PEAK HOUR
(CURRENT ZONING)**

SEVEN HILLS PROPERTY

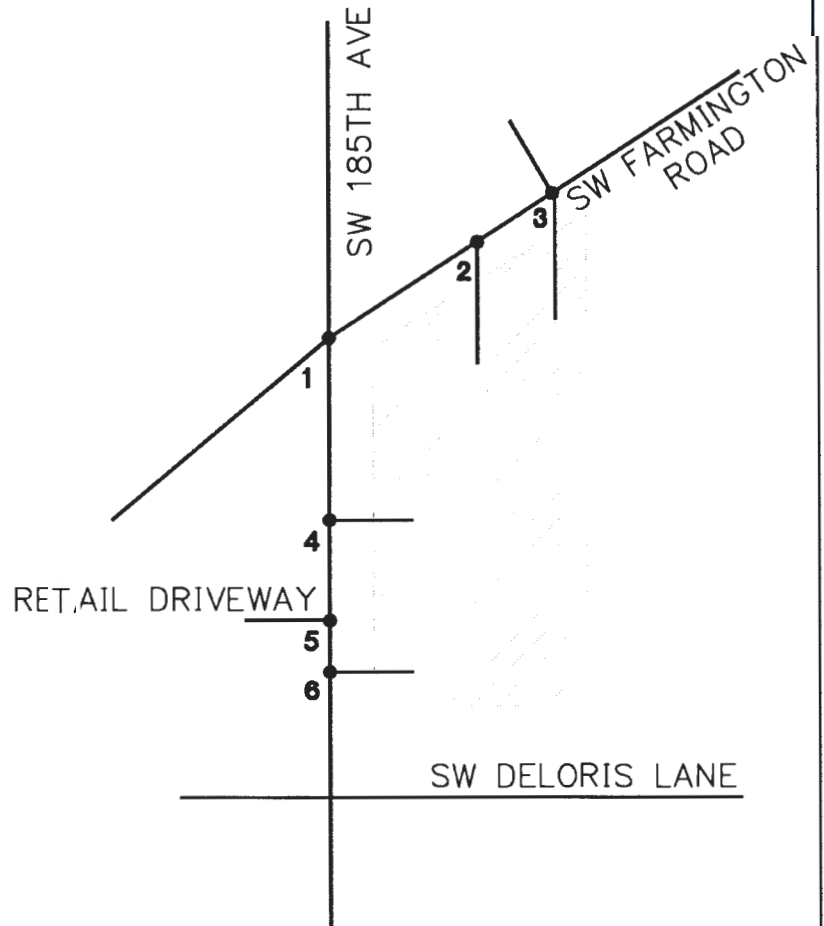
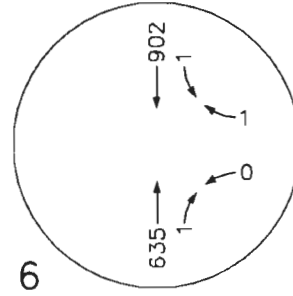
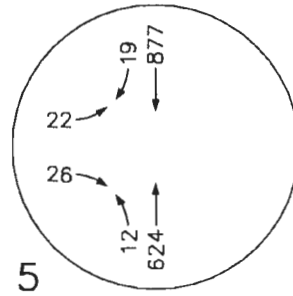
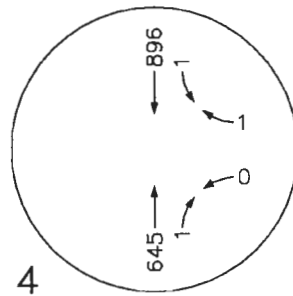
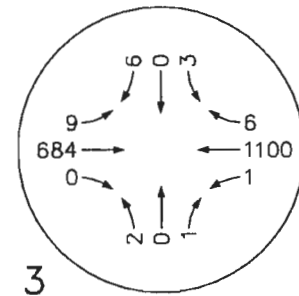
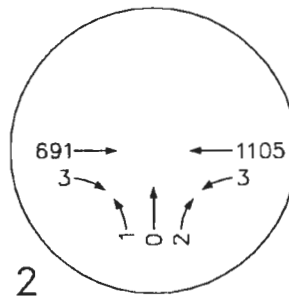
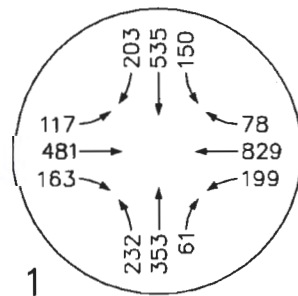
185TH AVE AND FARMINGTON RD

FIGURE

17



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JOB NO:
2120065.00

**YEAR 2035 TRAFFIC VOLUMES -
WEEKDAY PM PEAK HOUR
(CURRENT ZONING)**

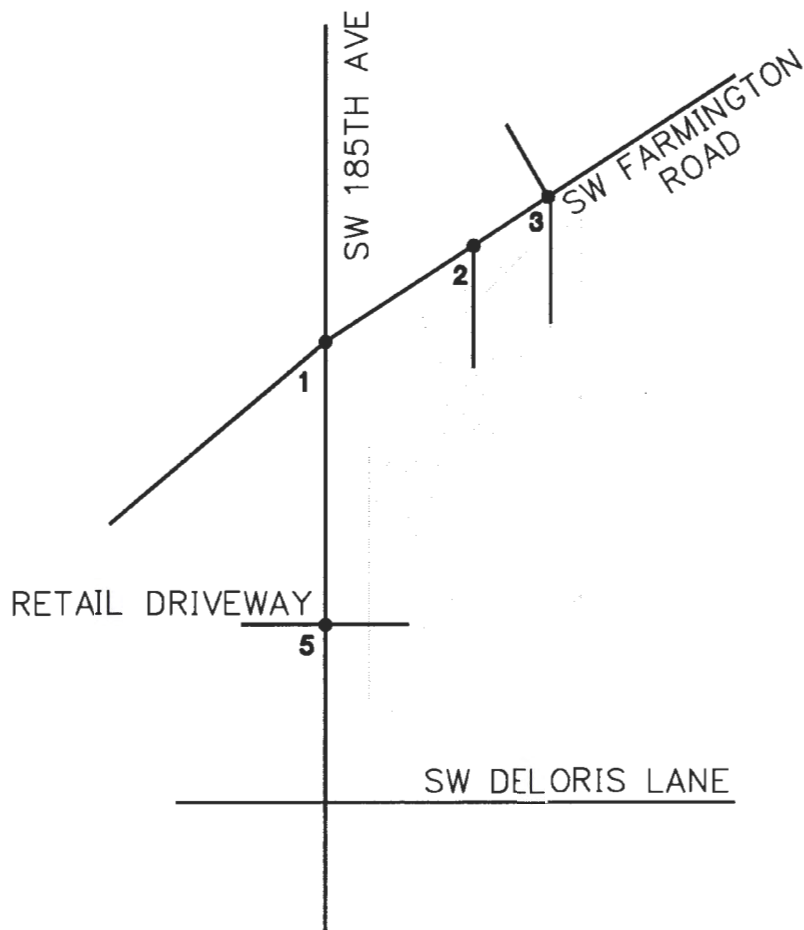
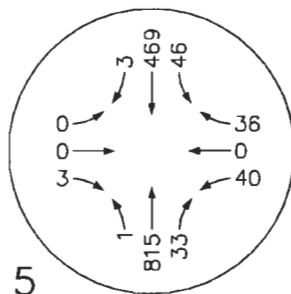
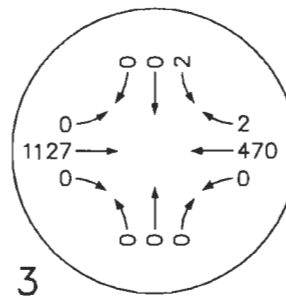
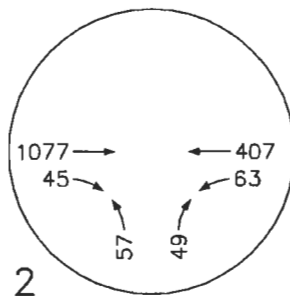
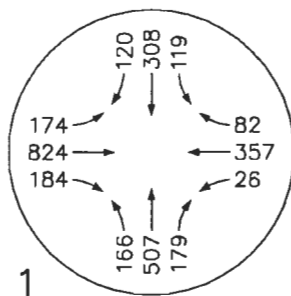
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

18



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CHECKED BY: BJD

JOB NO:
2120065.00

**YEAR 2035 TRAFFIC VOLUMES -
WEEKDAY AM PEAK HOUR
(PROPOSED ZONE)**

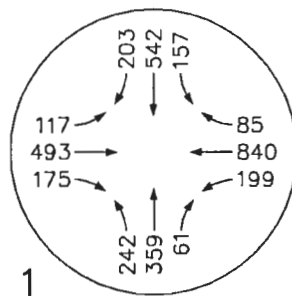
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

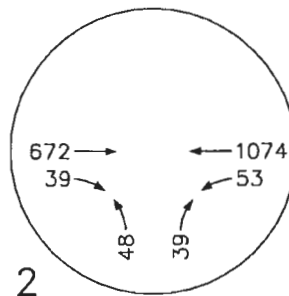
19



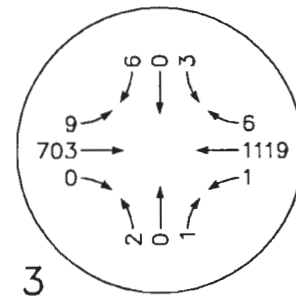
NOT TO SCALE



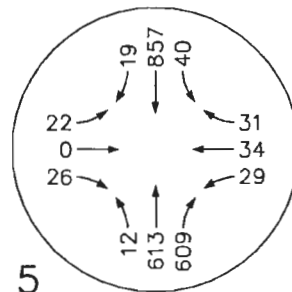
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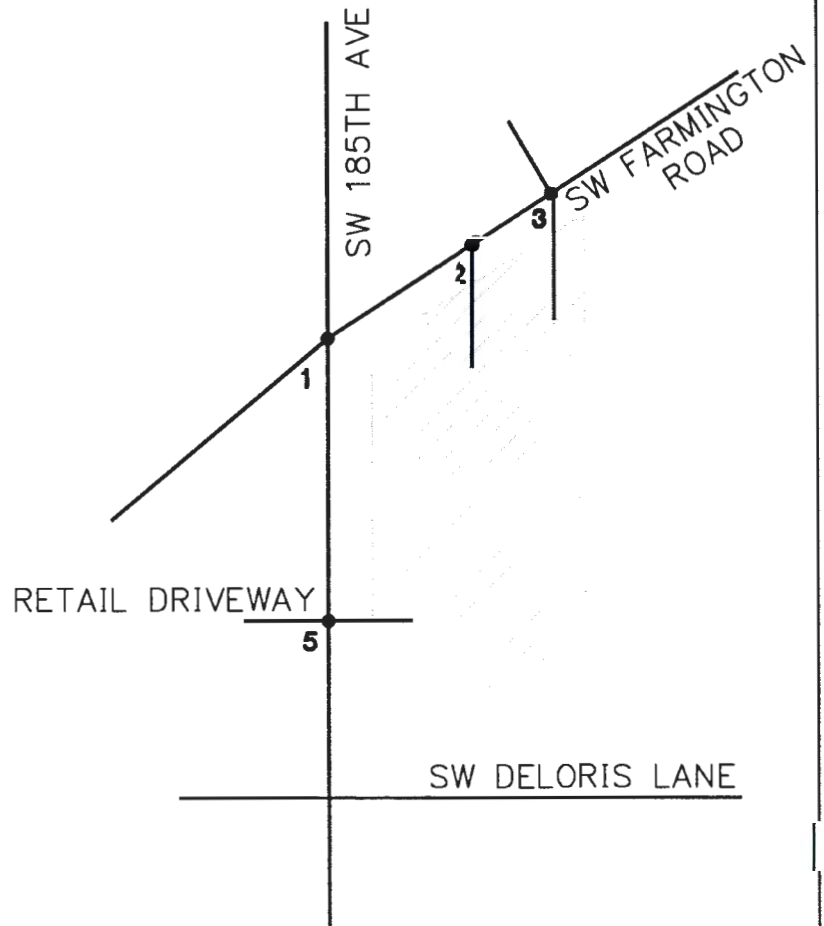
2



3



5



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DRAWN BY: KLA

CHECKED BY: BJD

JOB NO:

2120065.00

**YEAR 2035 TRAFFIC VOLUMES -
WEEKDAY PM PEAK HOUR
(PROPOSED ZONE)**

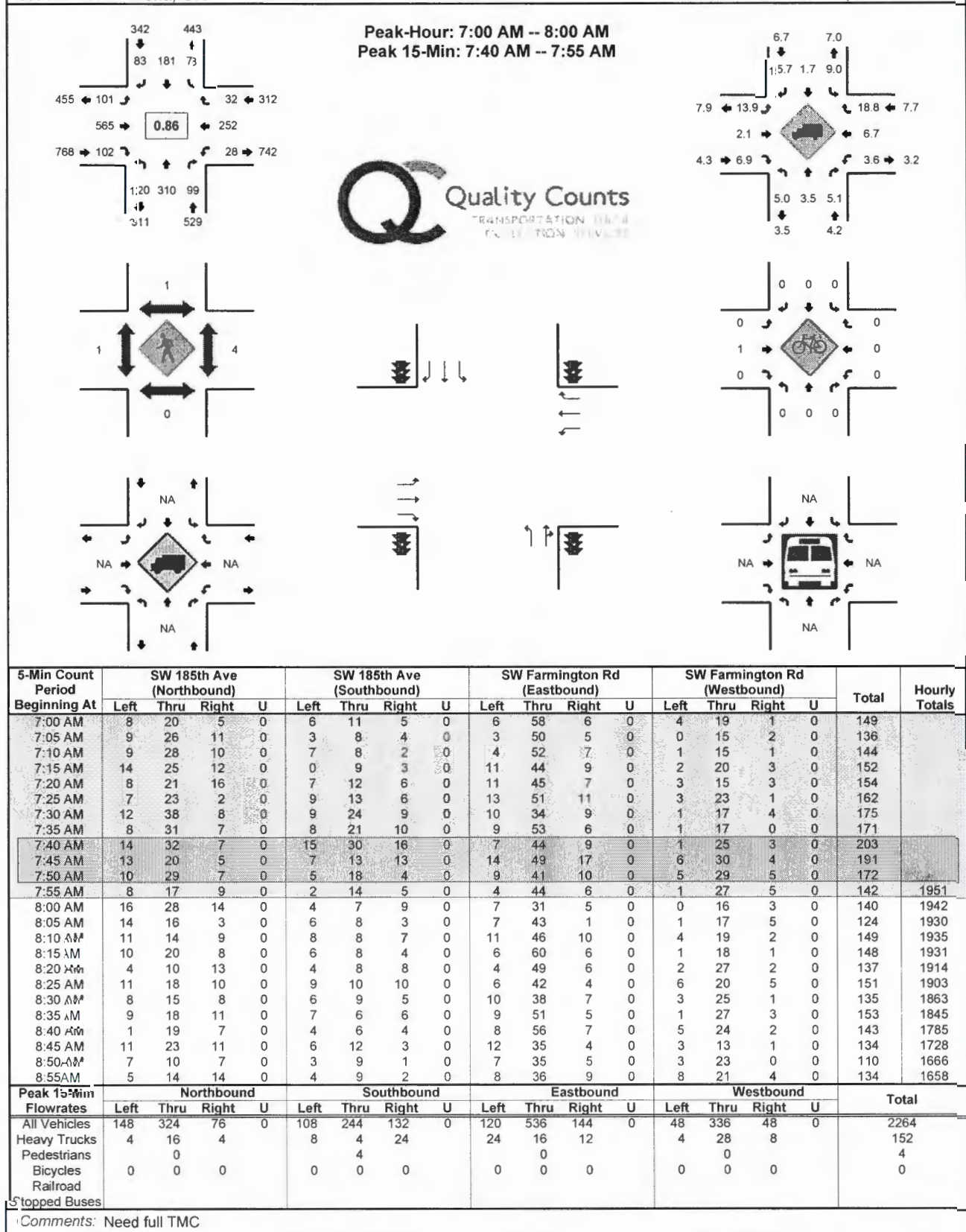
**SEVEN HILLS PROPERTY
185TH AVE AND FARMINGTON RD**

FIGURE

20

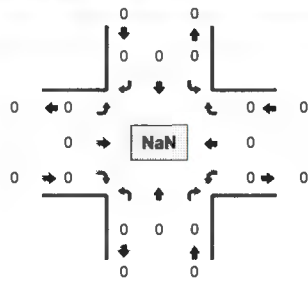
LOCATION: SW 185th Ave -- SW Farmington Rd
CITY/STATE: Aloha, OR

QC JOB #: 10690201
DATE: Thu, Dec 08 2011

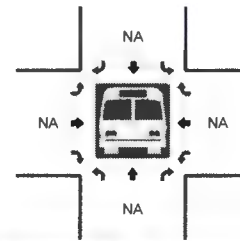
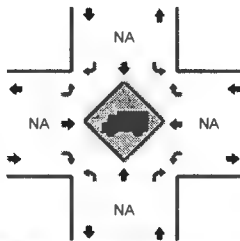
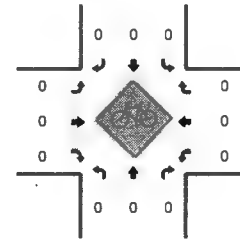
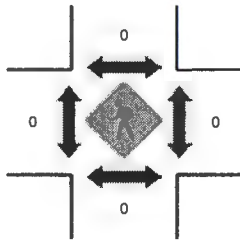
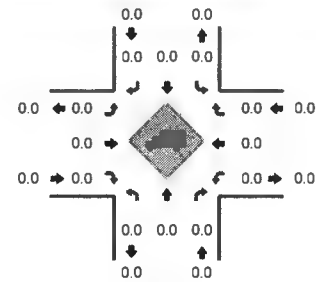


LOCATION: Westside Community Church Dwy -- SW Farmington Rd
CITY/STATE: Aloha, OR

QC JOB #: 10690213
DATE: Thu, Dec 08 2011



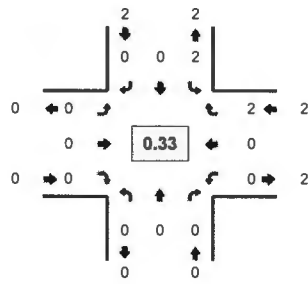
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

[illegible]

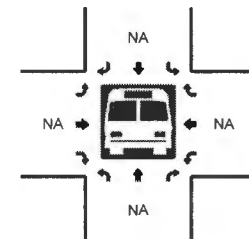
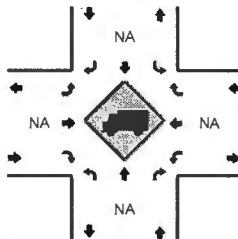
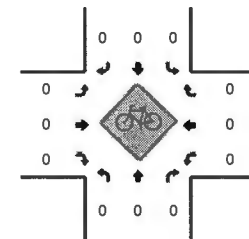
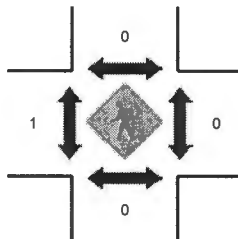
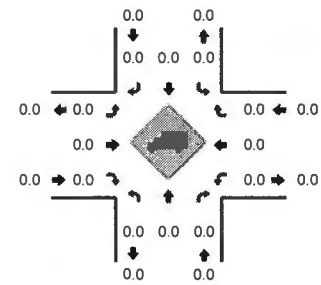
Comments: Turns only

LOCATION: Coin Laundry Dwy -- SW Farmington Rd
CITY/STATE: Aloha, OR

QC JOB #: 10690211
DATE: Thu, Dec 08 2011



Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

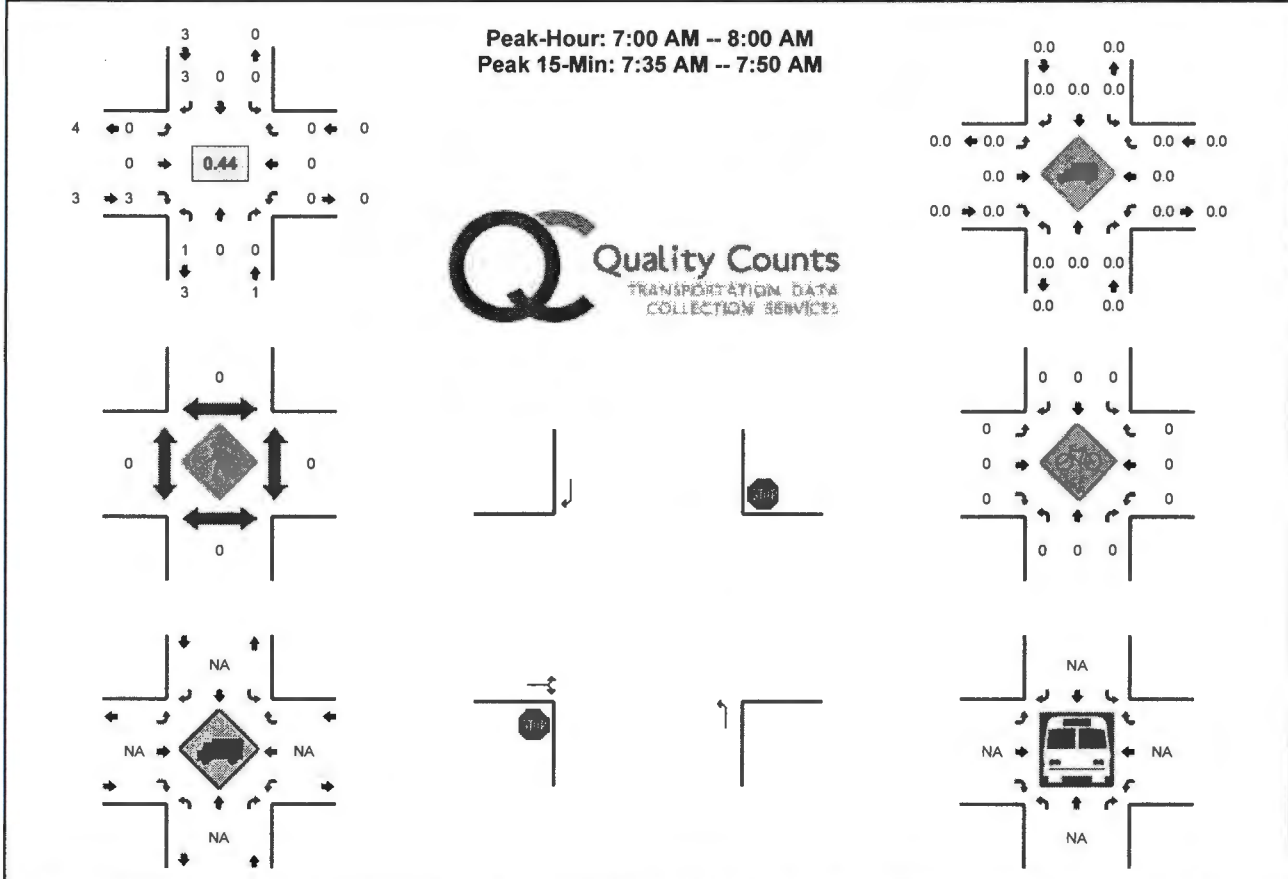


5-Min Count Period	Coin Laundry Dwy (Northbound)				Coin Laundry Dwy (Southbound)				SW Farmington Rd (Eastbound)				SW Farmington Rd (Westbound)				Total	Hourly Totals
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	
7:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:25 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:35 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	0	0	0	0	0	0	0	0	4	0	12	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments: Turns only

LOCATION: SW 185th Ave -- Buddies Sports Bar Dwy
CITY/STATE: Aloha, OR

QC JOB #: 10690225
DATE: Thu, Dec 08 2011

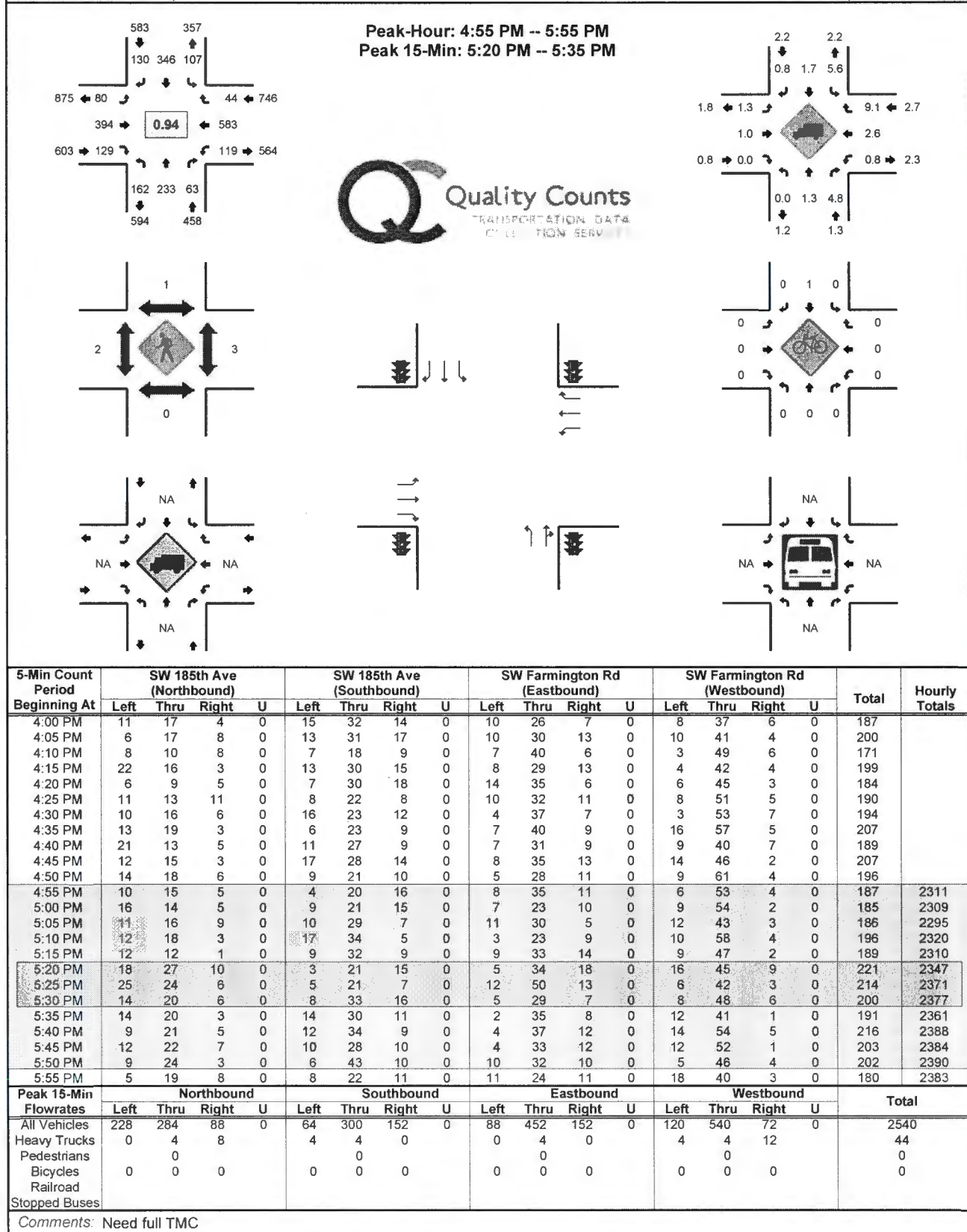


5-Min Count Period	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Buddies Sports Bar Dwy (Eastbound)				Buddies Sports Bar Dwy (Westbound)				Total	Hourly Totals
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
7:05 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:40 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:55 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
8:05 AM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	8
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
8:20 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	10
8:25 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:35 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	12
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	0	0	0	0	4	0	0	0	8	0	0	0	0	0	16	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments: This is the 1st drive south of Farmington Rd on 185th going west.

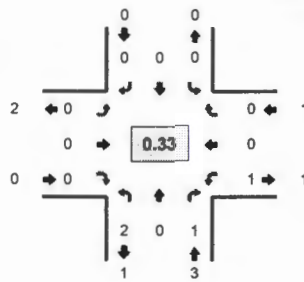
LOCATION: SW 185th Ave -- SW Farmington Rd
CITY/STATE: Aloha, OR

QC JOB #: 10690202
DATE: Thu, Dec 08 2011

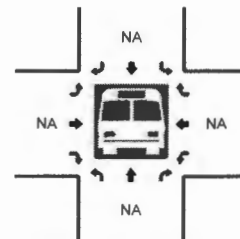
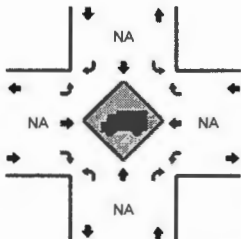
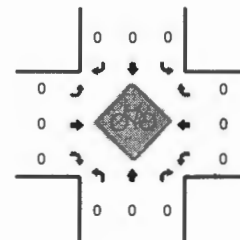
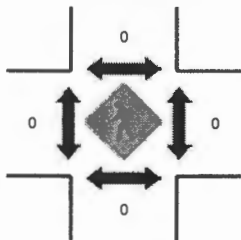
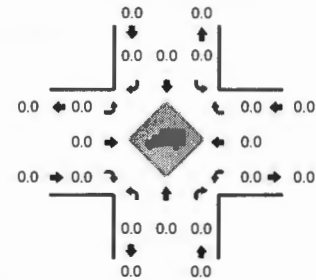


LOCATION: Westside Community Church Dwy -- SW Farmington Rd
CITY/STATE: Aloha, OR

QC JOB #: 10690214
DATE: Thu, Dec 08 2011



Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:40 PM -- 5:55 PM

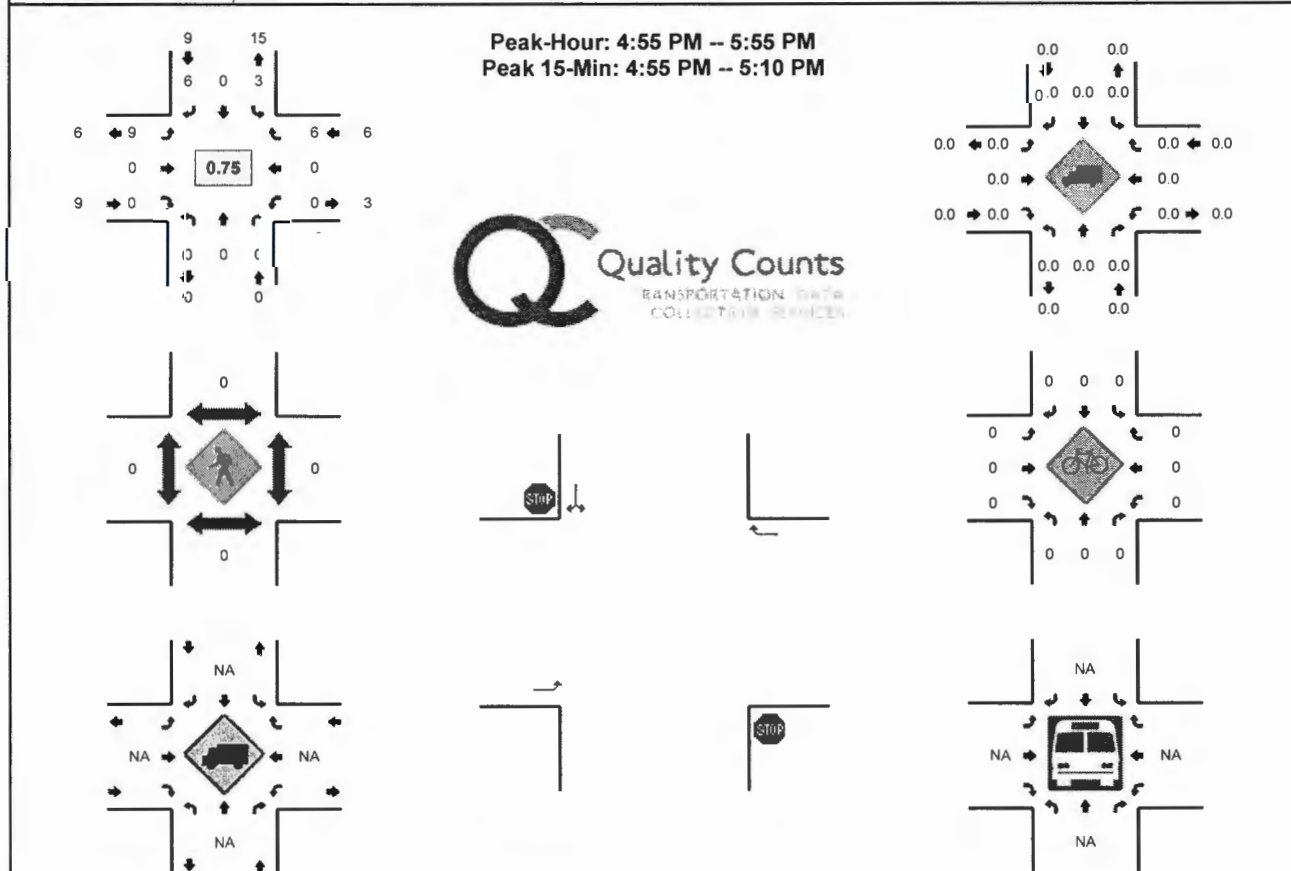


5-Min Count Period Beginning At	Westside Community Church Dwy (Northbound)				Westside Community Church Dwy (Southbound)				SW Farmington Rd (Eastbound)				SW Farmington Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:20 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:25 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
5:50 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	4	0	0	0	0	0	0	0	0	0	4	0	0	0	12	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments: Turns only

LOCATION: Coin Laundry Dwy -- SW Farmington Rd
CITY/STATE: Aloha, OR

QC JOB #: 10690212
DATE: Thu, Dec 08 2011

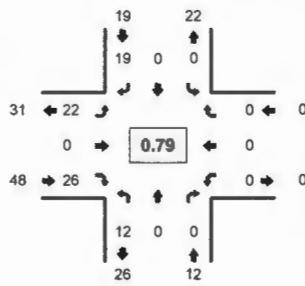


5-Min Count Period Beginning At	Coin Laundry Dwy (Northbound)				Coin Laundry Dwy (Southbound)				SW Farmington Rd (Eastbound)				SW Farmington Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	5	
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:25 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3	
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:40 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:50 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	4	
4:55 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	25
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	3	25
5:05 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	28
5:10 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2	29
5:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	27
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	28
5:25 PM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	0	4	29
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	29
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
5:40 PM	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	4	29
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
5:50 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	24
5:55 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	23
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	8	0	8	0	4	0	0	0	0	0	12	0	32	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

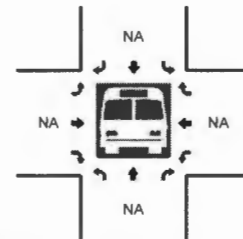
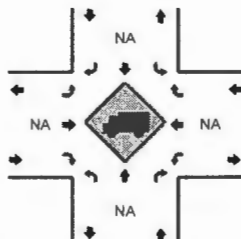
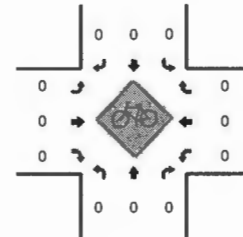
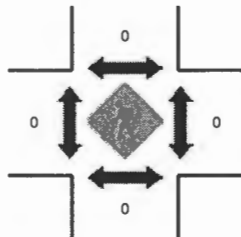
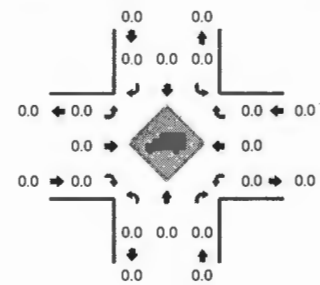
Comments: Turns only

LOCATION: SW 185th Ave -- Buddies Sports Bar Dwy
CITY/STATE: Aloha, OR

QC JOB #: 10690226
DATE: Thu, Dec 08 2011



Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

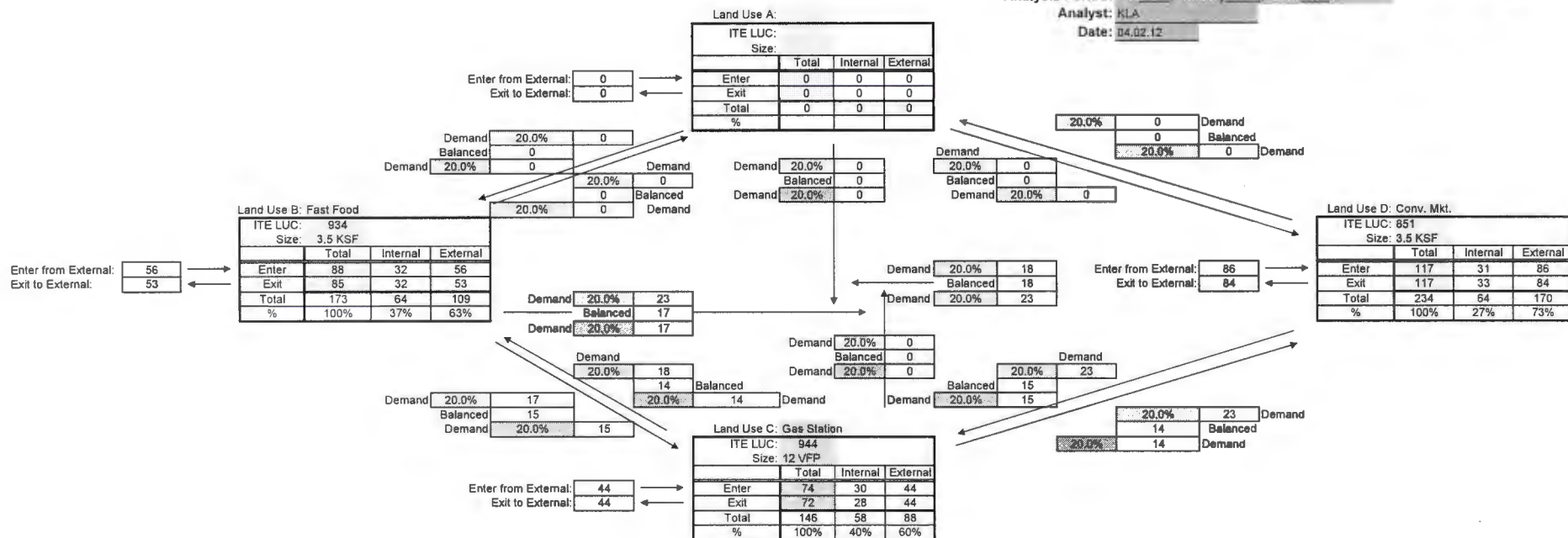


5-Min Count Period Beginning At	SW 185th Ave (Northbound)				SW 185th Ave (Southbound)				Buddies Sports Bar Dwy (Eastbound)				Buddies Sports Bar Dwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3	
4:05 PM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
4:10 PM	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
4:20 PM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	
4:25 PM	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	4	
4:30 PM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	4	
4:35 PM	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	4	
4:40 PM	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3	
4:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:50 PM	1	0	0	0	0	0	2	0	1	0	2	0	0	0	0	0	6	
4:55 PM	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5	40
5:00 PM	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	5	42
5:05 PM	1	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	5	45
5:10 PM	2	0	0	0	0	0	2	0	2	0	3	0	0	0	0	0	9	51
5:15 PM	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	6	56
5:20 PM	0	0	0	0	0	0	3	0	2	0	5	0	0	0	0	0	10	63
5:25 PM	3	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	6	65
5:30 PM	1	0	0	0	0	0	3	0	2	0	1	0	0	0	0	0	7	68
5:35 PM	1	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	6	70
5:40 PM	1	0	0	0	0	0	3	0	2	0	6	0	0	0	0	0	12	79
5:45 PM	1	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	5	82
5:50 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	79
5:55 PM	0	0	0	0	0	0	2	0	1	0	2	0	0	0	0	0	5	79
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	0	0	0	0	24	0	24	0	44	0	0	0	0	0	100	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments: This is the 1st drive south of Farmington Rd on 185th going west.

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET (ITE, Chapter 7, Trip Generation Handbook)

Project Number: 2120065.00 Project Number:
Project Name: Walgreens - 18511 Farmington
Scenario: Post-Development
Analysis Period: PM Midday AM X
Analyst: KLA
Date: 04.02.12



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
Category	Land Use				Total
	A	B	C	D	
		Fast Food	Gas Station	Conv. Mkt.	
Enter	0	56	44	86	186
Exit	0	53	44	84	181
Total	0	109	88	170	367
Single Use					
Trip Gen Estimate	0	173	146	234	553

Internal Capture = 33.63%

Version = 1.3; 1/4/00

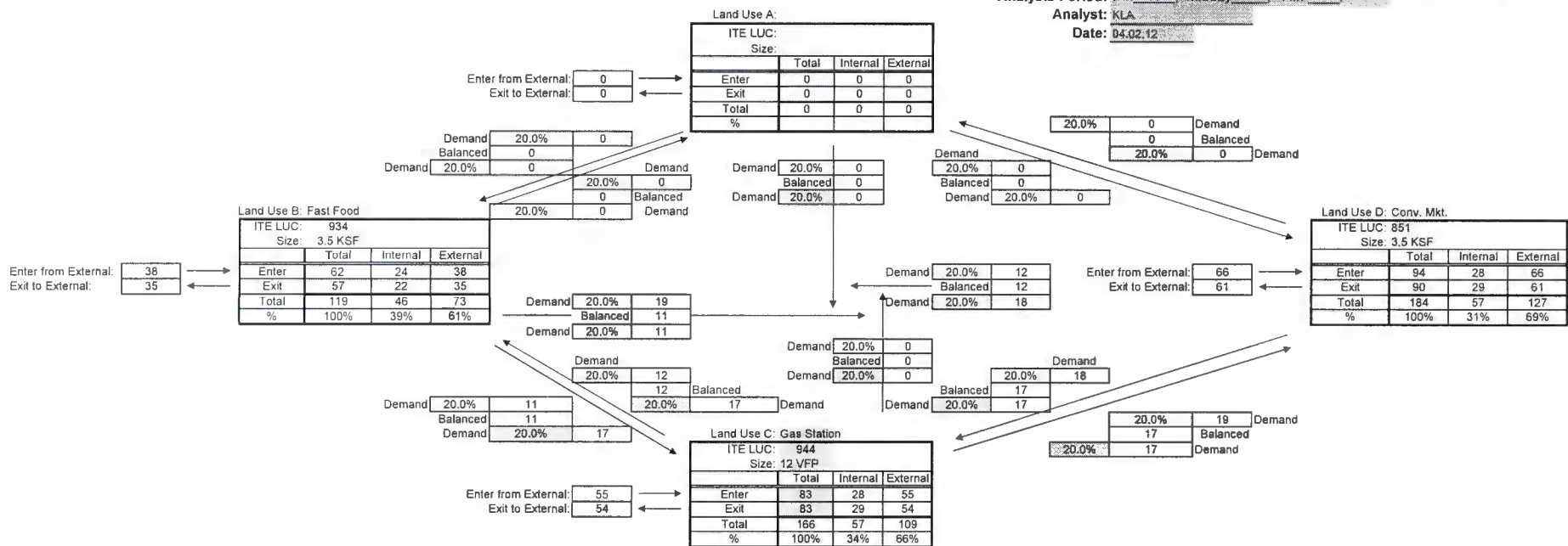
File Name = H:\Projects\212006500\TRAFFIC\Trip Gen\Internal Cap Spreadsheet.xls\298.03 AM

Print Date = 04/04/12

Print Time = 9:17 AM

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET (ITE, Chapter 7, *Trip Generation Handbook*)

Project Number: 2120065.00 Project Number: _____
 Project Name: Wallgreens - 185th Farmington
 Scenario: Post-Development
 Analysis Period: PM X Midday AM
 Analyst: KLA
 Date: 04.02.12



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT					
Category	Land Use				Total
	A	B	C	D	
		Fast Food	Gas Stat	Conv. M	
Enter	0	38	55	66	159
Exit	0	35	54	61	150
Total	0	73	109	127	309
Single Use					
Trip Gen Estimate	0	119	166	184	469

Internal Capture = 34.12%

Exhibit C
12-222-PA
10-9-2013
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

4/2/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	667	137	108	489	66	191	430	97	120	370	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.98		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3483		1752	3434		1787	1823		1770	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.20	1.00		0.17	1.00	1.00
Satd. Flow (perm)	1787	3483		1752	3434		374	1823		308	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	145	702	144	114	515	69	201	453	102	126	389	164
RTOR Reduction (vph)	0	19	0	0	11	0	0	7	0	0	0	120
Lane Group Flow (vph)	145	827	0	114	573	0	201	548	0	126	389	44
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	11.4	29.5		8.8	26.9		37.3	27.3		31.1	24.2	24.2
Effective Green, g (s)	11.4	29.5		8.8	26.9		37.3	27.3		31.1	24.2	24.2
Actuated g/C Ratio	0.13	0.33		0.10	0.30		0.42	0.31		0.35	0.27	0.27
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	228	1148		172	1032		314	556		220	504	422
v/s Ratio Prot	c0.08	c0.24		0.07	0.17		c0.07	c0.30		0.04	0.21	
v/s Ratio Perm							0.20			0.16		0.03
v/c Ratio	0.64	0.72		0.66	0.56		0.64	0.99		0.57	0.77	0.11
Uniform Delay, d1	37.1	26.4		38.9	26.3		19.2	30.9		23.0	30.1	24.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.7	2.6		7.9	1.0		3.7	34.2		2.7	6.8	0.1
Delay (s)	41.8	29.0		46.8	27.3		22.9	65.1		25.6	36.9	24.6
Level of Service	D	C		D	C		C	E		C	D	C
Approach Delay (s)		30.9			30.5			53.9			31.8	
Approach LOS		C			C			D			C	

Intersection Summary

HCM Average Control Delay	36.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	89.5	Sum of lost time (s)	17.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Exhibit C
12-222-PA
HCM, Unsignalized Intersection Capacity Analysis
2: SW Farmington Rd & Existing Driveway

4/2/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Volume (veh/h)	884	0	1	662	1	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	931	0	1	697	1	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.79		0.79	0.79
vC, conflicting volume			931		1281	465
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			392		834	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			923		243	860
Direction Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	620	310	1	348	348	4
Volume Left	0	0	1	0	0	1
Volume Right	0	0	0	0	0	3
cSH	1700	1700	923	1700	1700	526
Volume to Capacity	0.36	0.18	0.00	0.20	0.20	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	8.9	0.0	0.0	11.9
Lane LOS			A			B
Approach Delay (s)	0.0		0.0			11.9
Approach LOS						B
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
12-222-PA
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HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

4/2/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NB	NBT	NBR	SBL	SB	SBR
Lane Configurations												
Volume (veh/h)	0	887	0	0	663	2	0	0	0	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	934	0	0	698	2	0	0	0	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLT							
Median storage (veh)					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.80			0.80	0.80	0.80	0.80	0.80	
vC, conflicting volume	700			934			1283	1634	467	1166	1633	350
vC1, stage 1 conf vol							934	934		699	699	
vC2, stage 2 conf vol							349	700		467	934	
vCu, unblocked vol	700			410			847	1287	0	701	1286	350
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	100	100
cM capacity (veh/h)	893			908			414	342	870	385	343	652
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	0	622	311	0	465	235	0	2				
Volume Left	0	0	0	0	0	0	0	2				
Volume Right	0	0	0	0	0	2	0	0				
cSH	1700	1700	1700	1700	1700	1700	1700	385				
Volume to Capacity	0.00	0.37	0.18	0.00	0.27	0.14	0.00	0.01				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.4				
Lane LOS							A	B				
Approach Delay (s)	0.0			0.0			0.0	14.4				
Approach LOS							A	B				
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			34.5%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM 1983 Signalized Intersection Capacity Analysis 4: Existing North Driveway & SW 185th Avenue

4/2/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	3	715	0	1	614
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	3	753	0	1	646
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						226
pX, platoon unblocked	0.81					
vC, conflicting volume	1401	753			753	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1377	753			753	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	128	410			857	
Direction/Lane #	WB 1	NE 1	SB 1			
Volume Total	4	753	647			
Volume Left	1	0	1			
Volume Right	3	0	0			
cSH	265	1700	857			
Volume to Capacity	0.02	0.44	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	18.8	0.0	0.0			
Lane LOS	C		A			
Approach Delay (s)	18.8	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		47.6%		ICU Level of Service	A	
Analysis Period (min)		15				

Exhibit C
12-222-PA
134 of 223
HCM Unsignalized Intersection Capacity Analysis
5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

4/2/2012

						
Element	EB	EBR	NBL	NB	SBT	SB
Lane Configurations						
Volume (veh/h)	0	3	1	715	612	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	3	1	753	644	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	None	
Median storage (veh)				2		
Upstream signal (ft)					308	
pX, platoon unblocked	0.81	0.81	0.81			
vC, conflicting volume	1401	646	647			
vC1, stage 1 conf vol	646					
vC2, stage 2 conf vol	755					
vCu, unblocked vol	1376	439	441			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	364	501	901			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	3	1	753	647		
Volume Left	0	1	0	0		
Volume Right	3	0	0	3		
cSH	501	901	1700	1700		
Volume to Capacity	0.01	0.00	0.44	0.38		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	12.2	9.0	0.0	0.0		
Lane LOS	B	A				
Approach Delay (s)	12.2	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		47.6%		ICU Level of Service		A
Analysis Period (min)		15				

Exhibit C
12-222-PA
185th Ave
HCM Urban Signalized Intersection Capacity Analysis
6: Existing South Driveway & 185th Avenue

4/2/2012

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Volume (veh/h)	0	2	714	1	0	615
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	752	1	0	647
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLT		TWLT	
Median storage veh			2		2	
Upstream signal (ft)					376	
pX, platoon unblocked	0.81					
vC, conflicting volume	1399	752			753	
vC1, stage 1 conf vol	752					
vC2, stage 2 conf vol	647					
vCu, unblocked vol	1375	752			753	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	362	410			857	
Direction	WB	NB	SB			
Volume Total	2	753	647			
Volume Left	0	0	0			
Volume Right	2	1	0			
cSH	410	1700	857			
Volume to Capacity	0.01	0.44	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	13.8	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	13.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		47.6%		ICU Level of Service	A	
Analysis Period (min)		15				

Exhibit C
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HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	483	163	199	829	78	232	353	61	150	535	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3439		1752	3453		1787	1835		1769	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.12	1.00		0.26	1.00	1.00
Satd. Flow (perm)	1787	3439		1752	3453		217	1835		483	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	508	172	209	873	82	244	372	64	158	563	214
RTOR Reduction (vph)	0	31	0	0	7	0	0	5	0	0	0	134
Lane Group Flow (vph)	123	649	0	209	948	0	244	431	0	158	563	80
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	8.9	29.7		14.8	35.6		45.7	34.7		40.5	32.1	32.1
Effective Green, g (s)	8.9	29.7		14.8	35.6		45.7	34.7		40.5	32.1	32.1
Actuated g/C Ratio	0.09	0.28		0.14	0.34		0.44	0.33		0.39	0.31	0.31
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	152	976		248	1175		260	609		290	572	479
v/s Ratio Prot	0.07	0.19		c0.12	c0.27		c0.10	0.23		0.04	0.30	
v/s Ratio Perm							c0.31			0.17		0.05
v/c Ratio	0.81	0.67		0.84	0.81		0.94	0.71		0.54	0.98	0.17
Uniform Delay, d1	47.0	33.1		43.8	31.4		26.9	30.5		23.0	36.0	26.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	25.3	2.2		21.6	4.7		38.8	3.3		1.4	33.3	0.1
Delay (s)	72.3	35.2		65.3	36.1		65.7	33.8		24.4	69.3	26.6
Level of Service	E	D		E	D		E	C		C	E	C
Approach Delay (s)		40.9			41.3			45.3			52.0	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM Average Control Delay		44.7					HCM Level of Service			D		
HCM Volume to Capacity ratio		0.88										
Actuated Cycle Length (s)		104.6					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		87.1%					ICU Level of Service		E			
Analysis Period (min)		15										
c Critical Lane Group												

Exhibit C
12-222-PA
12-222-PA
HCM 1980 Signalized Intersection Capacity Analysis
2: SW Farmington Rd & Existing Driveway

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Volume (veh/h)	691	3	3	1105	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	727	3	3	1163	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			731		1317	365
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			289		989	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1063		203	908
Direction	EB	WB	NB	EB	WB	NB
Volume Total	485	246	3	582	582	3
Volume Left	0	0	3	0	0	1
Volume Right	0	3	0	0	0	2
cSH	1700	1700	1063	1700	1700	421
Volume to Capacity	0.29	0.14	0.00	0.34	0.34	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	8.4	0.0	0.0	13.6
Lane LOS			A			B
Approach Delay (s)	0.0		0.0			13.6
Approach LOS						B
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.5%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
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HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	684	0	1	1100	6	2	0	1	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	720	0	1	1158	6	2	0	1	3	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage veh					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	1164			720			1326	1905	360	1543	1902	582
vC1, stage 1 conf vol							739	739		1163	1163	
vC2, stage 2 conf vol							587	1166		380	739	
vCu, unblocked vol	1164			302			1019	1704	0	1276	1701	582
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	98	100	99
cM capacity (veh/h)	596			1055			373	236	922	203	244	461
Direction\ Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9	480	240	1	772	392	3	9				
Volume Left	9	0	0	1	0	0	2	3				
Volume Right	0	0	0	0	0	6	1	6				
cSH	596	1700	1700	1055	1700	1700	465	324				
Volume to Capacity	0.02	0.28	0.14	0.00	0.45	0.23	0.01	0.03				
Queue Length 95th (ft)	1	0	0	0	0	0	1	2				
Control Delay (s)	11.1	0.0	0.0	8.4	0.0	0.0	12.8	16.4				
Lane LOS	B			A			B	C				
Approach Delay (s)	0.1			0.0			12.8	16.4				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			40.6%		ICU Level of Service			A				
Analysis Period (min)			15									

3/30/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	645	1	1	896
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1	679	1	1	943
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						226
pX, platoon unblocked	0.70					
vC, conflicting volume	1625	679			680	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1678	679			680	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	73	451			912	
	WBL	WBR	NBT	NBR	SBL	SBT
Volume Total	1	680	944			
Volume Left	0	0	1			
Volume Right	1	1	0			
cSH	451	1700	912			
Volume to Capacity	0.00	0.40	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	13.0	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	13.0	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			58.0%	ICU Level of Service		B
Analysis Period (min)			15			

Exhibit C
 12-222-PA
 HCM Unsignalized Intersection Capacity Analysis
 5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

						
Movement	EB	EBR	NB	NBT	SBT	SB
Lane Configurations						
Volume (veh/h)	22	26	12	624	877	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	27	13	657	923	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWTL	None	
Median storage (veh)				2		
Upstream signal (ft)					308	
pX, platoon unblocked	0.70	0.70	0.70			
vC, conflicting volume	1615	933	943			
vC1, stage 1 conf vol	933					
vC2, stage 2 conf vol	682					
vCu, unblocked vol	1665	691	705			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	91	98			
cM capacity (veh/h)	287	314	625			
Direction Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	51	13	657	943		
Volume Left	23	13	0	0		
Volume Right	27	0	0	20		
cSH	301	625	1700	1700		
Volume to Capacity	0.17	0.02	0.39	0.55		
Queue Length 95th (ft)	15	2	0	0		
Control Delay (s)	19.4	10.9	0.0	0.0		
Lane LOS	C	B				
Approach Delay (s)	19.4	0.2		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		57.3%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 6: Existing South Driveway & 185th Avenue

3/30/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	635	1	1	902
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1	668	1	1	949
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh			2			2
Upstream signal (ft)						376
pX, platoon unblocked	0.70					
vC, conflicting volume	1621	669			669	
vC1, stage 1 conf vol	669					
vC2, stage 2 conf vol	952					
vCu, unblocked vol	1672	669			669	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	282	458			921	
Direction Lane #	WB 1	NB 1	SB 1			
Volume Total	1	669	951			
Volume Left	0	0	1			
Volume Right	1	1	0			
cSH	458	1700	921			
Volume to Capacity	0.00	0.39	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	12.9	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	12.9	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		58.3%		ICU Level of Service		B
Analysis Period (min)		15				

Exhibit C
12-222-PA
102-0123
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	824	184	26	357	85	166	507	179	119	308	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frft	1.00	0.97		1.00	0.97		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3476		1752	3390		1786	1799		1770	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.49	1.00		0.09	1.00	1.00
Satd. Flow (perm)	1787	3476		1752	3390		920	1799		163	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	867	194	27	376	89	175	534	188	125	324	126
RTOR Reduction (vph)	0	18	0	0	19	0	0	11	0	0	0	71
Lane Group Flow (vph)	183	1043	0	27	446	0	175	711	0	125	324	55
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	13.5	35.6		2.3	24.4		47.3	42.3		54.3	45.8	45.8
Effective Green, g (s)	13.5	35.6		2.3	24.4		47.3	42.3		54.3	45.8	45.8
Actuated g/C Ratio	0.13	0.34		0.02	0.23		0.45	0.40		0.51	0.43	0.43
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	228	1171		38	783		453	720		213	807	677
v/s Ratio Prot	c0.10	c0.30		0.02	0.13		0.02	c0.40		c0.05	0.17	
v/s Ratio Perm							0.15			0.25		0.03
v/c Ratio	0.80	0.89		0.71	0.57		0.39	0.99		0.59	0.40	0.08
Uniform Delay, d1	44.8	33.2		51.4	36.0		18.9	31.4		22.3	20.5	17.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.5	9.2		43.1	1.4		0.3	30.0		3.1	0.2	0.0
Delay (s)	62.3	42.5		94.5	37.4		19.2	61.4		25.4	20.7	17.6
Level of Service	E	D		F	D		B	E		C	C	B
Approach Delay (s)		45.4			40.6			53.2			21.1	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	42.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	105.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Volume (veh/h)	1077	45	63	407	57	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1134	47	66	428	60	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.72		0.72	0.72
vC ₁ , stage 1 conf vol			1181		1384	591
vC ₂ , stage 2 conf vol						
vC _u , unblocked vol			461		912	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		67	93
cM capacity (veh/h)			786		179	777
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	756	425	66	214	214	112
Volume Left	0	0	66	0	0	60
Volume Right	0	47	0	0	0	52
cSH	1700	1700	786	1700	1700	278
Volume to Capacity	0.44	0.25	0.08	0.13	0.13	0.40
Queue Length 95th (ft)	0	0	7	0	0	46
Control Delay (s)	0.0	0.0	10.0	0.0	0.0	26.4
Lane LOS			B			D
Approach Delay (s)	0.0		1.3			26.4
Approach LOS						D
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			50.9%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
12-222-PA
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HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1127	0	0	470	2	0	0	0	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1186	0	0	495	2	0	0	0	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.72			0.72	0.72	0.72	0.72	0.72	
vC, conflicting volume	497			1186			1434	1683	593	1089	1682	248
vC1, stage 1 conf vol							1186	1186		496	496	
vC2, stage 2 conf vol							247	497		593	1186	
vCu, unblocked vol	497			491			833	1178	0	356	1177	248
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1063			767			360	339	789	508	339	758
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	0	791	395	0	330	167	0	2				
Volume Left	0	0	0	0	0	0	0	2				
Volume Right	0	0	0	0	0	2	0	0				
cSH	1700	1700	1700	1700	1700	1700	1700	508				
Volume to Capacity	0.00	0.47	0.23	0.00	0.19	0.10	0.00	0.00				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1				
Lane LOS							A	B				
Approach Delay (s)	0.0			0.0			0.0	12.1				
Approach LOS							A	B				
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			41.2%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Urban Signalized Intersection Capacity Analysis

5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	40	0	36	1	815	33	46	469	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	3	42	0	38	1	858	35	48	494	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			None	
Median storage (veh)								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	1490	1487	495	1471	1471	875	497			893		
vC1, stage 1 conf vol	592	592		877	877							
vC2, stage 2 conf vol	898	895		594	594							
vCu, unblocked vol	1489	1485	364	1467	1467	875	366			893		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	85	100	89	100			94		
cM capacity (veh/h)	226	268	606	282	297	348	1055			760		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	3	42	38	1	893	48	497					
Volume Left	0	42	0	1	0	48	0					
Volume Right	3	0	38	0	35	0	3					
cSH	606	282	348	1055	1700	760	1700					
Volume to Capacity	0.01	0.15	0.11	0.00	0.53	0.06	0.29					
Queue Length 95th (ft)	0	13	9	0	0	5	0					
Control Delay (s)	11.0	20.0	16.6	8.4	0.0	10.1	0.0					
Lane LOS	B	C	C	A		B						
Approach Delay (s)	11.0	18.4		0.0		0.9						
Approach LOS	B	C										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			60.4%		ICU Level of Service					B		
Analysis Period (min)			15									

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Volume (veh/h)	672	39	53	1074	48	39
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	707	41	56	1131	51	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.83		0.83	0.83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			281		1074	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		70	95
cM capacity (veh/h)			1059		169	898
Direction	EB	EB	WB	WB	NB	NB
Volume Total	472	277	56	565	565	92
Volume Left	0	0	56	0	0	51
Volume Right	0	41	0	0	0	41
cSH	1700	1700	1059	1700	1700	265
Volume to Capacity	0.28	0.16	0.05	0.33	0.33	0.35
Queue Length 95th (ft)	0	0	4	0	0	37
Control Delay (s)	0.0	0.0	8.6	0.0	0.0	25.6
Lane LOS			A			D
Approach Delay (s)	0.0		0.4			25.6
Approach LOS						D
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			41.4%	ICU Level of Service		A
Analysis Period (min)			15			

Exhibit C
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HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	703	0	1	1119	6	2	0	1	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	740	0	1	1178	6	2	0	1	3	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage veh					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	1184			740			1356	1945	370	1573	1942	592
vC1, stage 1 conf vol							759	759		1183	1183	
vC2, stage 2 conf vol							597	1186		390	759	
vCu, unblocked vol	1184			314			1047	1747	0	1304	1743	592
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	98	100	99
cM capacity (veh/h)	585			1040			365	231	918	198	238	454
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9	493	247	1	785	399	3	9				
Volume Left	9	0	0	1	0	0	2	3				
Volume Right	0	0	0	0	0	6	1	6				
cSH	585	1700	1700	1040	1700	1700	457	317				
Volume to Capacity	0.02	0.29	0.15	0.00	0.46	0.23	0.01	0.03				
Queue Length 95th (ft)	1	0	0	0	0	0	1	2				
Control Delay (s)	11.3	0.0	0.0	8.5	0.0	0.0	12.9	16.7				
Lane LOS	B			A			B	C				
Approach Delay (s)	0.1			0.0			12.9	16.7				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			41.1%		ICU Level of Service			A				
Analysis Period (min)			15									

12-222-PA 189-02519 HCM Urban Signalized Intersection Capacity Analysis 5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	26	34	0	31	12	609	29	40	857	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	0	27	36	0	33	13	641	31	42	902	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL				None	
Median storage (veh)							2					
Upstream signal (ft)											308	
pX, platoon unblocked	0.70	0.70	0.70	0.70	0.70		0.70					
vC, conflicting volume	1695	1693	912	1695	1688	656	922			672		
vC1, stage 1 conf vol	996	996		682	682							
vC2, stage 2 conf vol	699	697		1014	1006							
vCu, unblocked vol	1780	1777	658	1780	1769	656	672			672		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	100	92	81	100	93	98			95		
cM capacity (veh/h)	206	222	327	191	219	465	641			919		
Direction/Lane	EB	WB	WB	NB	NB	SB	SB					
Volume Total	51	36	33	13	672	42	922					
Volume Left	23	36	0	13	0	42	0					
Volume Right	27	0	33	0	31	0	20					
cSH	258	191	465	641	1700	919	1700					
Volume to Capacity	0.20	0.19	0.07	0.02	0.40	0.05	0.54					
Queue Length 95th (ft)	18	17	6	2	0	4	0					
Control Delay (s)	22.4	28.2	13.3	10.7	0.0	9.1	0.0					
Lane LOS	C	D	B	B		A						
Approach Delay (s)	22.4	21.1		0.2		0.4						
Approach LOS	C	C										
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			62.4%		ICU Level of Service		B					
Analysis Period (min)			15									

Exhibit C
12-222-PA
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	667	137	108	489	66	191	430	97	120	370	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Fr	1.00	0.97		1.00	0.98		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3483		1752	3437		1787	3465		1769	3369	
Flt Permitted	0.30	1.00		0.23	1.00		0.22	1.00		0.29	1.00	
Satd. Flow (perm)	574	3483		427	3437		415	3465		536	3369	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	145	702	144	114	515	69	201	453	102	126	389	164
RTOR Reduction (vph)	0	16	0	0	10	0	0	19	0	0	43	0
Lane Group Flow (vph)	145	830	0	114	574	0	201	536	0	126	510	0
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.3	30.0		32.3	27.0		28.8	19.0		25.6	17.4	
Effective Green, g (s)	38.3	30.0		32.3	27.0		28.8	19.0		25.6	17.4	
Actuated g/C Ratio	0.48	0.38		0.41	0.34		0.36	0.24		0.32	0.22	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	403	1314		262	1167		319	828		300	737	
v/s Ratio Prot	c0.04	c0.24		0.03	0.17		c0.08	c0.15		0.04	0.15	
v/s Ratio Perm	0.14			0.15			0.15			0.09		
v/c Ratio	0.36	0.63		0.44	0.49		0.63	0.65		0.42	0.69	
Uniform Delay, d1	12.2	20.2		15.5	20.8		19.0	27.2		20.0	28.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	1.3		0.7	0.6		3.3	1.5		0.6	2.5	
Delay (s)	12.5	21.5		16.2	21.4		22.3	28.7		20.5	31.1	
Level of Service	B	C		B	C		C	C		C	C	
Approach Delay (s)		20.2			20.6			27.0			29.1	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↖	
Volume (veh/h)	884	0	1	662	1	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	931	0	1	697	1	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)	133					
pX, platoon unblocked			0.81		0.81	0.81
vC, conflicting volume			931		1281	465
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			445		878	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			900		233	878
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	620	310	1	348	348	4
Volume Left	0	0	1	0	0	1
Volume Right	0	0	0	0	0	3
cSH	1700	1700	900	1700	1700	518
Volume to Capacity	0.36	0.18	0.00	0.20	0.20	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	9.0	0.0	0.0	12.0
Lane LOS			A			B
Approach Delay (s)	0.0		0.0			12.0
Approach LOS						B
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			34.4%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
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HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						2				2		
Volume (veh/h)	0	887	0	0	663	2	0	0	0	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	934	0	0	698	2	0	0	0	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.81			0.81	0.81	0.81	0.81	0.81	
vC, conflicting volume	700			934			1283	1634	467	1166	1633	350
vC1, stage 1 conf vol							934	934		699	699	
vC2, stage 2 conf vol							349	700		467	934	
vCu, unblocked vol	700			464			892	1323	0	749	1322	350
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	99	100	100
cM capacity (veh/h)	893			885			397	337	889	384	337	652
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	0	622	311	0	465	235	0	2				
Volume Left	0	0	0	0	0	0	0	2				
Volume Right	0	0	0	0	0	2	0	0				
cSH	1700	1700	1700	1700	1700	1700	1700	384				
Volume to Capacity	0.00	0.37	0.18	0.00	0.27	0.14	0.00	0.01				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.4				
Lane LOS							A	B				
Approach Delay (s)	0.0			0.0			0.0	14.4				
Approach LOS							A	B				
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			34.5%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

4: Existing North Driveway & SW 185th Avenue

3/30/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	3	715	0	1	614
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	3	753	0	1	646
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLT		TWLT	
Median storage (veh)			2		2	
Upstream signal (ft)					226	
pX, platoon unblocked	0.88					
vC, conflicting volume	1078	376			753	
vC1, stage 1 conf vol	753					
vC2, stage 2 conf vol	325					
vCu, unblocked vol	808	376			753	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			100	
cM capacity (veh/h)	410	621			853	
Directory Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	4	502	251	216	431	
Volume Left	1	0	0	1	0	
Volume Right	3	0	0	0	0	
cSH	550	1700	1700	853	1700	
Volume to Capacity	0.01	0.30	0.15	0.00	0.25	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	11.6	0.0	0.0	0.1	0.0	
Lane LOS	B			A		
Approach Delay (s)	11.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		29.8%		ICU Level of Service	A	
Analysis Period (min)		15				

Exhibit C
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HCM Unsignalized Intersection Capacity Analysis
5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	3	1	715	612	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	3	1	753	644	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLTL	TWLTL	
Median storage (veh)				2	2	
Upstream signal (ft)					308	
pX, platoon unblocked	0.88	0.88	0.88			
vC, conflicting volume	1024	324	647			
vC1, stage 1 conf vol	646					
vC2, stage 2 conf vol	378					
vCu, unblocked vol	767	0	341			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	516	965	1075			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	3	252	502	429	218	
Volume Left	0	1	0	0	0	
Volume Right	3	0	0	0	3	
cSH	965	1075	1700	1700	1700	
Volume to Capacity	0.00	0.00	0.30	0.25	0.13	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	8.7	0.0	0.0	0.0	0.0	
Lane LOS	A	A				
Approach Delay (s)	8.7	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			30.5%	ICU Level of Service		A
Analysis Period (min)			15			

3/30/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	2	714	1	0	615
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	752	1	0	647
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage (veh)			2			2
Upstream signal (ft)						376
pX, platoon unblocked	0.89					
vC, conflicting volume	1076	376			753	
vC1, stage 1 conf vol	752					
vC2, stage 2 conf vol	324					
vCu, unblocked vol	844	376			753	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	409	621			853	
Direction Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	2	501	252	216	432	
Volume Left	0	0	0	0	0	
Volume Right	2	0	1	0	0	
cSH	621	1700	1700	853	1700	
Volume to Capacity	0.00	0.29	0.15	0.00	0.25	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	10.8	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.8	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			29.8%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
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HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	483	163	199	829	78	232	353	61	150	535	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frft	1.00	0.96		1.00	0.99		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3439		1752	3456		1787	3486		1767	3380	
Flt Permitted	0.14	1.00		0.23	1.00		0.14	1.00		0.47	1.00	
Satd. Flow (perm)	263	3439		422	3456		262	3486		866	3380	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	508	172	209	873	82	244	372	64	158	563	214
RTOR Reduction (vph)	0	29	0	0	7	0	0	13	0	0	36	0
Lane Group Flow (vph)	123	651	0	209	948	0	244	423	0	158	741	0
Confl. Peds. (#/hr)	1						1	1		4	4	1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.2	30.5		43.8	33.3		41.4	28.8		33.3	24.7	
Effective Green, g (s)	38.2	30.5		43.8	33.3		41.4	28.8		33.3	24.7	
Actuated g/C Ratio	0.40	0.32		0.46	0.35		0.43	0.30		0.35	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	228	1099		340	1206		317	1052		384	875	
v/s Ratio Prot	0.04	0.19		c0.07	c0.27		c0.10	0.12		0.04	0.22	
v/s Ratio Perm	0.17			0.21			c0.23			0.11		
v/c Ratio	0.54	0.59		0.61	0.79		0.77	0.40		0.41	0.85	
Uniform Delay, d1	20.2	27.2		17.3	27.9		20.7	26.5		22.2	33.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	1.2		2.6	3.9		10.1	0.1		0.4	7.4	
Delay (s)	21.8	28.5		19.9	31.8		30.8	26.6		22.6	41.0	
Level of Service	C	C		B	C		C	C		C	D	
Approach Delay (s)		27.4			29.6			28.1			37.9	
Approach LOS		C			C			C			D	

Intersection Summary

HCM Average Control Delay	31.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	95.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↘	
Volume (veh/h)	691	3	3	1105	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	751	3	3	1201	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.85		0.85	0.85
vC, conflicting volume			754		1360	377
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			349		1064	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1022		184	919
Direction	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	501	254	3	601	601	3
Volume Left	0	0	3	0	0	1
Volume Right	0	3	0	0	0	2
cSH	1700	1700	1022	1700	1700	394
Volume to Capacity	0.29	0.15	0.00	0.35	0.35	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	8.5	0.0	0.0	14.2
Lane LOS			A			B
Approach Delay (s)	0.0		0.0			14.2
Approach LOS						B
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			40.5%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
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HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	684	0	1	1100	6	2	0	1	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	720	0	1	1158	6	2	0	1	3	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage (veh)					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.86			0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	1164			720			1326	1905	360	1543	1902	582
vC1, stage 1 conf vol							739	739		1163	1163	
vC2, stage 2 conf vol							587	1166		380	739	
vCu, unblocked vol	1164			346			1052	1726	0	1304	1722	582
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	98	100	99
cM capacity (veh/h)	596			1033			366	235	937	203	243	461
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9	480	240	1	772	392	3	9				
Volume Left	9	0	0	1	0	0	2	3				
Volume Right	0	0	0	0	0	6	1	6				
cSH	596	1700	1700	1033	1700	1700	459	324				
Volume to Capacity	0.02	0.28	0.14	0.00	0.45	0.23	0.01	0.03				
Queue Length 95th (ft)	1	0	0	0	0	0	1	2				
Control Delay (s)	11.1	0.0	0.0	8.5	0.0	0.0	12.9	16.4				
Lane LOS	B			A			B	C				
Approach Delay (s)	0.1			0.0			12.9	16.4				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			40.6%		ICU Level of Service			A				
Analysis Period (min)			15									

3/30/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	645	1	1	896
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	701	1	1	974
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLT		TWLT	
Median storage (veh)			2		2	
Upstream signal (ft)						226
pX, platoon unblocked	0.80					
vC, conflicting volume	1191	351			702	
vC1, stage 1 conf vol	702					
vC2, stage 2 conf vol	489					
vCu, unblocked vol	740	351			702	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	430	645			891	
Direction Lane # Sat %	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	1	467	235	326	649	
Volume Left	0	0	0	1	0	
Volume Right	1	0	1	0	0	
cSH	645	1700	1700	891	1700	
Volume to Capacity	0.00	0.27	0.14	0.00	0.38	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		35.5%		ICU Level of Service		A
Analysis Period (min)		15				

Exhibit C
12-222-PA
H300-0281
HCM Unsignalized Intersection Capacity Analysis
5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	22	26	12	624	877	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	27	13	657	923	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	TWLT	
Median storage (veh)				2	2	
Upstream signal (ft)					308	
pX, platoon unblocked	0.81	0.81	0.81			
vC, conflicting volume	1287	472	943			
vC1, stage 1 conf vol	933					
vC2, stage 2 conf vol	354					
vCu, unblocked vol	885	0	461			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	99			
cM capacity (veh/h)	439	884	888			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	51	232	438	615	328	
Volume Left	23	13	0	0	0	
Volume Right	27	0	0	0	20	
cSH	603	888	1700	1700	1700	
Volume to Capacity	0.08	0.01	0.26	0.36	0.19	
Queue Length 95th (ft)	7	1	0	0	0	
Control Delay (s)	11.5	0.6	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	11.5	0.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		0.4				
Intersection Capacity Utilization		35.8%		ICU Level of Service	A	
Analysis Period (min)		15				

Exhibit C
12-222-PA
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	824	184	26	357	85	166	507	179	119	308	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3476		1787	3396		1787	3419		1787	3378	
Flt Permitted	0.36	1.00		0.18	1.00		0.38	1.00		0.18	1.00	
Satd. Flow (perm)	675	3476		341	3396		721	3419		333	3378	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	867	194	27	376	89	175	534	188	125	324	126
RTOR Reduction (vph)	0	17	0	0	20	0	0	33	0	0	38	0
Lane Group Flow (vph)	183	1044	0	27	445	0	175	689	0	125	472	0
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	41.1	35.8		28.5	27.2		30.3	21.7		31.7	22.4	
Effective Green, g (s)	41.1	35.8		28.5	27.2		30.3	21.7		31.7	22.4	
Actuated g/C Ratio	0.48	0.42		0.33	0.32		0.36	0.25		0.37	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	455	1462		136	1085		364	872		281	889	
v/s Ratio Prot	c0.05	c0.30		0.00	0.13		0.05	c0.20		c0.05	0.12	
v/s Ratio Perm	0.15			0.06			0.12			0.12		
v/c Ratio	0.40	0.71		0.20	0.41		0.48	0.79		0.44	0.46	
Uniform Delay, d1	13.2	20.4		19.6	22.7		19.7	29.6		19.3	26.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	2.0		0.4	0.5		0.6	4.7		0.7	0.2	
Delay (s)	13.5	22.4		20.0	23.1		20.3	34.3		20.0	26.5	
Level of Service	B	C		B	C		C	C		B	C	
Approach Delay (s)		21.1			23.0			31.6			25.1	
Approach LOS		C			C			C			C	

Intersection Summary

HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	85.1	Sum of lost time (s)	17.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Exhibit C
12-222-PA
HCM 2000
Signalized Intersection Capacity Analysis
2: SW Farmington Rd & Existing Driveway

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↖	
Volume (veh/h)	1077	45	63	407	57	49
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1134	47	66	428	60	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.75		0.75	0.75
vC, conflicting volume			1181		1504	591
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			591		1019	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		63	94
cM capacity (veh/h)			741		160	819
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	756	425	66	214	214	112
Volume Left	0	0	66	0	0	60
Volume Right	0	47	0	0	0	52
cSH	1700	1700	741	1700	1700	255
Volume to Capacity	0.44	0.25	0.09	0.13	0.13	0.44
Queue Length 95th (ft)	0	0	7	0	0	52
Control Delay (s)	0.0	0.0	10.3	0.0	0.0	29.6
Lane LOS			B			D
Approach Delay (s)	0.0		1.4			29.6
Approach LOS						D
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			50.9%		ICU Level of Service	A
Analysis Period (min)			15			

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1127	0	0	470	2	0	0	0	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1186	0	0	495	2	0	0	0	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				TWLTL							
Median storage veh					2							
Upstream signal (ft)	299											
pX, platoon unblocked				0.76			0.76	0.76	0.76	0.76	0.76	
vC, conflicting volume	497			1186			1434	1683	593	1089	1683	248
vC1, stage 1 conf vol							1186	1186		496	496	
vC2, stage 2 conf vol							247	497		593	1186	
vCu, unblocked vol	497			623			947	1274	0	496	1273	248
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1063			723			321	319	832	499	319	758
Direction	EB	EB 2	EB 3	WB 1	WB 2	WB 3	NB	SB				
Volume Total	0	791	395	0	330	167	0	2				
Volume Left	0	0	0	0	0	0	0	2				
Volume Right	0	0	0	0	0	2	0	0				
cSH	1700	1700	1700	1700	1700	1700	1700	499				
Volume to Capacity	0.00	0.47	0.23	0.00	0.19	0.10	0.00	0.00				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3				
Lane LOS							A	B				
Approach Delay (s)	0.0			0.0			0.0	12.3				
Approach LOS							A	B				
Intersection Summary												
Average Delay	0.0											
Intersection Capacity Utilization	41.2%			ICU Level of Service					A			
Analysis Period (min)	15											

Exhibit C
12-222-PA
HCM 4.0-2009
HCM Unsignalized Intersection Capacity Analysis
5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	40	0	36	1	815	33	46	469	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	3	42	0	38	1	858	35	48	494	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			None	
Median storage (veh)								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.93	0.93	0.93	0.93	0.93		0.93					
vC, conflicting volume	1061	1487	248	1224	1471	446	497			893		
vC1, stage 1 conf vol	592	592		877	877							
vC2, stage 2 conf vol	469	895		347	594							
vCu, unblocked vol	924	1380	54	1099	1363	446	320			893		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	86	100	93	100			94		
cM capacity (veh/h)	377	278	941	293	311	560	1155			755		
Direction Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	3	42	38	1	572	321	48	329	168			
Volume Left	0	42	0	1	0	0	48	0	0			
Volume Right	3	0	38	0	0	35	0	0	3			
cSH	941	293	560	1155	1700	1700	755	1700	1700			
Volume to Capacity	0.00	0.14	0.07	0.00	0.34	0.19	0.06	0.19	0.10			
Queue Length 95th (ft)	0	12	5	0	0	0	5	0	0			
Control Delay (s)	8.8	19.4	11.9	8.1	0.0	0.0	10.1	0.0	0.0			
Lane LOS	A	C	B	A			B					
Approach Delay (s)	8.8	15.8		0.0			0.9					
Approach LOS	A	C										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			45.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Exhibit C
12-222-PA
185th Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	493	175	199	840	85	242	359	61	157	542	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3434		1762	3453		1787	3487		1767	3382	
Flt Permitted	0.13	1.00		0.22	1.00		0.14	1.00		0.47	1.00	
Satd. Flow (perm)	248	3434		400	3453		259	3487		874	3382	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	519	184	209	884	89	255	378	64	165	571	214
RTOR Reduction (vph)	0	31	0	0	7	0	0	13	0	0	36	0
Lane Group Flow (vph)	123	672	0	209	966	0	255	429	0	165	749	0
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.9	31.3		44.5	34.1		42.5	29.8		33.8	25.1	
Effective Green, g (s)	38.9	31.3		44.5	34.1		42.5	29.8		33.8	25.1	
Actuated g/C Ratio	0.40	0.32		0.46	0.35		0.44	0.31		0.35	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	220	1106		328	1211		324	1069		384	873	
v/s Ratio Prot	0.04	0.20		c0.07	c0.28		c0.11	0.12		0.04	0.22	
v/s Ratio Perm	0.18			0.22			c0.24			0.11		
v/c Ratio	0.56	0.61		0.64	0.80		0.79	0.40		0.43	0.86	
Uniform Delay, d1	20.8	27.8		17.8	28.4		21.2	26.6		22.8	34.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	1.3		3.3	4.2		11.3	0.1		0.5	8.2	
Delay (s)	22.9	29.1		21.1	32.7		32.5	26.8		23.3	42.6	
Level of Service	C	C		C	C		C	C		C	D	
Approach Delay (s)		28.2			30.6			28.9			39.2	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM Average Control Delay	32.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	97.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Exhibit C
12-222-PA
106 of 253
HCM Unsignalized Intersection Capacity Analysis
2: SW Farmington Rd & Existing Driveway

3/30/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑↑	↖	
Volume (veh/h)	672	39	53	1074	48	39
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	730	42	58	1167	52	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)	133					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			773		1451	386
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			351		1157	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		65	95
cM capacity (veh/h)			1012		150	912
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	487	286	58	584	584	95
Volume Left	0	0	58	0	0	52
Volume Right	0	42	0	0	0	42
cSH	1700	1700	1012	1700	1700	240
Volume to Capacity	0.29	0.17	0.06	0.34	0.34	0.39
Queue Length 95th (ft)	0	0	5	0	0	44
Control Delay (s)	0.0	0.0	8.8	0.0	0.0	29.4
Lane LOS			A			D
Approach Delay (s)	0.0		0.4			29.4
Approach LOS						D
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			41.4%		ICU Level of Service	A
Analysis Period (min)			15			

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	703	0	1	1119	6	2	0	1	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	740	0	1	1178	6	2	0	1	3	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLT							
Median storage (veh)					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.86			0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	1184			740			1356	1945	370	1573	1942	592
vC1, stage 1 conf vol							759	759		1183	1183	
vC2, stage 2 conf vol							597	1186		390	759	
vCu, unblocked vol	1184			371			1088	1773	0	1340	1769	592
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	98	100	99
cM capacity (veh/h)	585			1012			356	229	938	198	237	454
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9	493	247	1	785	399	3	9				
Volume Left	9	0	0	1	0	0	2	3				
Volume Right	0	0	0	0	0	6	1	6				
cSH	585	1700	1700	1012	1700	1700	449	317				
Volume to Capacity	0.02	0.29	0.15	0.00	0.46	0.23	0.01	0.03				
Queue Length 95th (ft)	1	0	0	0	0	0	1	2				
Control Delay (s)	11.3	0.0	0.0	8.6	0.0	0.0	13.1	16.7				
Lane LOS	B			A			B	C				
Approach Delay (s)	0.1			0.0			13.1	16.7				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			41.1%			ICU Level of Service		A				
Analysis Period (min)			15									

Exhibit C
12-222-PA
188 of 228
HCM Unsignalized Intersection Capacity Analysis
5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

3/30/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	26	34	0	31	12	609	29	40	857	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.92	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	23	0	27	37	0	34	13	641	32	43	902	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			None	
Median storage (veh)								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.81	0.81	0.81	0.81	0.81		0.81					
vC, conflicting volume	1379	1697	461	1247	1691	336	922			673		
vC1, stage 1 conf vol	999	999		682	682							
vC2, stage 2 conf vol	379	698		565	1009							
vCu, unblocked vol	992	1386	0	830	1379	336	427			673		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	97	90	100	95	99			95		
cM capacity (veh/h)	337	294	881	373	304	660	912			914		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	51	37	34	13	427	245	43	601	321			
Volume Left	23	37	0	13	0	0	43	0	0			
Volume Right	27	0	34	0	0	32	0	0	20			
cSH	506	373	660	912	1700	1700	914	1700	1700			
Volume to Capacity	0.10	0.10	0.05	0.01	0.25	0.14	0.05	0.35	0.19			
Queue Length 95th (ft)	8	8	4	1	0	0	4	0	0			
Control Delay (s)	12.9	15.7	10.8	9.0	0.0	0.0	9.1	0.0	0.0			
Lane LOS	B	C	B	A			A					
Approach Delay (s)	12.9	13.4		0.2			0.4					
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			47.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM 2000 Signalized Intersection Capacity Analysis

6: Existing South Driveway & 185th Avenue

3/30/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	1	635	1	1	902
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	690	1	1	980
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLT		TWLT	
Median storage (veh)			2		2	
Upstream signal (ft)						376
pX, platoon unblocked	0.82					
vC, conflicting volume	1183	346			691	
vC1, stage 1 conf vol	691					
vC2, stage 2 conf vol	492					
vCu, unblocked vol	782	346			691	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	434	650			899	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	1	460	231	328	654	
Volume Left	0	0	0	1	0	
Volume Right	1	0	1	0	0	
cSH	650	1700	1700	899	1700	
Volume to Capacity	0.00	0.27	0.14	0.00	0.38	
Queue Length 95th (ft)	0	0	0	0	0	
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.5	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		35.6%		ICU Level of Service	A	
Analysis Period (min)		15				

GROUP MACKENZIE

April 27, 2012

ODOT Region I
Attention: Martin Jensvold
123 NW Flanders Street
Portland, OR 97209

Washington County DLUT
Attention: Jinde Zhu
1400 SE Walnut Street, MS-51
Hillsboro, OR 97123

Re: **Response to ODOT and Washington County Comments – Farmington/185th Site**
Project Number 2120065.00

Dear Mr. Jensvold and Mr. Zhu:

Group Mackenzie has prepared this letter as a technical response to comments received from you during the Friday, April 20, 2012 meeting. At this meeting, ODOT and Washington County staff commented on the traffic impact analysis contained in the April 4, 2012 Transportation Planning Rule (TPR) Analysis and the March 29, 2012 Access Management Plan (AMP) prepared for the Applicant's (Seven Hills Properties) proposed land use action, which includes rezoning and developing commercial uses on the three vacant lots located on the southeast corner of the SW Farmington Road/SW 185th Avenue intersection. Specifically, meeting comments focused on the assumptions used in the preparation of these analyses. The key comments and concerns voiced by agency staff are provided below followed by our technical responses.

AGENCY COMMENTS AND CONCERNS

1. ODOT expressed concern regarding use of a seasonal adjustment factor determined from Tualatin-Valley Highway to the north. ODOT believes TV Highway is saturated; therefore, peak hour data cannot properly show seasonal fluctuations. It was recommended Farmington Road historical traffic counts to be evaluated to determine the seasonal adjustment factor.
2. ODOT expressed concern regarding the TPR Analysis assumption that 33-34% of total development trips are internal trips is too high. It was recommended that a sensitivity test be conducted on the effects of reducing the internalization rate by 50%.
3. ODOT expressed concern regarding TPR Analysis pass-by trip assumptions. Specifically, it is requested the Applicant substantiate assuming 58% AM pass-by for the convenience market where ITE has no data and substantiate assuming 61% PM pass-by for the gas station where ITE identifies 42%.
4. Washington County noted that in the AMP the internalization of trips does not balance between the Pharmacy and Fast-Food uses on the site. It is requested this inconsistency be corrected.

RiverEast Center | PO Box 14310 | Portland, OR 97293
1515 SE Water Ave, Suite 100 | Portland, OR 97214
Tel: 503.224.9560 Web: www.grpmack.com Fax: 503.228.1285

Group
Mackenzie,
Incorporated

1 location:

ODOT Region I/ Washington County DLUT
Response to ODOT and Washington County Comments – Farmington/185th Site
Page 2

Response to Agency Concern #1

To address Agency concerns regarding seasonal fluctuation of traffic volumes, historical weekday traffic volume data on Farmington Road was obtained from Quality Counts, a professional traffic counting service. This data is presented in the following table with counts provided in the appendix of this letter.

TABLE 1 – FARMINGTON ROAD AVERAGE WEEKDAY TRAFFIC VOLUMES		
Count Location	Count Date	Volume
Farmington Road (0.10 mile east of 185 th Avenue)	May 16, 2006	16,625
	March 8, 2007	15,462
	May 22, 2008	14,758
	March 5, 2009	14,847

As identified in the table above, there is no clear positive seasonal traffic growth trend between the months of March and May. It should be noted that the same trends shown in the table above apply to the weekday PM peak hour traffic data captured in the same counts. Likewise, it is not anticipated there will be a clear pattern of change between the month of December, when the TPR Analysis and AMP volumes were obtained, and any other month of the year.

An important point to note from the table above is that traffic volumes decreased on Farmington Road from 2006 to 2009. This same declining trend was also identified in the AMP analysis noting that data contained in the ODOT *Traffic Volume Tables* show negative annual traffic growth rates on SW Farmington Road over the past 10 years. As such, the Applicant's assumption of positive future traffic growth in both the AMP and TPR studies yield a conservative estimate of future traffic conditions.

Based on the historical data collected for Farmington Road, there is no clear or positive seasonal adjustment factor that can be derived. Therefore, the Applicant's use of the growth factor from Tualatin-Valley Highway, the nearest comparable east-west urban arterial roadway, is appropriate. Also, as stated at the April 20th meeting, the 9-month history of hourly traffic patterns at the TV Highway/185th Avenue intersection clearly show no rising seasonal trend between winter months (December) and summer months (June). This fact is true for both the peak hour and off-peak hour periods shown in the appendix table. Based on this information, the Applicant's assumption to use a 3% seasonal growth rate to reflect a December-to-June adjustment is valid.

Lastly, it should be emphasized that Washington County does not require the use of seasonal traffic adjustments for AMP analysis. Therefore, the AMP analysis, which utilized a seasonal traffic adjustment, represents a conservative estimate of future traffic conditions.

Response to Agency Concern #2

As a sensitivity test, we have updated the site trip generation table for the TPR analysis to reflect a lower possible internalization (reduction of 50% from 33-34% to 17%). Below is the adjusted table. Also shown in the table is the appropriate PM pass-by trip reduction rate of 42% for a gasoline/service station. It should be noted that the pass-by rate of 42% was incorrectly labeled in the trip table of the original TPR study, even though the resulting numbers shown in that table were, in fact, correct.

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TABLE 1 – REVISED TRIP GENERATION (TPR ANALYSIS)									
Zoning/Land Use	ITE Code	Size	Trip Type	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit
Proposed Zoning (CBD)									
Convenience Market	851	3,500 SF	Total Trips	234	117	117	184	94	90
			Internalization (17% AM/17% PM)	(32)	(16)	(16)	(28)	(14)	(14)
			Pass-By Trips (58% AM/61% PM)	(118)	(59)	(59)	(95)	(49)	(46)
Fast-Food w/ Drive-Thru	934	3,500 SF	Total Trips	173	88	85	119	62	57
			Internalization (17% AM/17% PM)	(32)	(16)	(16)	(23)	(12)	(11)
			Pass-By Trips (49% AM/49% PM)	(69)	(35)	(34)	(48)	(25)	(23)
Gasoline/Service Service Station	944	12 Pumps	Total Trips	146	74	72	166	83	83
			Internalization (17% AM/17% PM)	(29)	(15)	(14)	(28)	(14)	(14)
			Pass-By Trips (58% AM/42% PM)	(68)	(34)	(34)	(58)	(29)	(29)
Total Trips				553	279	274	469	239	230
Internal Trips				(93)	(47)	(46)	(79)	(40)	(39)
Pass-By Trips				(255)	(128)	(127)	(201)	(103)	(98)
Primary Trips				205	104	101	189	96	93

As shown in the previous table, during the AM peak hour, a worst-case development scenario under the proposed zoning generates 205 primary vehicle trips (104 enter, 101 exit) and 255 pass-by vehicle trips (128 enter, 127 exit). During the PM peak hour, the proposed zoning generates 189 primary vehicle trips (96 enter, 93 exit) and 201 pass-by vehicle trips (103 enter, 98 exit).

The following two tables present results of additional 2,035 operations analysis for the proposed zoning development scenario using the updated site trip generation estimates shown in the table above. Analysis calculations are included in the appendix.

TABLE 2 – 2035 TPR INTERSECTION OPERATIONS - V/C RATIO (PLANNED WIDENING ON SW FARMINGTON ROAD ONLY)		
Intersection	Proposed Zoning (CBD)	
	AM	PM
1) SW Farmington Rd (OR10)/SW 185 th Avenue	0.97	0.90
2) SW Farmington Rd (OR10)/Site Driveway	0.54	0.45
3) SW Farmington Rd (OR 10)/Westside Community Church	0.00 ¹	0.03
4) SW 185 th Avenue/North Site Driveway	N/A ²	N/A ²
5) SW 185 th Avenue/Retail Driveway	0.19	0.24
6) SW 185 th Avenue/South Site Driveway	N/A ²	N/A ²

¹ Traffic demand is low for critical movement, resulting in a v/c ratio of 0.00.

² N/A = Not available, as driveway has been removed.

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TABLE 5 – 2035 TPR INTERSECTION OPERATIONS - V/C RATIO (PLANNED WIDENING OF BOTH SW FARMINGTON ROAD AND SW 185 TH AVENUE)		
Intersection	Proposed Zoning (CBD)	
	AM	PM
1) SW Farmington Rd (OR10)/SW 185 th Avenue	0.71	0.78
2) SW Farmington Rd (OR10)/Site Driveway	0.59	0.51
3) SW Farmington Rd (OR 10)/Westside Community Church	0.00 ¹	0.03
4) SW 185 th Avenue/North Site Driveway	N/A ²	N/A ²
5) SW 185 th Avenue/Retail Driveway	0.18	0.13
6) SW 185 th Avenue/South Site Driveway	N/A ²	N/A ²

¹ Traffic demand is low for critical movement, resulting in a v/c ratio of 0.00.

² N/A = Not available, as driveway has been removed.

As shown in the previous two tables, all intersections are anticipated to operate at acceptable agency mobility standards during the weekday AM and PM peak hour periods. Therefore, analysis findings and conclusions documented in the original TPR Analysis remain unchanged.

Response to Agency Concern #3

Trip generation for a convenience market has a significant pass-by component, not unlike a gas station. The ITE *Trip Generation Handbook* 2nd Edition does not contain weekday AM peak hour pass-by trip data for a convenience market.

It should be further noted, that if the site were to develop with convenience market and gas station uses, they would be developed as a combined use and not separate uses. ITE data for combined Gasoline Service Station with Convenience Market has a 62% AM peak hour pass-by rate. Therefore, applying pass-by data for a Gasoline/Service Station (which has a 58% AM peak hour pass-by rate) to the convenience market is conservative and appropriate.

As previously noted, the PM pass-by rate of 42% for a gasoline/service station was incorrectly labeled in the trip generation table of the original TPR study, even though the resulting trip numbers shown in that table were correct. The trip generation table provided in this letter shows the correct pass-by percentage labeling.

Response to Agency Concern #4

The trip table presented in the AMP has been revised to correctly show the proper balance of internal trips between the pharmacy and fast-food restaurant uses.

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Response to ODOT and Washington County Comments – Farmington/185th Site
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TABLE 3 – REVISED TRIP GENERATION (AMP ANALYSIS)									
Land Use	ITE Code	Size	Trip Type	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	Enter	Exit	Total	Enter	Exit
Pharmacy w/ Drive-Thru	881	14,550 SF	Total	39	22	17	150	75	75
			Internal (8% am, 15% pm)	(7)	(4)	(3)	(21)	(10)	(11)
			Pass-By (49% am, 49% pm)	(16)	(8)	(8)	(63)	(31)	(32)
Fast-Food w/ Drive-Thru	934	3,000 SF	Total	148	75	73	102	53	49
			Internal (8% am, 15% pm)	(7)	(3)	(4)	(21)	(11)	(10)
			Pass-By (49% am, 49% pm)	(69)	(35)	(34)	(41)	(21)	(20)
Total Trips				187	97	90	252	128	124
Less Internal Trips				(14)	(7)	(7)	(42)	(21)	(21)
Less Pass-by Trips				(85)	(43)	(42)	(104)	(52)	(52)
Total Primary Trips				88	47	41	106	55	51

Relative to the original AMP analysis, total primary trips increased by 1 trip to 88 trips during the weekday AM peak hour, and decreased by 2 trips to 106 during the weekday PM peak hour. The changes are insignificant and do not alter the analysis findings and conclusions of the original AMP.

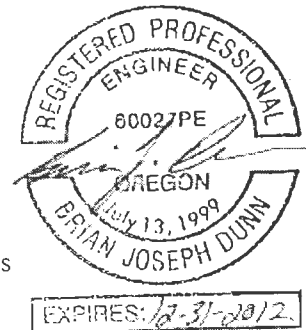
CONCLUSIONS

If ODOT or Washington County have any further questions or comments regarding this letter and the transportation impact analysis contained within the AMP and TPR studies prepared for Seven Hills Properties' proposed land use action, please feel free to call me.

Sincerely,



Brian J. Dunn, P.E.
Traffic Engineer



Enclosures: Appendix A – Historical Farmington Road Traffic Counts
Appendix B – Revised Operations Analysis Worksheets

- c: Tom Rocca – Seven Hills Properties
Dana Krawczuk – Perkins Coie, LLP

Type of report: Tube Count - Volume Data

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LOCATION: Farmington Rd .10 E of 185th Ave							QC JOB #: 10181604			
SPECIFIC LOCATION: .10 E of 185th Ave							DIRECTION: EB/WB			
CITY/STATE: Tigard, OR							DATE: May 16 2006 - May 17 2006			
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
		16-May-06	17-May-06			Hourly Traffic			Hourly Traffic	
12:00 AM			117			117			117	
1:00 AM			61			61			61	
2:00 AM			30			30			30	
3:00 AM			40			40			40	
4:00 AM			128			128			128	
5:00 AM			373			373			373	
6:00 AM			868			868			868	
7:00 AM			1110			1110			1110	
8:00 AM			1062			1062			1062	
9:00 AM			831			831			831	
10:00 AM										
11:00 AM		865				865			865	
12:00 PM		992				992			992	
1:00 PM		893				893			893	
2:00 PM		1052				1052			1052	
3:00 PM		1169				1169			1169	
4:00 PM		1281				1281			1281	
5:00 PM		1370				1370			1370	
6:00 PM		1286				1286			1286	
7:00 PM		1028				1028			1028	
8:00 PM		857				857			857	
9:00 PM		652				652			652	
10:00 PM		356				356			356	
11:00 PM		204				204			204	
Day Total		12005	4620			16625			16625	
% Weekday Average		72.2%	27.8%							
% Week Average		72.2%	27.8%			100.0%				
AM Peak Volume		11:00 AM 865	7:00 AM 1110			7:00 AM 1110			7:00 AM 1110	
PM Peak Volume		5:00 PM 1370				5:00 PM 1370			5:00 PM 1370	
Comments:										

Type of report: Tube Count - Volume Data

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LOCATION: Farmington Rd .10 E of 185th Ave									QC JOB #: 10240214	
SPECIFIC LOCATION: .10 E of 185th Ave									DIRECTION: EB/WB	
CITY/STATE: Washington County, OR									DATE: Mar 08 2007 - Mar 08 2007	
Start Time	Mon	Tue	Wed	Thu 08-Mar-07	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				94		94			94	
1:00 AM				70		70			70	
2:00 AM				63		63			63	
3:00 AM				52		52			52	
4:00 AM				110		110			110	
5:00 AM				329		329			329	
6:00 AM				841		841			841	
7:00 AM				1051		1051			1051	
8:00 AM				1021		1021			1021	
9:00 AM				781		781			781	
10:00 AM				788		788			788	
11:00 AM				805		805			805	
12:00 PM				850		850			850	
1:00 PM				897		897			897	
2:00 PM				952		952			952	
3:00 PM				1003		1003			1003	
4:00 PM				1095		1095			1095	
5:00 PM				1020		1020			1020	
6:00 PM				1040		1040			1040	
7:00 PM				852		852			852	
8:00 PM				651		651			651	
9:00 PM				558		558			558	
10:00 PM				340		340			340	
11:00 PM				199		199			199	
Day Total				15462		15462			15462	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 1051		7:00 AM 1051			7:00 AM 1051	
PM Peak Volume				4:00 PM 1095		4:00 PM 1095			4:00 PM 1095	
Comments: 382										

Type of report: Tube Count - Volume Data

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LOCATION: Farmington Rd 0.10 E of 185th Ave										QC JOB #: 10348651
SPECIFIC LOCATION: Station # 382										DIRECTION: EB/WB
CITY/STATE: Washington County, OR										DATE: May 22 2008 - May 22 2008
Start Time	Mon	Tue	Wed	Thu 22-May-08	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				108		108			108	
1:00 AM				52		52			52	
2:00 AM				68		68			68	
3:00 AM				43		43			43	
4:00 AM				126		126			126	
5:00 AM				375		375			375	
6:00 AM				727		727			727	
7:00 AM				1013		1013			1013	
8:00 AM				846		846			846	
9:00 AM				691		691			691	
10:00 AM				666		666			666	
11:00 AM				702		702			702	
12:00 PM				709		709			709	
1:00 PM				723		723			723	
2:00 PM				821		821			821	
3:00 PM				995		995			995	
4:00 PM				1082		1082			1082	
5:00 PM				1121		1121			1121	
6:00 PM				1095		1095			1095	
7:00 PM				923		923			923	
8:00 PM				727		727			727	
9:00 PM				606		606			606	
10:00 PM				348		348			348	
11:00 PM				191		191			191	
Day Total				14758		14758			14758	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 1013		7:00 AM 1013			7:00 AM 1013	
PM Peak Volume				5:00 PM 1121		5:00 PM 1121			5:00 PM 1121	
Comments:										

Type of report: Tube Count - Volume Data

Page 1 of 1

LOCATION: Farmington Rd 0.10 E of 185th Ave							QC JOB #: 10410477			
SPECIFIC LOCATION: 382 ft from							DIRECTION: EB/WB			
CITY/STATE: UN WC, OR							DATE: Mar 05 2009 - Mar 05 2009			
Start Time	Mon	Tue	Wed	Thu 05-Mar-09	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				103		103			103	
1:00 AM				66		66			66	
2:00 AM				36		36			36	
3:00 AM				39		39			39	
4:00 AM				96		96			96	
5:00 AM				279		279			279	
6:00 AM				682		682			682	
7:00 AM				921		921			921	
8:00 AM				873		873			873	
9:00 AM				783		783			783	
10:00 AM				701		701			701	
11:00 AM				730		730			730	
12:00 PM				817		817			817	
1:00 PM				876		876			876	
2:00 PM				895		895			895	
3:00 PM				1114		1114			1114	
4:00 PM				1144		1144			1144	
5:00 PM				1204		1204			1204	
6:00 PM				1096		1096			1096	
7:00 PM				816		816			816	
8:00 PM				566		566			566	
9:00 PM				500		500			500	
10:00 PM				318		318			318	
11:00 PM				192		192			192	
Day Total				14847		14847			14847	
% Weekday Average				100.0%						
% Week Average				100.0%		100.0%				
AM Peak Volume				7:00 AM 921		7:00 AM 921			7:00 AM 921	
PM Peak Volume				5:00 PM 1204		5:00 PM 1204			5:00 PM 1204	
Comments:										

Exhibit C
12-222-PA
202-9-123
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	827	187	26	360	84	169	509	179	121	310	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3475		1752	3391		1786	1799		1770	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.49	1.00		0.09	1.00	1.00
Satd. Flow (perm)	1787	3475		1752	3391		915	1799		163	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	871	197	27	379	88	178	536	188	127	326	126
RTOR Reduction (vph)	0	18	0	0	18	0	0	11	0	0	0	72
Lane Group Flow (vph)	183	1050	0	27	449	0	178	713	0	127	326	54
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	13.5	35.7		2.3	24.5		47.2	42.2		54.2	45.7	45.7
Effective Green, g (s)	13.5	35.7		2.3	24.5		47.2	42.2		54.2	45.7	45.7
Actuated g/C Ratio	0.13	0.34		0.02	0.23		0.45	0.40		0.51	0.43	0.43
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	228	1174		38	786		450	718		213	805	675
v/s Ratio Prot	c0.10	c0.30		0.02	0.13		0.02	c0.40		c0.05	0.18	
v/s Ratio Perm							0.16			0.26		0.03
v/c Ratio	0.80	0.89		0.71	0.57		0.40	0.99		0.60	0.40	0.08
Uniform Delay, d1	44.8	33.2		51.4	35.9		19.1	31.6		22.3	20.6	17.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	17.5	9.5		43.1	1.5		0.3	31.5		3.4	0.2	0.0
Delay (s)	62.3	42.7		94.5	37.4		19.5	63.1		25.8	20.8	17.7
Level of Service	E	D		F	D		B	E		C	C	B
Approach Delay (s)		45.6			40.5			54.5			21.2	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	42.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	105.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Exhibit C
12-222-PA
HCM 2000 Signalized Intersection Capacity Analysis
2: SW Farmington Rd & Site Driveway

4/27/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Volume (veh/h)	1072	55	78	398	72	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1128	58	82	419	76	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.71		0.71	0.71
vC, conflicting volume			1186		1531	593
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			459		942	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		55	92
cM capacity (veh/h)			784		167	774
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	752	434	82	209	209	140
Volume Left	0	0	82	0	0	76
Volume Right	0	58	0	0	0	64
cSH	1700	1700	784	1700	1700	261
Volume to Capacity	0.44	0.26	0.10	0.12	0.12	0.54
Queue Length 95th (ft)	0	0	9	0	0	73
Control Delay (s)	0.0	0.0	10.1	0.0	0.0	33.7
Lane LOS			B			D
Approach Delay (s)	0.0		1.7			33.7
Approach LOS						D
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			53.4%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
12-222-PA
04/27/12
HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1133	0	0	476	2	0	0	0	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1193	0	0	501	2	0	0	0	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLT							
Median storage veh					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.72			0.72	0.72	0.72	0.72	0.72	
vC, conflicting volume	503			1193			1443	1696	596	1098	1695	252
vC1, stage 1 conf vol							1193	1193		502	502	
vC2, stage 2 conf vol							251	503		596	1193	
vCu, unblocked vol	503			493			841	1191	0	363	1190	252
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1058			764			358	337	787	504	337	754
Direction Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	0	795	398	0	334	169	0	2				
Volume Left	0	0	0	0	0	0	0	2				
Volume Right	0	0	0	0	0	2	0	0				
cSH	1700	1700	1700	1700	1700	1700	1700	504				
Volume to Capacity	0.00	0.47	0.23	0.00	0.20	0.10	0.00	0.00				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.2				
Lane LOS							A	B				
Approach Delay (s)	0.0			0.0			0.0	12.2				
Approach LOS							A	B				
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			41.3%			ICU Level of Service		A				
Analysis Period (min)			15									

HCM 1980 Signalized Intersection Capacity Analysis

5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	50	0	46	1	811	41	57	453	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	3	53	0	48	1	854	43	60	487	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			None	
Median storage (veh)								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.88	0.88	0.88	0.88	0.88		0.88					
vC, conflicting volume	1513	1508	489	1488	1488	875	491			897		
vC1, stage 1 conf vol	609	609		877	877							
vC2, stage 2 conf vol	904	899		611	611							
vCu, unblocked vol	1515	1509	357	1486	1486	875	359			897		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	81	100	86	100			92		
cM capacity (veh/h)	206	257	612	278	292	348	1061			757		
Direction	Lane	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total		3	53	48	1	897	60	491				
Volume Left		0	53	0	1	0	60	0				
Volume Right		3	0	48	0	43	0	3				
cSH		612	278	348	1061	1700	757	1700				
Volume to Capacity		0.01	0.19	0.14	0.00	0.53	0.08	0.29				
Queue Length 95th (ft)		0	17	12	0	0	6	0				
Control Delay (s)		10.9	21.0	17.0	8.4	0.0	10.2	0.0				
Lane LOS		B	C	C	A		B					
Approach Delay (s)		10.9	19.1		0.0		1.1					
Approach LOS		B	C									
Intersection Summary												
Average Delay				1.7								
Intersection Capacity Utilization			63.5%		ICU Level of Service				B			
Analysis Period (min)			15									

Exhibit C
12-222-PA
206-9123
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	495	177	199	843	86	245	360	61	159	544	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3433		1752	3449		1787	1835		1769	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.11	1.00		0.26	1.00	1.00
Satd. Flow (perm)	1787	3433		1752	3449		210	1835		478	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	521	186	209	887	91	258	379	64	167	573	214
RTOR Reduction (vph)	0	33	0	0	7	0	0	5	0	0	0	132
Lane Group Flow (vph)	123	674	0	209	971	0	258	438	0	167	573	82
Confl. Peds. (#/hr)	1						1	1		4	4	1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	8.9	29.7		14.9	35.7		47.9	35.9		42.3	33.1	33.1
Effective Green, g (s)	8.9	29.7		14.9	35.7		47.9	35.9		42.3	33.1	33.1
Actuated g/C Ratio	0.08	0.28		0.14	0.33		0.45	0.34		0.40	0.31	0.31
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	149	956		245	1154		272	617		301	578	485
v/s Ratio Prot	0.07	0.20		c0.12	c0.28		c0.11	0.24		0.05	0.31	
v/s Ratio Perm							c0.32			0.17		0.05
v/c Ratio	0.83	0.70		0.85	0.84		0.95	0.71		0.55	0.99	0.17
Uniform Delay, d1	48.1	34.6		44.8	32.9		28.8	30.9		23.0	36.7	26.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	28.8	2.8		23.4	6.2		40.1	3.3		1.6	35.1	0.1
Delay (s)	76.9	37.4		68.2	39.1		68.9	34.2		24.5	71.7	26.9
Level of Service	E	D		E	D		E	C		C	E	C
Approach Delay (s)		43.3			44.2			47.0			53.4	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	46.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	106.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis2: SW Farmington Rd & Site Driveway

4/27/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Volume (veh/h)	667	48	67	1067	59	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	702	51	71	1123	62	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			753		1430	376
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			283		1102	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		61	94
cM capacity (veh/h)			1056		159	897
Direction	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	468	285	71	562	562	116
Volume Left	0	0	71	0	0	62
Volume Right	0	51	0	0	0	54
cSH	1700	1700	1056	1700	1700	257
Volume to Capacity	0.28	0.17	0.07	0.33	0.33	0.45
Queue Length 95th (ft)	0	0	5	0	0	55
Control Delay (s)	0.0	0.0	8.7	0.0	0.0	30.0
Lane LOS			A			D
Approach Delay (s)	0.0		0.5			30.0
Approach LOS						D
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		42.6%		ICU Level of Service		A
Analysis Period (min)		15				

Exhibit C
12-222-PA
208 of 229
HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	710	0	1	1126	6	2	0	1	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	747	0	1	1185	6	2	0	1	3	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TWLTL							
Median storage veh					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	1192			747			1367	1960	374	1584	1957	596
vC1, stage 1 conf vol							766	766		1191	1191	
vC2, stage 2 conf vol							601	1194		394	766	
vCu, unblocked vol	1192			325			1061	1765	0	1319	1761	596
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	98	100	99
cM capacity (veh/h)	582			1031			361	228	919	196	236	452
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9	498	249	1	790	401	3	9				
Volume Left	9	0	0	1	0	0	2	3				
Volume Right	0	0	0	0	0	6	1	6				
cSH	582	1700	1700	1031	1700	1700	453	315				
Volume to Capacity	0.02	0.29	0.15	0.00	0.46	0.24	0.01	0.03				
Queue Length 95th (ft)	1	0	0	0	0	0	1	2				
Control Delay (s)	11.3	0.0	0.0	8.5	0.0	0.0	13.0	16.8				
Lane LOS	B			A			B	C				
Approach Delay (s)	0.1			0.0			13.0	16.8				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			41.3%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	26	43	0	38	12	606	35	49	852	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	0	27	45	0	40	13	638	37	52	897	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLTL			None	
Median storage veh								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.70	0.70	0.70	0.70	0.70		0.70					
vC, conflicting volume	1713	1710	907	1709	1702	656	917			675		
vC1, stage 1 conf vol	1010	1010		682	682							
vC2, stage 2 conf vol	703	700		1027	1020							
vCu, unblocked vol	1806	1801	649	1800	1789	656	664			675		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	92	76	100	91	98			94		
cM capacity (veh/h)	197	215	330	185	213	465	645			916		
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total	51	45	40	13	675	52	917					
Volume Left	23	45	0	13	0	52	0					
Volume Right	27	0	40	0	37	0	20					
cSH	252	185	465	645	1700	916	1700					
Volume to Capacity	0.20	0.24	0.09	0.02	0.40	0.06	0.54					
Queue Length 95th (ft)	18	23	7	1	0	4	0					
Control Delay (s)	22.8	30.7	13.5	10.7	0.0	9.2	0.0					
Lane LOS	C	D	B	B		A						
Approach Delay (s)	22.8	22.6		0.2		0.5						
Approach LOS	C	C										
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			62.1%		ICU Level of Service					B		
Analysis Period (min)			15									

Exhibit C
2 222-PA
H.C. Signalized Intersection Capacity Analysis
SW Farmington Rd & SW 185th Avenue

4/27/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane C	↖	↗		↖	↗		↖	↗		↖	↗	
Volume (vph)	174	827	187	26	360	84	169	509	179	121	310	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Sat. Flow (prot)	1787	3475		1752	3397		1787	3419		1769	3379	
Flt Permitted	0.36	1.00		0.18	1.00		0.38	1.00		0.18	1.00	
Satd. Flow (perm)	671	3475		332	3397		722	3419		330	3379	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Flow (ph)	183	871	197	27	379	88	178	536	188	127	326	126
RTOR Reduction (vph)	0	18	0	0	20	0	0	33	0	0	38	0
Lane Group Flow (vph)	183	1050	0	27	447	0	178	691	0	127	414	0
Confl. Peds (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Prot. Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Effective Green (s)	41.1	35.8		28.5	27.2		30.5	21.8		32.1	22.6	
Effective Red (s)	41.1	35.8		28.5	27.2		30.5	21.8		32.1	22.6	
Ratio	0.48	0.42		0.33	0.32		0.36	0.26		0.38	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	452	1457		132	1082		366	873		284	894	
Ratio Prot	c0.05	c0.30		0.00	0.13		0.05	c0.20		c0.05	0.12	
Ratio Perm	0.15			0.06			0.12			0.12		
Ratio	0.40	0.72		0.20	0.41		0.49	0.79		0.45	0.46	
Ratio	13.3	20.6		19.7	22.8		19.8	29.7		19.2	26.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay	0.3	2.1		0.4	0.5		0.6	4.7		0.7	0.2	
Delay (s)	13.6	22.7		20.2	23.3		20.4	34.4		19.9	26.5	
Level of Service	B	C		C	C		C	C		B	C	
Delay (s)		21.4			23.1			31.6			25.1	
Level of Service		C			C			C			C	
Intersection Summary												
HCM Approach Control Delay			25.2				HCM Level of Service			C		
HCM Capacity ratio			0.71									
Actual Length (s)			85.4				Sum of lost time (s)		17.0			
Intersection Capacity Utilization			72.9%				ICU Level of Service		C			
Number of Lanes			15									
Critical Lane Group												

4/27/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Volume (veh/h)	1072	55	78	398	72	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1128	58	82	419	76	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (ft)	133					
pX, platoon unblocked			0.75		0.75	0.75
vC, conflicting volume			1186		1531	593
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			587		1046	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		49	92
cM capacity (veh/h)			740		150	815
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	752	434	82	209	209	140
Volume Left	0	0	82	0	0	76
Volume Right	0	58	0	0	0	64
cSH	1700	1700	740	1700	1700	239
Volume to Capacity	0.44	0.26	0.11	0.12	0.12	0.59
Queue Length 95th (ft)	0	0	9	0	0	83
Control Delay (s)	0.0	0.0	10.5	0.0	0.0	39.3
Lane LOS			B			E
Approach Delay (s)	0.0		1.7			39.3
Approach LOS						E
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			53.4%		ICU Level of Service	A
Analysis Period (min)			15			

Exhibit C
12-222-PA
212 of 223
HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1133	0	0	476	2	0	0	0	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1193	0	0	501	2	0	0	0	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TW/TL							
Median storage veh					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.76			0.76	0.76	0.76	0.76	0.76	
vC, conflicting volume	503			1193			1443	1696	596	1098	1695	252
vC1, stage 1 conf vol							1193	1193		502	502	
vC2, stage 2 conf vol							251	503		596	1193	
vCu, unblocked vol	503			624			953	1285	0	500	1284	252
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1058			720			319	317	830	494	317	754
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	0	795	398	0	334	169	0	2				
Volume Left	0	0	0	0	0	0	0	2				
Volume Right	0	0	0	0	0	2	0	0				
cSH	1700	1700	1700	1700	1700	1700	1700	494				
Volume to Capacity	0.00	0.47	0.23	0.00	0.20	0.10	0.00	0.00				
Queue Length 95th (ft)	0	0	0	0	0	0	0	0				
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3				
Lane LOS							A	B				
Approach Delay (s)	0.0			0.0			0.0	12.3				
Approach LOS							A	B				
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			41.3%		ICU Level of Service			A				
Analysis Period (min)			15									

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	3	50	0	46	1	811	41	57	463	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	3	53	0	48	1	854	43	60	487	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			None	
Median storage (veh)								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.94	0.94	0.94	0.94	0.94		0.94					
vC, conflicting volume	1086	1508	245	1244	1488	448	491			897		
vC1, stage 1 conf vol	609	609		877	877							
vC2, stage 2 conf vol	477	899		367	611							
vCu, unblocked vol	962	1411	66	1130	1390	448	327			897		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	82	100	91	100			92		
cM capacity (veh/h)	353	265	930	290	306	558	1154			753		
Direction	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
Volume Total	3	53	48	1	569	328	60	325	166			
Volume Left	0	53	0	1	0	0	60	0	0			
Volume Right	3	0	48	0	0	43	0	0	3			
cSH	930	290	558	1154	1700	1700	753	1700	1700			
Volume to Capacity	0.00	0.18	0.09	0.00	0.33	0.19	0.08	0.19	0.10			
Queue Length 95th (ft)	0	16	7	0	0	0	6	0	0			
Control Delay (s)	8.9	20.1	12.1	8.1	0.0	0.0	10.2	0.0	0.0			
Lane LOS	A	C	B	A			B					
Approach Delay (s)	8.9	16.3		0.0			1.1					
Approach LOS	A	C										

Intersection Summary

Average Delay	1.5			
Intersection Capacity Utilization	46.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Exhibit C
12-222-PA
24-0123
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	495	177	199	843	86	245	360	61	159	544	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frft	1.00	0.96		1.00	0.99		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3433		1752	3452		1787	3488		1767	3382	
Flt Permitted	0.13	1.00		0.21	1.00		0.14	1.00		0.47	1.00	
Satd. Flow (perm)	243	3433		396	3452		258	3488		879	3382	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	521	186	209	887	91	258	379	64	167	573	214
RTOR Reduction (vph)	0	31	0	0	7	0	0	13	0	0	36	0
Lane Group Flow (vph)	123	676	0	209	971	0	258	430	0	167	751	0
Confl. Peds. (#/hr)	1						1	1		4	4	1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	39.1	31.5		44.7	34.3		42.8	30.1		33.9	25.2	
Effective Green, g (s)	39.1	31.5		44.7	34.3		42.8	30.1		33.9	25.2	
Actuated g/C Ratio	0.40	0.32		0.46	0.35		0.44	0.31		0.35	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	
Lane Grp Cap (vph)	217	1107		326	1212		326	1075		384	872	
v/s Ratio Prot	0.04	0.20		c0.07	c0.28		c0.11	0.12		0.04	0.22	
v/s Ratio Perm	0.18			0.23			c0.24			0.11		
v/c Ratio	0.57	0.61		0.64	0.80		0.79	0.40		0.43	0.86	
Uniform Delay, d1	20.9	27.9		18.0	28.6		21.3	26.7		23.0	34.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.5	1.4		3.6	4.4		11.8	0.1		0.5	8.6	
Delay (s)	23.4	29.3		21.5	33.0		33.1	26.8		23.5	43.2	
Level of Service	C	C		C	C		C	C		C	D	
Approach Delay (s)		28.4			31.0			29.1			39.7	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM Average Control Delay		32.3					HCM Level of Service		C			
HCM Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		97.7					Sum of lost time (s)		12.0			
Intersection Capacity Utilization		81.8%					ICU Level of Service		D			
Analysis Period (min)		15										
c Critical Lane Group												

Exhibit C
12-222-PA
HCD Signalized Intersection Capacity Analysis
2: SW Farmington Rd & Existing Driveway

4/27/2012

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↖	
Volume (veh/h)	667	48	67	1067	59	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	725	52	73	1160	64	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh						
Upstream signal (ft)	133					
pX, platoon unblocked			0.84		0.84	0.84
vC, conflicting volume			777		1477	389
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			353		1186	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		55	94
cM capacity (veh/h)			1010		141	911
Direction/Lane #	EB 1	EB 2	WB 1	WB 2/3	WB 3	NB 1
Volume Total	483	294	73	580	580	120
Volume Left	0	0	73	0	0	64
Volume Right	0	52	0	0	0	55
cSH	1700	1700	1010	1700	1700	232
Volume to Capacity	0.28	0.17	0.07	0.34	0.34	0.51
Queue Length 95th (ft)	0	0	6	0	0	67
Control Delay (s)	0.0	0.0	8.8	0.0	0.0	35.8
Lane LOS			A			E
Approach Delay (s)	0.0		0.5			35.8
Approach LOS						E
Intersection Summary						
Average Delay	2.3					
Intersection Capacity Utilization	42.6%		ICU Level of Service		A	
Analysis Period (min)	15					

Exhibit C
12-222-PA
2/6/2012
HCM Unsignalized Intersection Capacity Analysis
3: SW Farmington Rd & Westside Community Church Dwy

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	710	0	1	1126	6	2	0	1	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	9	747	0	1	1185	6	2	0	1	3	0	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			TW/TL							
Median storage (veh)					2							
Upstream signal (ft)		299										
pX, platoon unblocked				0.86			0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	1192			747			1367	1960	374	1584	1957	596
vC1, stage 1 conf vol							766	766		1191	1191	
vC2, stage 2 conf vol							601	1194		394	766	
vCu, unblocked vol	1192			383			1103	1792	0	1355	1788	596
tC, single (s)	4.1			4.2			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	98	100	99
cM capacity (veh/h)	582			1003			352	227	939	196	234	452
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	9	498	249	1	790	401	3	9				
Volume Left	9	0	0	1	0	0	2	3				
Volume Right	0	0	0	0	0	6	1	6				
cSH	582	1700	1700	1003	1700	1700	445	314				
Volume to Capacity	0.02	0.29	0.15	0.00	0.46	0.24	0.01	0.03				
Queue Length 95th (ft)	1	0	0	0	0	0	1	2				
Control Delay (s)	11.3	0.0	0.0	8.6	0.0	0.0	13.1	16.8				
Lane LOS	B			A			B	C				
Approach Delay (s)	0.1			0.0			13.1	16.8				
Approach LOS							B	C				
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			41.3%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: Buddies Sports Bar & Grill Dwy & SW 185th Avenue

4/27/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	26	43	0	38	12	606	35	49	852	19
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.92	0.95	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	23	0	27	47	0	41	13	638	38	53	897	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								TWLT			None	
Median storage veh								2				
Upstream signal (ft)											308	
pX, platoon unblocked	0.81	0.81	0.81	0.81	0.81		0.81					
vC, conflicting volume	1399	1715	458	1264	1706	338	917			676		
vC1, stage 1 conf vol	1013	1013		682	682							
vC2, stage 2 conf vol	386	701		582	1023							
vCu, unblocked vol	1018	1409	0	852	1398	338	421			676		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	97	87	100	94	99			94		
cM capacity (veh/h)	323	285	881	370	298	658	916			911		
Direction Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	51	47	41	13	425	251	53	598	319			
Volume Left	23	47	0	13	0	0	53	0	0			
Volume Right	27	0	41	0	0	38	0	0	20			
cSH	492	370	658	916	1700	1700	911	1700	1700			
Volume to Capacity	0.10	0.13	0.06	0.01	0.25	0.15	0.06	0.35	0.19			
Queue Length 95th (ft)	9	11	5	1	0	0	5	0	0			
Control Delay (s)	13.2	16.1	10.8	9.0	0.0	0.0	9.2	0.0	0.0			
Lane LOS	B	C	B	A			A					
Approach Delay (s)	13.2	13.6		0.2			0.5					
Approach LOS	B	B										

Intersection Summary

Average Delay	1.4		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

GROUP MACKENZIE

May 10, 2012

Washington County DLUT
Attention: Paul Schaefer
150 N. First Avenue, Suite 350
Hillsboro, OR 97124

ODOT Region 1
Attention: Martin Jensvold
123 NW Flanders Street
Portland, OR 97209

Re: **Revised TPR Traffic Impact Analysis – Farmington/185th Site**
Project Number 2120065.00

Dear Mr. Schaefer and Mr. Jensvold:

This letter summarizes the revised operations analysis findings supporting Seven Hills Properties' proposal to rezone the three parcels located on the southeast corner of the Farmington Road/185th Avenue intersection in Washington County. Specifically, this letter addresses comments received in an email from Mr. Schaefer (Washington County) dated May 9, 2012, requesting a revision to the April 27, 2012 supplemental traffic analysis letter, which addressed the proposed zone change and compliance with Transportation Planning Rule (TPR) requirements.

BACKGROUND

As part of the County's technical completeness review for the proposed zone change, the May 9, 2012 email from Mr. Schaefer states:

"The TPR analysis needs to be revised without a left-out from the site onto Farmington. Removal of the left-out will result in more trips accessing the system from 185th (and not Farmington). As such there will be more left turn and north bound trips entering the intersection from 185th. The analysis, in particular, needs to re-evaluate the v/c ratio of the intersection for all legs of the intersection."

REVISED ANALYSIS

A revised operations analysis was completed consistent with revisions requested by Mr. Schaefer. For the analysis, all left-turn egress movements from the site access onto Farmington Road were re-routed to the site access on 185th Avenue and then north to the Farmington Road/185th Avenue intersection in a manner consistent with the assumed trip distribution parameters documented in the original TPR traffic study dated April 4, 2012.

Traffic operations analyses were then conducted for the Farmington Road/185th Avenue intersection to determine revised trip assignment impacts. Revised analysis results, reflecting a no left-turn restriction from the site access onto Farmington, indicate intersection v/c ratios of 0.91 and 0.89 for the 2035 weekday AM and PM peak hour conditions, respectively. These results continue to meet

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Group
Mackenzie,
Incorporated

Washington County DLUT / ODOT Region I
Revised TPR Traffic Impact Analysis – Farmington/185th Site
Project Number 2120065.00
May 10, 2012
Page 2

the ODOT mobility performance standard, which is an intersection v/c ratio of 0.99 or less during peak hour conditions. Revised operations analysis results are provided in the attached appendix.

It is important to note the revised analysis results reflect the following conservative factors:

1. Assumes the planned widening of Farmington Road to five lanes, but not the planned widening of 185th Avenue to five lanes. Resulting v/c ratios will be even lower with the widening of 185th.
2. Results are based on an extreme estimate of worst-case site trip generation, as it assumes a much lower trip internalization rate than suggested by the Institute of Transportation Engineers Handbook, thus maximizing external site trips. This adjustment was requested by ODOT and is summarized in our April 27, 2012 letter. While higher external site trip generation was evaluated for this revised analysis effort, Group Mackenzie considers this internalization rate too low and this analysis should be used as a “sensitivity” test for illustrative purposes only.

Other key assumptions and findings regarding the revised analysis results are as follows:

1. AM and PM peak hour analysis results identify a slight increase in the Farmington/185th intersection cycle length from the current 110 seconds to 120 seconds. This modification is allowed per the ODOT Analysis Procedures Manual, Chapter 7, Page 38.
2. AM and PM peak hour analysis results also show all individual approach movements at the Farmington/185th intersection function adequately with v/c ratios below 0.99.
3. Because all legs of the Farmington/185th intersection continue to function acceptably under the revised TPR analysis, there is no significant effect. Therefore, no additional modifications to the intersection are needed.

CONCLUSIONS

Based on the revised operations analysis detailed in this letter, our previous finding of no significant affect documented in the original April 4, 2012 TPR traffic study and supporting April 26, 2012 supplemental analysis still stands. Furthermore, as this issue relates to the Access Management Plan, our previous findings that a shared right-in/right-out/left-in only site access to Farmington Road will operate adequate and safely and will maintain the classified function and integrity of the roadway remains unchanged. If ODOT or Washington County have any further questions or comments regarding this letter and the transportation impact analysis contained within the AMP and TPR studies prepared for Seven Hills Properties’ proposed land use action, please feel free to call me.

Sincerely,


Brian J. Dunn, P.E.
Traffic Engineer

Attachment: Appendix A – Revised Operations Analysis Results

- c: Tom Rocca – Seven Hills Properties
Dana Krawczuk – Perkins Coie, LLP

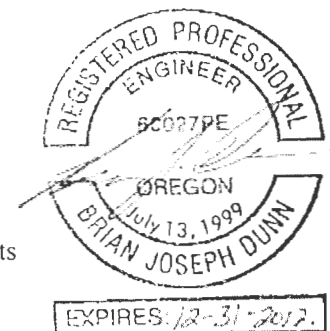


Exhibit C
12-222-PA
122-0123
HCM Signalized Intersection Capacity Analysis
1: SW Farmington Rd & SW 185th Avenue

5/10/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	827	187	26	345	74	231	520	179	121	310	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frft	1.00	0.97		1.00	0.97		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3475		1752	3398		1787	1800		1770	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.38	1.00		0.10	1.00	1.00
Satd. Flow (perm)	1787	3475		1752	3398		705	1800		180	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	183	871	197	27	363	78	243	547	188	127	326	126
RTOR Reduction (vph)	0	16	0	0	15	0	0	10	0	0	0	79
Lane Group Flow (vph)	183	1052	0	27	426	0	243	725	0	127	326	47
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	15.7	38.2		2.2	24.7		56.9	46.8		47.6	41.5	41.5
Effective Green, g (s)	15.7	38.2		2.2	24.7		56.9	46.8		47.6	41.5	41.5
Actuated g/C Ratio	0.14	0.35		0.02	0.22		0.52	0.42		0.43	0.38	0.38
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	254	1203		35	761		476	764		166	701	588
v/s Ratio Prot	c0.10	c0.30		0.02	0.13		0.05	c0.40		c0.04	0.18	
v/s Ratio Perm							0.21			0.29		0.03
v/c Ratio	0.72	0.87		0.77	0.56		0.51	0.95		0.77	0.47	0.08
Uniform Delay, d1	45.2	33.8		53.8	38.0		16.3	30.6		25.3	26.0	22.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.7	7.8		64.1	1.4		0.6	20.6		17.6	0.3	0.0
Delay (s)	53.9	41.6		117.9	39.4		16.9	51.2		42.9	26.3	22.2
Level of Service	D	D		F	D		B	D		D	C	C
Approach Delay (s)		43.4			43.9			42.7			29.0	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	110.3	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis 1: SW Farmington Rd & SW 185th Avenue

5/10/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	117	495	177	199	829	77	295	370	61	159	544	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.96		1.00	0.99		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	3433		1752	3454		1787	1836		1768	1863	1562
Flt Permitted	0.95	1.00		0.95	1.00		0.10	1.00		0.34	1.00	1.00
Satd. Flow (perm)	1787	3433		1752	3454		182	1836		637	1863	1562
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	521	186	209	873	81	311	389	64	167	573	214
RTOR Reduction (vph)	0	30	0	0	6	0	0	5	0	0	0	124
Lane Group Flow (vph)	123	677	0	209	948	0	311	448	0	167	573	90
Confl. Peds. (#/hr)	1					1	1		4	4		1
Confl. Bikes (#/hr)		1										
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Turn Type	Prot			Prot			pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases							8			4		4
Actuated Green, G (s)	9.0	28.9		15.7	35.6		58.6	45.3		46.6	37.3	37.3
Effective Green, g (s)	9.0	28.9		15.7	35.6		58.6	45.3		46.6	37.3	37.3
Actuated g/C Ratio	0.08	0.25		0.14	0.31		0.50	0.39		0.40	0.32	0.32
Clearance Time (s)	4.0	5.0		4.0	5.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.3	4.7		2.3	4.7		2.3	2.3		2.3	2.3	2.3
Lane Grp Cap (vph)	138	854		237	1058		331	716		346	598	501
v/s Ratio Prot	0.07	0.20		c0.12	c0.27		c0.14	0.24		0.04	0.31	
v/s Ratio Perm							c0.33			0.15		0.06
v/c Ratio	0.89	0.79		0.88	0.90		0.94	0.63		0.48	0.96	0.18
Uniform Delay, d1	53.1	40.8		49.3	38.5		34.7	28.6		23.8	38.7	28.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	45.2	5.7		29.1	10.5		33.5	1.4		0.6	26.3	0.1
Delay (s)	98.3	46.6		78.5	49.1		68.1	30.0		24.4	65.0	28.5
Level of Service	F	D		E	D		E	C		C	E	C
Approach Delay (s)		54.3			54.4			45.5			49.7	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	51.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	116.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Supplemental Application Materials

- **Supplemental Market Analysis Evidence** dated August 1, 2012 from Dana Krawczuk, Perkins Coie (8 pages)
- **Transportation Oriented District Code Summary – Proposed Setback Explanation** dated July 31, 2012 from Baysinger Partners (4 pages)
- **Supplemental Market Analysis for Proposed Walgreens at SW 185th Avenue and SW Farmington Road** dated July 31, 2012 from Jeff Olson, Commercial Realty Advisors NW, LLC (4 pages)
- **Economic Impact Overview Analysis – Washington County Retail Development** dated April 2, 2012 from Eric Hovee, E.D. Hovee & Company, LLC (6 pages)
- **Economic Impact Overview Analysis – Washington County Retail Development** dated April 4, 2012 from Eric Hovee, E.D. Hovee & Company, LLC (7 pages)
- **Market Overview for Washington County Retail Development** dated July 31, 2012 from Eric Hovee, E.D. Hovee & Company, LLC (14 pages)
- **Executive Summary and Response to Staff Report – Case file 12-222-PA** dated August 14, 2012 from Dana Krawczuk, Perkins Coie (4 pages)
- **Suitability of Alternative Sites for the Proposed Use and Unsuitability of Site for Residential Development Under the R-15 Zone** dated August 14, 2012 from Thomas J. Rocca, Seven Hills Properties, LLC (5 pages)
- **Response to Washington County Staff Report** dated August 13, 2012 from Eric Hovee, E.D. Hovee & Company, LLC (4 pages)



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August 1, 2012

VIA EMAIL

Paul Schaefer
Washington County
Department of Land Use and Transportation
Room 350-14
115 North First Avenue
Hillsboro, OR 97124

Re: Supplemental Market Analysis Evidence – Case file 12-222-PA

Dear Paul:

In response to preliminary feedback from staff, Seven Hills Properties, LLC offers the following supplemental market analysis evidence in support of the pending proposed plan amendment referenced above:

- *Supplemental Market Analysis for Proposed Walgreens at SW 185th Avenue & Farmington Rd.*, July 31, 2012, by Commercial Realty Advisors Northwest, LLC (the "CRA Supplement")
- *Market Overview for Washington County Retail Development*, July 31, 2012, by E.D. Hovee & Company, LLC (the "Hovee Report")
- *Economic Impact Overview Analysis – Washington County Retail Development*, April 2, 2012, by E.D. Hovee & Company, LLC (the "Hovee Supplement")

Please include this letter and the attachments in the record for the above referenced case.

This letter, the attached reports and the previously submitted application narrative and *Market Analysis for Proposed Walgreens at SW 185th Avenue & Farmington Road, Aloha, OR 97007*, February 29, 2012, by Commercial Realty Advisors Northwest, LLC (the "CRA Report")

79648-0001/LEGAL24299981.2

Paul Schaefer
August 1, 2012
Page 2

(Exhibit 4 to the application narrative) all provide evidence to address Policy 1(f), Policy 18 and Policy 20 of Washington County's Comprehensive Framework Plan. The Policies relate to economic development, land supply and appropriate plan designations.

Interpreting Policy 1(f) and Policy 20

There is some overlap between Policies, but also significant distinctions. Accordingly, one must carefully read the precise text of each policy and interpret them so that they harmonize, rather than being at cross purposes.

Policy 1(f) requires a plan amendment applicant to demonstrate "a lack of appropriately designated suitable alternative sites within the vicinity for a proposed use" based upon size or location factors related to the "proposed use." By its terms, Policy 1(f) focuses on a proposed use (in this case, an approximately 15,000 square foot Walgreens and a second 3,000 square foot building pad, both with drive-thrus) rather than all uses permitted in the zone.

As important as what is expressed in Policy 1(f) is what is not required by the Policy. Policy 1(f) does not specify what is considered a "lack" of suitable sites. While a possible interpretation could be that if a single alternative suitable site is available, there is not a "lack" of sites, so there is no basis for a plan amendment, that interpretation is inconsistent with Policy 20. Policy 20 directs the County to:

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 period 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**.

Policy 20, Implementing Strategy (b). Emphasis added.

Policy 1(f) and Policy 20 must be interpreted so that they support one another. Policy 20 is focused on the needs of the market, and responding by providing choice in the market, which means more than a single site must be available for a proposed use. Accordingly, Policy 1(f) cannot mean that so long as a single site is available for a proposed use, a plan amendment cannot be approved, because that interpretation does not provide choice in the regional market place or an adequate amount of commercial land. Instead, the lack of suitable sites in Policy 1(f) must correlate to the requirement in Policy 20 that an adequate amount of commercial land be supplied to ensure market choice. Therefore, an applicant may comply with Policy 1(f) and Policy 20 by demonstrating that while there may be more than one suitable alternative site

Paul Schaefer
August 1, 2012
Page 3

available, there is still an inadequate supply of commercial land (i.e. no market choice or unmet consumer demand). However, in this case, as discussed in multiple reports and below, there are no suitable alternative sites for the proposed use, which means that there is no choice in the regional market place. Moreover, there is significant market demand for the proposed use.

Evidence in Support of Policy 1(f), Policy 18 and Policy 20

Policy 1(f)

The CRA Report and CRA Supplement provide the analysis of the suitability of alternative sites for the proposed use; the findings and conclusions in those reports are corroborated by the Hovee Supplement.

The CRA Report addresses each of the elements of Policy 1 (f) by:

- defining the "Proposed Use" as an approximately 15,000 square foot Walgreens and second approximately 3,000 sf building pad, both with drive-thrus;
- defining the "Vicinity" as 2 miles from the site of the proposed plan amendment¹;
- defining six size and location factors² that make a site suitable for the Proposed Use; and

¹ The "Vicinity" is different than the market or trade area for a Walgreens. The "Vicinity" was identified as 2 miles, which is the concentric circle drawn around the site and is the area in which alternative sites were analyzed to determine if they were suitable. One of the "location" suitability factors was the alternative site not within the 1.5 mile market area of an existing Walgreens.

² The six size and location factors include:

- 1) At least 1.5 miles away from an existing Walgreens.
- 2) On the corner of an intersection of two major roadways. Strong preference for both streets being arterials, but will consider having one street a collector, so long as the other street is a principal arterial. "T" intersections do not work.
- 3) When a second use/building pad is developed with a Walgreen's, like the Proposed Use, the minimum site size is generally 1.5 acres, but factors such as access, cross-easements and internal circulation can result in a larger minimum site size. The maximum site size is approximately 3.0 acres, subject to market conditions, i.e. demand for additional retail space in the given trade area.

Paul Schaefer
August 1, 2012
Page 4

- identifying every CBD zoned parcel within the Vicinity of the site and analyzing if the parcels were suitable for the Proposed Use, based upon the size and location factors.

Most of the size and location factors described in the CRA Report are self explanatory. However, County staff has requested more information about the 1.5 mile market or trade area for Walgreens and why the alternative sites north of Tualatin Valley Highway are unsuitable.

The first location factor identified in the CRA Report was that the alternative site must be at least 1.5 miles from an existing Walgreens. The 1.5 mile market area spacing between an existing Walgreens and a proposed new store is required by Walgreens, and is consistent with the spacing of existing stores in the Washington County suburban market. The reasonableness of this market area is confirmed in the Hovee Supplement, which explains that a single 15,000 sf pharmacy can be supported by approximately 30,000 residents and that there are 39,776 residents within 1.5 miles of the site.

The last location factor identified in the CRA Report was that manmade facilities, such as high volume streets (principal arterials or freeways) or rail road tracks, can serve as a physical and/or psychological barrier for potential customers. As a result, the market or trade area for a proposed use generally does not cross a significant barrier because potential customers will travel further to avoid crossing a busy street or rail road track. The Hovee Supplement confirms this location factor, explaining that Tualatin Valley Highway "serves to bifurcate the day-to-day convenience retail market for the Aloha-Reedville community," "major roadways, such as TV Highway, can function as a barrier for uniform flow of traffic within a trade area. This is especially the case if the travel corridor is relatively congested and/or has a limited number of effective north/south highway crossings" and "the real and psychological market barrier posed by TV Highway is accentuated by the rail track which runs parallel to the highway on the south side." As a result of the barrier posed by TV Highway, when the Hovee Supplement analyzed the population and market area that could support the area's existing pharmacies plus the proposed Walgreens, the report excluded the area north of TV Highway.

4) Flat and no wetlands on the building pad.

5) Minimum dimensions of 185' x 260' (inside the setbacks and sidewalks).

6) Our experience also demonstrates that extremely high volume streets, such as principal arterials or freeways, and rail road tracks can serve as a barrier, meaning that customers are reluctant to cross a road such as TV Highway in order to access a store because of the perceived inconvenience of navigating a busy street and/or passing over rail crossings.

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The CRA Report concluded that none of the 175 tax lots zoned CBD were suitable alternative sites for the proposed use. All but one parcel, the Farmington Mall, were deemed unsuitable because they were within the 1.5 mile trade area of an existing Walgreens and are north of TV Highway.³ The Farmington Mall is not a suitable alternative site because it does not have vacant space that could accommodate the proposed Walgreens, and includes as a tenant a Rite Aid, who has the exclusive right to occupy that commercial center.

The CRA Supplement provides a more refined analysis of two sites that are of interest to the County, the former Reo's Ribs and former Shell gas station at the intersection of SW 174th Avenue and TV Highway. Both sites were deemed unsuitable in the CRA Report because they are within 1.5 miles of an existing Walgreens. As detailed in the CRA Supplement, neither site is a suitable alternative because they are both located north of TV Highway (the sixth factor, which is related to location), they are both too small (less than 1.5 acres, the third factor, which is related to size) and the intersection is unsuitable because it is an unsignalized "T" intersection with a local street that feeds a residential neighborhood (the second factor, which is related to location).

Policy 18

Policy 18 includes location criteria that guide the determination of appropriate plan designations for a particular site. As explained in the application narrative, while the location criteria suggests that a CBD zoned site should generally be between 2 and 5 miles from a commercial center, that is not a mandatory approval criterion. Instead, the "exact location" of CBD sites are determined by "the community planning process with consideration of existing land use patterns" and "market factors," which means market area, population density and sales leakage are all relevant. As described in more detail in response to Policy 20, the Aloha-Reedville area south of TV Highway is a "retail desert." The Hovee Supplement concludes that their analysis of sales leakage:

"clearly indicates substantial need for added CBD-compatible [sites] to better serve the portion of the Aloha-Reedville community south of TV Highway. The locational criteria [in Policy 20] appropriately provide County discretion to consider

³ The CRA Report depicts some CBD zoned parcels near the southwest quadrant of the intersection of SW 198th Avenue and SW Tualatin Valley Highway. That area is actually zoned Industrial (IND). Even if the parcels were commercially zoned, they are directly across the street from the existing Walgreens at 19975 SW Tualatin Valley Highway.

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closer spacing of CBD zones which appears especially warranted in this case within a neighborhood community that remains substantially underserved with retail services."

Policy 20

While Policy 1(f) addresses the supply side of available sites, Policy 20 focuses on the demand for commercial sites and how the supply measures up to the demand. Policy 20 includes three implementing strategies and four aspirational policies goals. *Compare* Implementing Strategies ("The County will...") to the policy goals ("It is the policy of Washington County to encourage..."). Implementing Strategy (b) requires the County to ensure that there is an adequate amount of commercial land that is responsive to market needs, including market choice. Among the aspirational policies is "...to encourage and participate in activities which strengthen the local economy through...retention and expansion of existing businesses and industry." Policy 20(1). It is not a plan amendment proponent's obligation to ensure that every existing business in the County survive, regardless of the health of the corporate entity or their business model. However, the Hovee Supplement addresses both the existing need for additional commercially zone land and an analysis of the impact on existing businesses if additional commercial land is designated.

The Hovee Supplement concludes that "the current supply of CBD and NC land in the Aloha-Reedville community south of the TV Highway corridor does not comply with Policy 20 because there is an inadequate supply of land" and describes this area as a "retail desert." This is consistent with the statement in the CRA Report that "the Aloha-Reedville area, particularly south of Tualatin Valley Highway, is starved for quality commercial development." The evidence and analysis in support of these conclusions is based upon the large quantity of sales leakage from the Aloha-Reedville area south of TV Highway. Sales leakage occurs when commercial services are not provided in a market area that would support the services (based upon population), so customers are required to travel outside of the market area to have their needs met. The Hovee Supplement determined that the existing and expected population growth over 5 years within a 2 mile market area of the site (excluding residents north of TV Highway, which is a manmade barrier for the market area) creates sales leakage that "is great enough to warrant new retail development as proposed while still maintain the capability of existing competing businesses to remain viable."

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Other Considerations

Economic Impact of Proposed Use

The Hovee Report is an analysis of the economic impact of the planned development, which is an approximately \$8.7 million project that will generate new construction activity and, when completed, will generate employment and payroll for area residents together will added tax revenue to the state and local jurisdictions. The economic impact, including direct, indirect and economic multiplier effects are estimated to be:

- One Time Construction Benefits – Direct and Economic Multiplier Effects that include:
 - \$18.9 million for on-site expenditures and indirect spending throughout the metro region associated with construction
 - 135 jobs regionally related on-site construction plus indirect jobs
 - A total multiplier impact of \$6.7 in construction payroll, including both on-site construction and indirect jobs
- On-going Operational Benefits – Direct and Economic Multiplier Effects that include:
 - On-site spending and indirect spending for a combined annual benefit of \$21.8 million
 - On-site employment and indirect employment that result in approximately 50 jobs, with a total added payroll of \$1.47 million
- Fiscal Effects to State and Local Jurisdictions
 - Total property tax revenue from the completed project of approximately \$270,300 per year (approximately \$90,7000 of which is distributed to multiple taxing jurisdictions in Washington County and regionally), as compared to \$0 from the current tax exempt owner
 - An estimated \$173,100 annually in added Oregon income tax
 - When calculated over a 20-year time frame, the net present value of the annual tax generated by the completed development is estimated at approximately \$4.05 million for all benefiting state and local jurisdictions combined.

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Proposed Drive-Thrus

Drive-thrus are allowed in both the CBD and TOD zones. The CRA Report and Hovee Supplement both evaluate the need for drive-thrus at both the proposed pharmacy and second building pad. The Hovee Supplement concludes that based upon their analysis, "drive-thru capability is important if not essential for all the customer service oriented commercial functions being considered with the subject SW 185th Avenue and Farmington Road property." Both reports also conclude that the site is well suited for drive-thrus because of the highly traffic intersection which it is located. Finally, under separate cover, the project architect has detailed the TOD features that will be incorporated into the project so that it is attractive to users of all modes of transportation.

Very truly yours,



Dana L. Krawczuk

DLK:crl

Enclosures

cc: Tom Rocca, Seven Hills Properties, LLC (via email) (w/encs.)
Eric Hovee, E.D. Hovee & Company, LLC (via email) (w/encs.)
Jeff Olson, CRA (via email) (w/encs.)
Aisha Willits, Washington County (via email) (w/encs.)



July 31, 2012

Thomas Rocca
Seven Hills Properties, LLC
88 Perry Street, Suite 800
San Francisco, CA 94107

RE: Transportation Oriented District Code Summary for Proposed Plan Amendment (Case File 12-222-PA) **Proposed Setback Explanation**

Dear Tom,

You have asked us to elaborate on why we have designed the proposed Walgreens at SW 185th Avenue and SW Farmington Road so that the pedestrian friendly vehicular parking and maneuvering area of the proposed pharmacy is located between the structure and the street.

The proposed Walgreens' setback from the street is comparable to or less than nearby retail uses. However, unlike the nearby retail uses, the proposed Walgreens is oriented so that entry is towards the corner, which is inviting to pedestrians coming from either direction. The attractive corner orientation and proposed setback also allow for safe and convenient parking in close proximity to the entrance. Having easily accessible parking, including handicapped parking, is particularly important for a pharmacy, whose customers are frequently elderly or ill.

When designing the site we explored many alternatives for building orientation and setbacks. The limiting factors on the site include the location of the access points (which are required by the County-approved Access Management Plan), the long and narrow configuration of the site, needing to have the Walgreens relate to both street frontages, accommodating truck loading, the lack of on street parking, and providing functional, safe and convenient parking for customers. While our design also accommodates a drive thru, the drive thru did not dictate the design of the site. If the building was not setback from the street, a drive thru could still be provided.

The deciding factor for setting the building back from the street was providing accessible parking for customers. If the building was moved up to the lot line and the entry is oriented to the corner, pharmacy customers would need to travel a minimum of 200 feet from the nearest parking space (including handicapped spaces) to the building entrance. Many spaces would be substantially farther away. Once parked, customers would also be required to walk or navigate their wheelchair through the loading and drive thru areas in order to access the pharmacy, which is potentially hazardous. This scenario is contrary to many requirements in the code that require generally direct and unobstructed accessways that ensure safe and convenient access for all modes of travel – vehicular, pedestrian, bicyclists and transit users. CDC 408-6, CDC 408-10.3, CDC 403-10.3 and CDC 413-7.3.

Baysinger Partners Architecture

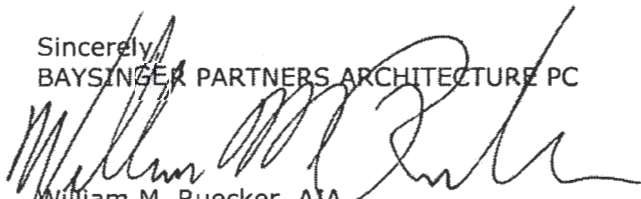
1006 SE Grand Ave., Suite 300
Portland, OR 97214
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www.BaysingerPartners.com

Based upon all of these considerations, we designed the project so that the building is setback from the street. While accommodating customer parking was important to the design, it is not a vehicle oriented project. Instead, several pedestrian oriented features are offered, such as a colonnade feature with rain protecting roofs and public plazas that create the street edge desired by the maximum TOD setback ordinance. Our conceptual designs were attached as Exhibit 3b to the application. The attached photographs are representative of the kinds of pavers, bollards and colonnades that are envisioned for the project.

We understand that the County has inquired about why the Walgreens you recently built in Hillsboro on 10th and Baseline was able to be constructed without being setback from the street. From the outset, when comparing store designs, one must consider the unique characteristics of each site. The site of the proposed Walgreens at 185th and Farmington Road is substantially different in its geometry and access from the recently completed Hillsboro Walgreens at 10th and Baseline. The Hillsboro Walgreens' site was unique because it has an alley, which enabled us to put the loading dock along 10th with the entry off of Baseline and secondary access off of the alley. The Hillsboro Walgreens is not setback from the front lot line, but the store's entrance does not face the corner. Instead, the entrance is mid-block on the western edge of the building, abutting the parking lot. With this configuration, safe and convenient parking is provided adjacent to the front door with access directly off Baseline. The need for accessible parking is why we did not design the Hillsboro Walgreens so that front entrance was oriented to the corner.

I look forward to sharing the site plan and preliminary design of the proposed urban landscape to help alleviate any concerns about the proposed building site plan and setbacks at the upcoming public hearing.

Sincerely,
BAYSINGER PARTNERS ARCHITECTURE PC



William M. Ruecker, AIA
Principal

cc: File
Dana Krawczuk – Perkins Coie







July 31, 2012

RE: Supplemental Market Analysis for Proposed Walgreens at SW 185th Avenue & Farmington Rd

Seven Hills Properties has applied to rezone the approximately 2.25 acre site at SW 185th Avenue and Farmington Road in Aloha, Oregon (the "Site") from R-15 to CBD. Seven Hills intends to develop the site with an approximately 15,000 sf Walgreens and second approximately 3,000 sf building pad, both with drive-thrus (the "Proposed Use"). The trade area for the Proposed Use was defined as 2 miles (the "Vicinity").

On February 29, 2012, our office provided an analysis of the lack of suitable alternative sites that are currently zoned CBD in the vicinity of the Site, why the Site is an appropriate location for the Proposed Use, and why the drive-thrus are needed in the market area. This memorandum supplements our February 29, 2012 report and provides supplemental analysis for a few sites identified by the County.

Proposed Use Size and Location Requirements for a Site

As explained in our February 29th report, the following are **size** and **location** characteristics that a site must include in order to be suitable for the Proposed Use:

- 1) At least 1.5 miles away from an existing Walgreens.
- 2) On the corner of an intersection of two major roadways. Strong preference for both streets being arterials, but will consider having one street a collector, so long as the other street is a principal arterial. "T" intersections do not work.
- 3) When a second use/building pad is developed with a Walgreen's, like the Proposed Use, the minimum site size is generally 1.5 acres, but factors such as access, cross-easements and internal circulation can result in a larger minimum site size. The maximum site size is approximately 3.0 acres, subject to market conditions, i.e. demand for additional retail space in the given trade area.
- 4) Flat and no wetlands on the building pad.
- 5) Minimum dimensions of 185' x 260' (inside the setbacks and sidewalks).
- 6) Our experience also demonstrates that extremely high volume streets, such as principal arterials or freeways, and rail road tracks can serve as a barrier, meaning that customers are reluctant to

cross a road such as TV Highway in order to access a store because of the perceived inconvenience of navigating a busy street and/or passing over rail crossings.

Supplemental Analysis of Particular CBD Zoned Properties in the Vicinity of the Site

Our February 29th report analyzed 175 tax lots with CBD designations in the 2 mile vicinity of the Site. We started by applying the first size and locational requirement for the Site (that a site must be at least 1.5 miles from an existing Walgreens), which eliminated almost all of the alternative sties as potential alternatives. In our February report, we recognized that many of the parcels that were excluded on the basis of proximity to an existing Walgreens also had other defects that were not elaborated upon in the lot by lot analysis, such as parcel size, location north of Tualatin Valley Highway, or not located on a busy enough intersection. Washington County has requested that we provide additional analysis for a few sites, which are detailed below.

1. Former Reo's Ribs (17375 SW Tualatin Valley Highway)

The former Reo's Ribs site is not a suitable alternative site for the Proposed Use because it does not have the following size and location requirements (numbers correlate with the list provided above):

1) It is within 1.5 miles of an existing Walgreens.

2) It is a T intersection without a light that includes a local street. Without a signal at SW 174th and TV Highway, given the speed of passing traffic, access is challenging and unsafe. Furthermore, SW 174th is not a primary commercial artery – the local street heads directly into a residential neighborhood.

3) It is less than 1. 5 acres. Relying upon County GIS maps and other online sources, it appears as if the Reo's Ribs site is comprised of at most four tax lots,¹ which total 57,065 square feet (approximately 1.3 acres).

6) It is north of TV Highway. Properties north of TV Highway are not in the same trade area (or Vicinity) as the Site because both TV Highway and the railroad track serve as a physical and psychological barrier for potential customers.

2. Former Shell Gas Station (17455 SW Tualatin Valley Highway)

The former Shell gas station site is not a suitable alternative site for the Proposed Use because it does not have the following size and location requirements (numbers correlate with the list provided above):

¹ The former Reo's Rib site appears to consist of the following tax lots:

Ref Parcel # 1S107DC 00800 / Parcel # R0049842, Lot Size: 0.13 AC (5,663 SF)

Ref Parcel # 1S107DC 00801 / Parcel # R0049851, Lot Size: 0.41 AC (17,860 SF)

Ref Parcel # 1S107DC 00700 / Parcel # R0049833, Lot Size: 0.46 AC (20,038 SF)

Ref Parcel # 1S107DC 01000 / Parcel # R0049860, Lot Size: 0.31 AC (13,504 SF)

1) It is within 1.5 miles of an existing Walgreens.

2) It is a T intersection without a light that includes a local street. Without a signal at SW 174th and TV Highway, given the speed of passing traffic, access is challenging and unsafe. Furthermore, SW 174th is not a primary commercial artery – the local street heads directly into a residential neighborhood.

3) It is less than 1.5 acres. Relying upon County GIS maps and other online sources, it appears as if the former Shell station site is comprised of at most two tax lots,² which total 25,264 square feet (approximately 0.6 acres).

6) It is north of TV Highway. Properties north of TV Highway are not in the same trade area (or Vicinity) as the Site because both TV Highway and the railroad track serve as a physical and psychological barrier for potential customers.

3. 17495 SW Farmington Road – Rite Aid

The Farmington Mall is a multi-tenant shopping center that is anchored by a Bales Thriftway, and includes a Rite Aid. Standard business practice for multi-tenant centers such as Farmington Mall is the property owner will grant "exclusives" which protect a tenant's business by prohibiting a similar use from locating in the same center. For example, if Starbucks leases a space in a shopping center it will require an exclusive so that the landlord doesn't lease the space at the other end of the strip development to Peet's. Sometimes these exclusives are recorded, but frequently the exclusives are in the lease, which are not recorded. This is the case for the Rite Aid at Farmington Mall. The standard form Rite Aid lease includes an exclusive use provision, but the exclusive is not recorded.

Another reason that the Farmington Mall site is not suitable for the Proposed Use is the center is built out with existing businesses. There are no tenant spaces available that could accommodate an approximately 15,000 sf pharmacy.

² The Shell site appears to consist of the following tax lots:

Ref Parcel # 1S107CD 00201 / Parcel # R0048763, Lot Size: 0.34 AC (14,810 SF).

Ref Parcel # 1S107CD 00100 / Parcel # R0048754, Lot Size: 0.24 AC (10,454 SF)

Conclusion

This supplemental report further supports our previous conclusion that notwithstanding the number of tax lots with the appropriate zoning in the Vicinity of the Site, no alternative sites are available or suitable for the Proposed Use.

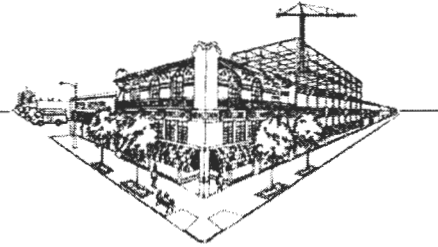
Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Olson", with a stylized, cursive script.

Jeff Olson
Commercial Realty Advisors NW, LLC
733 SW 2nd Ave, Suite 200
Portland, OR 97204
P: 503-274-0211 x160

E. D. Hovee & Company, LLC

Economic and Development Services



MEMORANDUM

To: Thomas J. Rocca
Seven Hills Properties LLC

From: Eric Hovee

Subject: Economic Impact Overview Analysis – Washington County Retail Development

Date: April 2, 2012

Seven Hills Properties LLC is planning the development of an approximately 17,820 square foot retail development on a 2.24 acre site at the southeast corner of the intersection of 185th Avenue and Farmington Road in Washington County. The approximate \$8.7 million development will generate new construction activity and, when completed, will generate employment and payroll for area residents together with added tax revenue to state and local jurisdictions.

At the request of Seven Hills Properties, the economic and development consulting firm E. D. Hovee & Company, LLC has prepared an analysis of the economic impacts of this planned development.¹ This analysis describes economic impacts in terms of one-time construction benefits, realized over the duration of construction. This is followed by assessment of on-going economic benefits over the life of the improvements on the property.

Economic benefits are quantified for employment, payroll and total spending (or economic output). This analysis also distinguishes between direct effects from on-site development plus indirect (including induced) or multiplier effects as experienced from other economic activity stimulated elsewhere in the metro region, primarily Washington County.²

Tax benefits are estimated only for direct on-site activity – with primary revenues being property taxes accruing to Washington County and other local jurisdictions plus Tri-Met payroll taxes and State of Oregon personal and corporate income tax revenue.

The remainder of this analysis is organized to cover the following topics:

Anticipated Development Program
One-Time Construction Benefits
On-Going Economic Benefits
Fiscal Effects to State & Local Jurisdictions

ANTICIPATED DEVELOPMENT PROGRAM

As currently planned, the development is anticipated to have two primary commercial uses – a 14,820 square foot Walgreens pharmacy and an approximately 3,000 square foot fast food restaurant. Anticipated value on completion is \$8.7 million.

The development will occur on an approximate 2.24 acre site comprising three tax parcels. Real market valuation as assessed by Washington County is \$580,610 – of which more than 75% is comprised of land value and less than 25% of the value of existing building improvements

Anticipated Development Program – SW 185th Avenue & Farmington Road

	Walgreens	Fast Food	Total Site	Development Comments
Development Cost				
Site Area (Acres)			2.24	Assemblage of three tax parcels
Building Area (Sq Ft)	14,820	3,000	17,820	Per Seven Hills Properties LLC
Total Development Cost			\$8,700,000	Added real market value (RMV)
less Existing Improvements			(\$142,000)	
Net Added Real Property Value			\$8,558,000	
Changed Property Ratios				
Real Property			0.6550	Commercial property FY 2011-12
Net Added Taxable Valuation (TAV)			\$5,605,000	RMV x change ratio

Source: Seven Hills Properties, LLC, Metro RLIS, and E. D. Hovee & Company, LLC.

Added assessed valuation, net of existing improvements to be removed from the property, is a net increase of more than \$5.6 million to the tax base of unincorporated Washington County.

ONE-TIME CONSTRUCTION BENEFITS

On-site construction is anticipated to occur over an approximate 8-month time period. Economic benefits are considered as a *one-time* economic benefit, largely coinciding with the time period of construction activity.

One Time Construction Benefits – Direct & Economic Multiplier Effects

Construction Effects (One Time)	Economic Benefits			Economic Multiplier	Comments
	Direct	Indirect	Total		
Investment/Spending	\$8,700,000	\$10,179,000	\$18,879,000	2.17	Effects are typically limited to duration of construction
Employment	65	70	135	2.04	
Payroll	\$3,548,000	\$3,193,000	\$6,741,000	1.90	
Average / Job	\$54,600	\$45,600	\$49,900		

Source: IMPLAN and E. D. Hovee & Company, LLC.

As depicted by the chart on the foregoing page, these one-time construction benefits are calculated as including:

- On-site expenditure of \$8.7 million plus indirect spending throughout the metro region of an added \$10.2 million – for a combined one-time spending benefit of \$18.9 million.
- On-site employment of approximately 65 jobs over the duration of construction plus indirect benefit of an added 70 jobs – for combined regional benefit of 135 jobs.
- Direct construction payroll of \$3.5 million together with an indirect benefit of \$3.2 million elsewhere in the region – for total multiplier impact of \$6.7 million (at an overall average wage of nearly \$50,000 for on- and off-site employment).

ON-GOING ECONOMIC BENEFITS

Once construction is completed and the retail spaces are occupied, the development will result in *on-going* economic benefits continuing over the duration of the building improvements and their business occupants.

On-Going Operational Benefits – Direct & Economic Multiplier Effects

Operations Effects (On-Going Annual Avg)	Economic Benefits			Economic Multiplier	Comments
	Direct	Indirect	Total		
Annual Spending	\$12,660,000	\$9,115,000	\$21,775,000	1.72	Effects are on-going through the economic life of the on-site development
Employment	35	15	50	1.37	
Annual Payroll	\$930,000	\$539,000	\$1,469,000	1.58	
Average / Job	\$26,600	\$35,900	\$29,400	-	

Source: Oregon Employment Department, IMPLAN, and E. D. Hovee & Company, LLC.

These on-going economic benefits are estimated as including:

- Annual spending at on-site businesses of close to an estimated \$12.7 million per year plus indirect spending throughout the metro region of an added \$9.1 million annually – for a combined annual spending benefit of \$21.8 million.
- On-site employment of the pharmacy and fast food restaurant at a combined total of approximately 35 jobs plus indirect benefit of an added 15 jobs supported elsewhere – for combined region-wide benefit of approximately 50 jobs.
- Direct payroll of \$930,000 per year for employees on-site together with an indirect benefit of \$539,000 in added annual payroll elsewhere in the region – for total multiplier impact of \$1.47 million in added annual regional payroll.

Average wages reflect a mix of higher paid pharmacy and entry level fast food workers – both of which are important in a time period of continued unemployment especially among younger and part-time workers.

FISCAL EFFECTS TO STATE & LOCAL JURISDICTIONS

Upon completion and occupancy of the retail development, on-going tax benefits will be realized from primary sources of property tax, Tri-Met payroll tax and Oregon personal and corporate income tax. Total tax revenue from these sources is estimated at approximately \$270,300 per year.

Annual Tax Benefits to Local & State Jurisdictions – From On-Site Development

Fee or Tax Revenue Category	Rate Charged	Applied To	Project Total	Comments
NET ADDED ONGOING-REVENUES (Annualized)				As addition to current taxes
Property Tax Revenues	\$16,1927 /\$1,000 TAV	\$5,605,000 net value add	\$90,700	2011-12 levy rates
Washington County	\$2.2484		\$12,600	
Washington County LOL After	\$0.5900		\$3,300	
Washington County Bond	\$0.1360		\$800	
Beaverton School District	\$4.6930		\$26,300	
Bond SD #48 Beaverton	\$2.1673		\$12,100	
ESD NW Regional	\$0.1538		\$900	
Portland Community College	\$0.2828		\$1,600	
Bond Portland Community College	\$0.1632		\$900	
Bond Portland Community College After	\$0.1521		\$900	
Port of Portland	\$0.0701		\$400	
Park Tualatin Hills	\$1.3073		\$7,300	
Bond Tualatin Hills Parks & Rec	\$0.4315		\$2,400	
Metropolitan Service District (Metro)	\$0.0966		\$500	
Bond Metro Service District	\$0.1311		\$700	
Bond Metro Service After	\$0.0877		\$500	
Bond TriMet	\$0.0583		\$300	
Fire TV Fire & Rescue	\$1.5252		\$8,500	
Fire TV Fire & Rescue LOL	\$0.2500		\$1,400	
Bond Fire TV Fire & Rescue After	\$0.1550		\$900	
Urban Road Maintenance	\$0.2456		\$1,400	
Enhanced Sheriff Patrol	\$0.6365		\$3,600	
Enhanced Sheriff Patrol LOL	\$0.6112		\$3,400	
TriMet Payroll Tax	0.7018% rate	\$930,000 payroll/year	\$6,500	Rate effective January 1, 2012
Oregon Income Tax			\$173,100	
Personal Income Tax	8.0% average rate	\$930,000 payroll/year	\$74,400	Below state average of 7.3%
Corporate Income Tax	7.6% marginal rate	\$1,331,000 net income	\$98,700	Marginal rate > \$250,000 + \$16,500
Total Net Added Annual Revenues (at project completion in 2010-11 dollars)			\$270,300	
20 Year Net Present Value (NPV)	6.00% discount rate	20 year period	\$4,054,000	
(of One Time+Ongoing Revenues)	3.00% inflation rate			

Note: All estimates are in 2012 dollars and rounded to the nearest \$100.

Source: Seven Hills Properties, LLC, Washington County Tax Assessor, State of Oregon Department of Revenue, and E. D. Hovee & Company, LLC.

As depicted by the chart above, components of this added revenue includes:

- An estimated \$90,700 per year in added tax revenue, distributed to multiple taxing jurisdictions in Washington County and regionally.
- Approximately \$6,500 per year in added Tri-Met payroll tax.

- An estimated \$173,100 annually in added Oregon income tax – allocated about 43% to personal income tax from employees and 57% to corporate income tax from on-site businesses.

The tax revenue benefit is substantially greater when considered on a multi-year basis. Recognizing that a dollar of revenue received in 20 years is less than the value of a dollar received today, this multi-year benefit is calculated in terms of *net present value (NPV)*. This assumes a relatively conservative 6% annual discount rate coupled with 3% annual inflation in revenues.

When calculated over a 20-year time frame, the NPV of this annual tax revenue stream is estimated at approximately \$4.05 million for all benefiting state and local jurisdictions combined.

E. D. Hovee & Company, LLC appreciates the opportunity to provide this economic impact overview on behalf of Seven Hills Properties LLC. We would be happy to address questions with regard to any aspect of this analysis.

END NOTES

- ¹ Information for this analysis has been compiled from sources generally deemed to be reliable. However, E. D. Hovee & Company, LLC does not guarantee the accuracy of information obtained from third party sources. All information is subject to change without notice. The findings contained in this report are those of the author and should not be construed as representing the opinion of any other party without express approval, whether in whole or in part.
- ² Economic multiplier effects include indirect effects created as a result of business purchases from other businesses in the metro region together with induced effects of added household purchases. Multipliers are from the nationally recognized IMPLAN input-output model with data specific to the Portland metro region for 2007/09. All estimates with this analysis are rounded.

This economic impact analysis has been prepared for WinCo by the economic and development consulting firm **E. D. Hovee & Company, LLC (EDH)**. Since 1984, E. D. Hovee has conducted market and feasibility studies, economic and fiscal impact analyses and related socioeconomic assessments for private, non-profit and public agency clients – with particular focus on the Pacific Northwest states of Oregon and Washington.

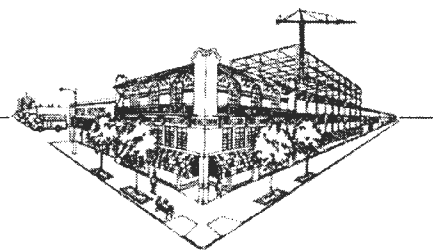
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- Market trade area and impact assessments conducted directly for regional and national retail clients such as Fred Meyer, Walmart, Home Depot and WinCo.
- Market and feasibility assessment for real estate development clients including Gramor Development, Killian Pacific, Birtcher Properties, Opus Northwest, PGE, Schnitzer Investment, Hoyt Street Properties, Con-way, Grayco Resources, Realvest, Newland Northwest, and Rifer Development.
- Economic opportunity assessment and related market/feasibility studies have been conducted for Washington County and other communities in the county including the Cities of Beaverton, Hillsboro, Tigard, and Forest Grove.
- Regionally, similar assessment have been conducted for Metro and in for other metro area cities including, Portland, Wilsonville, Gresham and Vancouver – as well as in other Oregon communities such as Salem, Albany, Eugene, Medford, Astoria, Newport, Bend and Hood River.
- Economic and development consulting assignments elsewhere in the U.S. for the National Trust for Historic Preservation and National Main Street Center – together with consultation in cities including St. Joseph (Missouri); Boise (Idaho); Ketchikan (Alaska); Vancouver, Tacoma and Spokane (Washington); Santa Cruz, Paso Robles and Stockton (California); Reno (Nevada); and San Antonio (Texas).

Analysis preparers are Eric Hovee (Principal) and Andrea Logue (Research Coordinator).

E. D. Hovee & Company, LLC

Economic and Development Services



MEMORANDUM

To: Thomas J. Rocca
Seven Hills Properties LLC

From: Eric Hovee

Subject: Economic Impact Overview Analysis – Washington County Retail Development

Date: April 4, 2012

Seven Hills Properties LLC is planning the development of an approximately 17,820 square foot retail development on a 2.24 acre site at the southeast corner of the intersection of SW 185th Avenue and Farmington Road in Washington County. The approximate \$8.7 million development will generate new construction activity and, when completed, will generate employment and payroll for area residents together with added tax revenue to state and local jurisdictions.

At the request of Seven Hills Properties, the economic and development consulting firm E. D. Hovee & Company, LLC has prepared an analysis of the economic impacts of this planned development.¹ This analysis describes economic impacts in terms of one-time construction benefits, realized over the duration of construction. This is followed by assessment of on-going economic benefits over the life of the improvements on the property.

Economic benefits are quantified for employment, payroll and total spending (or economic output). This analysis also distinguishes between direct effects from on-site development plus indirect (including induced) or multiplier effects as experienced from other economic activity stimulated elsewhere in the metro region, primarily Washington County.²

Tax benefits are estimated only for direct on-site activity – with primary revenues being property taxes accruing to Washington County and other local jurisdictions plus Tri-Met payroll taxes and State of Oregon personal and corporate income tax revenue.

The remainder of this analysis is organized to cover the following topics:

Summary Findings
Anticipated Development Program
One-Time Construction Benefits
On-Going Economic Benefits
Fiscal Effects to State & Local Jurisdictions

SUMMARY FINDINGS

Development of an \$8.7 million retail project can be expected to improve economic opportunities along the Farmington Avenue corridor at SW 185th Avenue, resulting in the following quantified economic and fiscal benefits:

- An increase in \$5.8 million in the **taxable value** of the site on which property tax will be paid – due to the added taxable value of new commercial construction *plus* conversion of what has been the tax-exempt property back onto the Washington County tax roll.
- One-time, up-front spending of an estimated \$18.9 million realized directly and indirectly over the 8-month duration of **project construction** – together with an estimated 135 jobs and payroll of \$6.7 million experienced both locally and regionally.
- **On-going economic benefits** of \$21.8 million annually in added spending – associated with 50 jobs and annual payroll of nearly \$1.5 million generated directly and indirectly from the development over the multi-year duration of retail operations.
- **Annual tax benefits** estimated at \$273,800 – including \$94,200 in local property tax, \$6,500 in Tri-Met payroll tax and \$173,100 per year in Oregon personal and corporate income tax. Over a 20-year time period the net present value (NPV) of this tax revenue stream is conservatively estimated at an added \$4.1 million in local, regional and state tax revenues.

While not quantified with this analysis, this retail investment can also be expected to serve as a catalyst for added development and enhancement to an Aloha community which has begun to show signs of physical and economic decline in recent years.³ A related issue identified by other analyses for Washington County indicates that the community suffers from gaps in existing services and amenities – a concern that is addressed with this initial project development.

The remainder of this report provides a more detailed explanation of each of the findings outlined above.

ANTICIPATED DEVELOPMENT PROGRAM

As currently planned, the development is anticipated to have two primary commercial uses – a 14,820 square foot Walgreens pharmacy and an approximately 3,000 square foot fast food restaurant. Anticipated value on completion is \$8.7 million.

The development will occur on an approximate 2.24 acre site comprising three tax parcels. Real market valuation (RMV) as assessed by Washington County is \$580,610 – of which more than 75% is comprised of land value and less than 25% of the value of existing building improvements.

Current tax assessed valuation of the property is \$276,730 – equivalent to 48% of RMV. However, the property currently is not taxable as it has been owned by Westside Community Church as a tax-exempt use.

Anticipated Development Program – SW 185th Avenue & Farmington Road

	Walgreens	Fast Food	Total Site	Development Comments
Development Cost				
Site Area (Acres)			2.24	Assemblage of three tax parcels
Building Area (Sq Ft)	14,820	3,000	17,820	Per Seven Hills Properties LLC
Total Development Cost			\$8,700,000	Added real market value (RMV)
less Existing Improvements			(\$142,000)	
Net Added Real Property Value			\$8,558,000	Added real market value (RMV)
Changed Property Ratios				
Real Property			0.6550	Commercial property FY 2011-12
Net Added Taxable Valuation (TAV)			\$5,605,000	New RMV x change ratio
plus Land Value on Tax Roll		estimated at	\$210,000	Change from tax-exempt to taxable
Increase In Valuation Subject to Property Tax			\$5,815,000	Total incremental taxable value

Source: Seven Hills Properties, LLC, Metro RLIS, and E. D. Hovee & Company, LLC.

Added assessed valuation, net of existing improvements to be removed from the property, is a net increase of more than \$5.6 million to the tax base of unincorporated Washington County. With conversion of the property from tax-exempt to taxable status, another approximately \$210,000 of taxable assessed land value will be put back on the tax roll. This brings the total increase in assessed valuation subject to property tax at more than \$5.8 million.

ONE-TIME CONSTRUCTION BENEFITS

On-site construction is anticipated to occur over an approximate 8-month time period. Economic benefits are considered as a *one-time* economic benefit, largely coinciding with the time period of construction activity.

One Time Construction Benefits – Direct & Economic Multiplier Effects

Construction Effects (One Time)	Economic Benefits		Total	Economic Multiplier	Comments
	Direct	Indirect			
Investment/Spending	\$8,700,000	\$10,179,000	\$18,879,000	2.17	Effects are typically limited to duration of construction
Employment	65	70	135	2.04	
Payroll	\$3,548,000	\$3,193,000	\$6,741,000	1.90	
Average / Job	\$54,600	\$45,600	\$49,900		

Source: IMPLAN and E. D. Hovee & Company, LLC.

As depicted by the chart on the foregoing page, these one-time construction benefits are calculated as including:

- On-site expenditure of \$8.7 million plus indirect spending throughout the metro region of an added \$10.2 million – for a combined one-time spending benefit of \$18.9 million.

- On-site employment of approximately 65 jobs over the duration of construction plus indirect benefit of an added 70 jobs – for combined regional benefit of 135 jobs.
- Direct construction payroll of \$3.5 million together with an indirect benefit of \$3.2 million elsewhere in the region – for total multiplier impact of \$6.7 million (at an overall average wage of nearly \$50,000 for on- and off-site employment).

ON-GOING ECONOMIC BENEFITS

Once construction is completed and the retail spaces are occupied, the development will result in *on-going* economic benefits continuing over the duration of the building improvements and their business occupants.

On-Going Operational Benefits – Direct & Economic Multiplier Effects

Operations Effects (On-Going Annual Avg)	Economic Benefits		Economic		Comments
	Direct	Indirect	Total	Multiplier	
Annual Spending	\$12,660,000	\$9,115,000	\$21,775,000	1.72	Effects are on-going through the economic life of the on-site development
Employment	35	15	50	1.37	
Annual Payroll	\$930,000	\$539,000	\$1,469,000	1.58	
Average / Job	\$26,600	\$35,900	\$29,400	-	

Source: Oregon Employment Department, IMPLAN, and E. D. Hovee & Company, LLC.

These on-going economic benefits are estimated as including:

- Annual spending at on-site businesses of close to an estimated \$12.7 million per year plus indirect spending throughout the metro region of an added \$9.1 million annually – for a combined annual spending benefit of \$21.8 million.
- On-site employment of the pharmacy and fast food restaurant at a combined total of approximately 35 jobs plus indirect benefit of an added 15 jobs supported elsewhere – for combined region-wide benefit of approximately 50 jobs.
- Direct payroll of \$930,000 per year for employees on-site together with an indirect benefit of \$539,000 in added annual payroll elsewhere in the region – for total multiplier impact of \$1.47 million in added annual regional payroll.

Average wages reflect a broad mix of higher paid pharmacists with annual salaries of in a median range of \$110,000+ together with mid-range technician/cashier and entry level fast food workers – all of which are important in a time period of continued unemployment especially among younger and part-time workers.⁴

FISCAL EFFECTS TO STATE & LOCAL JURISDICTIONS

Upon completion and occupancy of the retail development, on-going tax benefits will be realized from primary public revenue sources of property tax, Tri-Met payroll tax and Oregon personal and corporate income tax. Total tax revenue from these sources is estimated at approximately \$273,800 per year.

Annual Tax Benefits to Local & State Jurisdictions – From On-Site Development

Fee or Tax Revenue Category	Rate Charged	Applied To	Project Total	Comments
NET ADDED ONGOING-REVENUES (Annualized)				As addition to current taxes
Property Tax Revenues	\$16.1927 /\$1,000 TAV	\$5,815,000 net value add	\$94,200	@ 2011-12 levy rates
Washington County	\$2.2484		\$13,100	
Washington County LOL After	\$0.5900		\$3,400	
Washington County Bond	\$0.1360		\$800	
Beaverton School District	\$4.6930		\$27,300	
Bond SD #48 Beaverton	\$2.1673		\$12,600	
ESD NW Regional	\$0.1538		\$900	
Portland Community College	\$0.2828		\$1,600	
Bond Portland Community College	\$0.1632		\$900	
Bond Portland Community College After	\$0.1521		\$900	
Port of Portland	\$0.0701		\$400	
Park Tualatin Hills	\$1.3073		\$7,600	
Bond Tualatin Hills Parks & Rec	\$0.4315		\$2,500	
Metropolitan Service District (Metro)	\$0.0966		\$600	
Bond Metro Service District	\$0.1311		\$800	
Bond Metro Service After	\$0.0877		\$500	
Bond TriMet	\$0.0583		\$300	
Fire TV Fire & Rescue	\$1.5252		\$8,900	
Fire TV Fire & Rescue LOL	\$0.2500		\$1,500	
Bond Fire TV Fire & Rescue After	\$0.1550		\$900	
Urban Road Maintenance	\$0.2456		\$1,400	
Enhanced Sheriff Patrol	\$0.6365		\$3,700	
Enhanced Sheriff Patrol LOL	\$0.6112		\$3,600	
TriMet Payroll Tax	0.7018% rate	\$930,000 payroll/year	\$6,500	Rate effective January 1, 2012
Oregon Income Tax			\$173,100	
Personal Income Tax	8.0% average rate	\$930,000 payroll/year	\$74,400	Below state average of 7.3%
Corporate Income Tax	7.6% marginal rate	\$1,331,000 net income	\$98,700	Marginal rate > \$250,000 + \$16,500
Total Net Added Annual Revenues (at project completion in 2010-11 dollars)			\$273,800	
20 Year Net Present Value (NPV)	6.00% discount rate	20 year period	\$4,107,000	
(of One Time+Ongoing Revenues)	3.00% inflation rate			

Note: All estimates are in 2012 dollars and rounded to the nearest \$100.

Source: Seven Hills Properties, I.L.C, Washington County Tax Assessor, State of Oregon Department of Revenue, and E. D. Hovee & Company, LLC.

As depicted by the chart above, components of this added revenue includes:

- An estimated \$94,200 per year in added tax revenue from new on-site development plus conversion to taxable status, distributed to multiple taxing jurisdictions in Washington County and regionally.
- Approximately \$6,500 per year in added Tri-Met payroll tax.

- An estimated \$173,100 annually in added Oregon income tax – allocated about 43% to personal income tax from employees and 57% to corporate income tax from on-site businesses.

The tax revenue benefit is substantially greater when considered on a multi-year basis. Recognizing that a dollar of revenue received in 20 years is less than the value of a dollar received today, this multi-year benefit is calculated in terms of *net present value (NPV)*. This analysis assumes a relatively conservative 6% annual discount rate coupled with 3% annual inflation in revenues.

When calculated over a 20-year time frame, the NPV of this annual tax revenue stream is estimated at approximately \$4.1 million for all benefiting state and local jurisdictions combined.

E. D. Hovee & Company, LLC appreciates the opportunity to provide this economic impact overview on behalf of Seven Hills Properties LLC. We would be happy to address questions with regard to any aspect of this analysis.

END NOTES

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- ³ These issues are cited by the “Aloha Reedville Study and Livable Community Plan—Summary,” included with the *FY 2012-13 Unified Planning Work Program: Transportation Planning in the Portland/Vancouver Metropolitan Area*, March 22, 2012.
- ⁴ Oregon Employment Department Data indicates that the Washington / Multnomah County median annual wage for pharmacists was \$112,757 as of 2011. Source is <http://www.qualityinfo.org/olmisj/OIC>.

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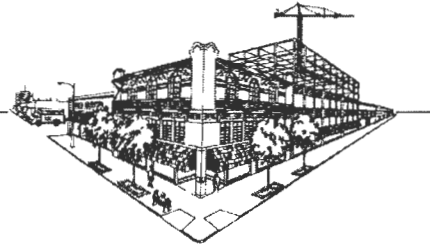
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E. D. Hovee & Company, LLC

Economic and Development Services



MEMORANDUM

To: Thomas J. Rocca, Seven Hills Properties LLC
From: Eric Hovee
Subject: Market Overview for Washington County Retail Development
Date: July 31, 2012

In April of this year, the economic and development consulting firm E. D. Hovee & Company, LLC prepared an economic impact analysis for an approximately 17,820 square foot retail development proposed on a 2.24-acre site at the southeast corner of SW 185th Avenue and Farmington Road in Washington County. The development is currently planned for two primary commercial uses – a 14,820 square foot Walgreens pharmacy and a 3,000 square foot fast food restaurant or similar use, both with drive-thru capability. Anticipated value on completion is \$8.7 million. The site is proposed to be re-designated from R-15 to CBD zoning with transit oriented development elements that would allow for the commercial uses as planned.

At the request of Seven Hills Properties LLC, this memorandum provides a supplemental market analysis overview for the proposed project addressing questions related to:¹

- **Geographic market trade area** – that could be most effectively served from the SW 185th Avenue and Farmington Road subject site.
- **Evaluation of retail sales potential** – focused on reducing existing retail leakage and serving anticipated 5-year population growth.
- **Relationship of the proposed development to Washington County Plan Policies** – as related to Policy 1(f) locational criteria of the Comprehensive Framework Plan, Policy 18 for specific plan designations, and Policy 20 support for urban area economy.
- **Need for drive-thru facilities** – for the uses anticipated with site development.

The remainder of this analysis is organized to cover the following topics:

Summary Findings
Market Trade Areas
Retail Sales Potential
Relationship to County Plan Policies
Drive-Thru Need

SUMMARY FINDINGS

Principal findings from this market overview report are summarized, by question, as follows:

- **Market Trade Areas** – were initially defined at alternative distances of 1.5, 3.0 and 4.5 miles from the subject SW 185th and Farmington Road site, encompassing approximately 40,000, 117,000 and 239,000 residents respectively. Further analysis suggested a 2.0-mile radius as most appropriate, but not extending north of the TV Highway which serves to bifurcate the day-to-day convenience retail market for the Aloha-Reedville community.
- **Retail Sales Potential** – Demand is substantial for the Aloha-Reedville area which remains underserved for retail needed to meet the day-to-day shopping needs of local residents – especially for the trade areas at up to 1.5 and 3.0 miles from the subject site, with the demand being most acute south and west of the site, which has little retail development or opportunities for retail development. There is substantial sales leakage for health/personal care (including pharmacy) retail and for dining (including fast food service) – as well as for all retail combined. Sales leakage and unnecessarily long shopping trips could be reduced if more sites were made available for retail commercial uses located in closer proximity to the Aloha-Reedville community, particularly the portion of the community south of the Tualatin Valley (TV) Highway. Sales leakage is great enough to warrant new retail development as proposed while still maintaining the capability of existing competing businesses to remain viable.
- **Relationship to County Plan Policies** – involving re-designation of the subject site from R-15 residential to CBD commercial use appears appropriate, both to provide a suitable site with no other viable site alternatives currently identified and thereby better address retail commercial needs of the underserved Aloha-Reedville community.
- **Drive-Thru Need** – appears to be critical for all of the customer-service oriented retail functions being considered with the subject 2.24-acre SW 185th Avenue and Farmington Road property. These uses also represent a good fit for the subject site due to location at a highly trafficked arterial intersection offering convenient access and visibility that is needed to readily provide greater diversity of local commercial retail service options in the immediate neighborhood area. Convenient and attractive access for pedestrians and other modes of transportation are also addressed by the transit oriented development standards that have proposed for the site.

The remainder of this report provides a more detailed explanation for the findings noted above.

MARKET TRADE AREAS

Market trade areas depend upon the density and demographics of an area. Generally speaking, the population needed to support an approximately 15,000 square foot pharmacy is in the range of 30,000 residents while a much smaller population base of as few as 750 residents is needed to serve an approximately 3,000 square foot restaurant.

When retail uses are not provided at the density that is supportable (i.e., an area is underserved, such as Aloha), then customers travel outside of the market area to have their needs met; a

as well as more generalized retail activity, and to evaluate if the proposed uses could be detrimental to existing similar businesses.

- **4.5 miles** – representing the mid to upper end of a trade area required for a substantial community retail center.³ This largest of the three market areas initially considered was also assessed to determine the demand for the proposed uses as well as more generalized retail activity, and to evaluate if the proposed uses could be detrimental to existing similar businesses.

As is indicated by this trade area map, 2010 population within the most proximate trade area of 1.5 miles is estimated at close to 40,000 residents. This is an area from which a significant portion of customers would typically be drawn for day-to-day convenience needs such as pharmacy, grocery and fast food purchases. From the subject site at SW 185th and Farmington, this trade area extends north to about the TV Highway and west to about SW 209th Avenue.

Population increases to nearly 117,000 at a 3.0-mile distance – reaching north to about SW Walker Road. The subject site could also be expected to serve some portion of this population base, especially to the extent that this second ring is also underserved with existing retail.

At a 4.5-mile ring, population reaches to about 239,000 residents. This more extensive trade area extends north to the Sunset Highway (U.S. 26) and east to beyond the Highway 217 corridor.

As further described in the following section, the trade area most applicable for the proposed development was subsequently refined based on more detailed area travel patterns including consideration of location of existing retailers.

RETAIL SALES POTENTIAL

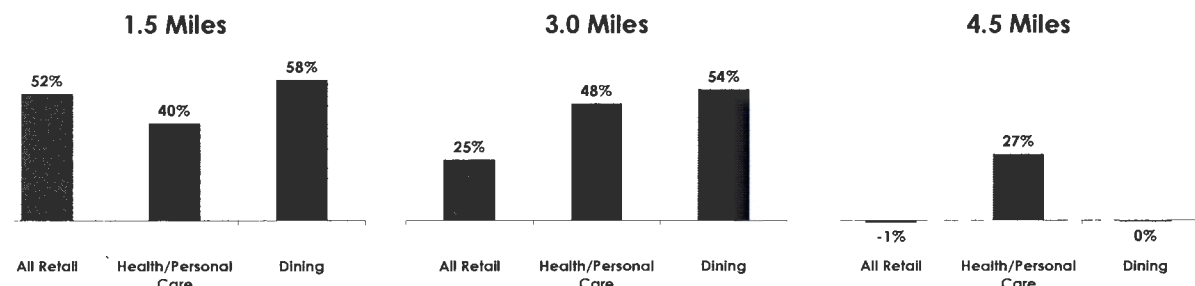
Potential added retail sales available to be served by new development can be distinguished between opportunities to:

- Recapture existing sales leakage – which currently occurs as local residents travel outside the immediate trade area to make purchases elsewhere; and
- Serve population growth anticipated in the near term – estimated for this analysis as the time period through 2015.

Sales Leakage Recapture. Current sales leakage is depicted by the graphs on the following page for each of the trade areas considered with this market overview analysis. Sales leakage is shown for two specific categories of interest – health and personal care (including pharmacies) and for dining (including fast food restaurants) – as well as for all retail activity.

As illustrated, more than one-half (52%) of resident generated demand for **all retail activity** within 1.5 miles of the proposed development site is spent outside this trade area – as residents travel elsewhere to shop. Sales leakage drops to about 25% of demand at 3.0 miles, then to virtually zero for all retail activities combined at 4.5 miles. In effect, residents who live in the immediate Aloha/Farmington area satisfy many of their retail needs by traveling further than would be needed if appropriate goods and services were available closer to home.

Retail Sales Leakage as a % of Resident Trade Area Demand (2010)



Source: ESRI and E. D. Hovee & Company, LLC.

While this is the overall picture (for all retail activity combined), leakage patterns are more pronounced when considered specifically for health/personal care and dining activities:

- For **health/personal care**, sales leakage equates to 40% of demand at a 1.5-mile radius and actually increases to 48% of cumulative unmet demand for residents at 3.0 miles. Sales leakage is reduced to about 27% of resident demand at 4.5 miles with the presence of added pharmacy retailers in this outer ring; however, the actual volume of unmet demand actually increases somewhat due to the large added population to be served.
- With **dining** activity, sales leakage at a 1.5-mile distance equates to 58% of resident need, meaning that the majority of resident demand must be met by traveling outside the immediate Aloha/Farmington area for dining purposes. At the 3.0-mile radius, leakage drops somewhat to 54%. At 4.5 miles (approaching the outskirts of Washington Square), sales leakage is essentially reduced to zero. However, this indicates substantial added travel time and unnecessary use of road capacity presently occurring for fast food and sit-down dining that is not accommodated closer to home for Aloha residents.

Near-Term Effects of Population Growth. Projected growth needs over the 5-year time horizon from 2010-15 can be added to existing unmet demand estimated based on available 2010 data. Over this period, resident population of the 1.5, 3.0 and 4.5-mile trade areas are all forecast by ESRI to experience growth by between 7-8% above 2010 population estimates.⁴ While relatively modest, this population growth will support yet further retail demand across all merchandise categories – including health/personal care and dining.

Refined Trade Area Analysis. Retail trade areas are often defined based on distance to a proposed site as with the concentric circles illustrated above. However, adjustments are often made in order to reflect area travel patterns including barriers and locations of existing retailers. Two such adjustments are noted for the subject site at SW 185th Avenue and Farmington Road:

- 1) The trade areas considered are not uniformly served based on locations of existing pharmacies. For example, neighborhoods situated north of TV Highway appear to be best served by existing pharmacies. Conversely, the portion of the trade area south of TV

Highway appears less well served by existing pharmacies – especially to the south and west of the subject property.

- 2) Major roadways, such as TV Highway, can function as a barrier for uniform flow of traffic within a trade area. This is especially the case if the travel corridor is relatively congested and/or has a limited number of effective north/south highway crossings.

The real and psychological market barrier posed by TV Highway is accentuated by the rail track which runs parallel to the highway on the south side. All four vicinity area pharmacies on TV Highway are located on the north side of the roadway, further illustrating the orientation of these stores more to the portion of the trade area located north than south in the direction of the proposed Farmington Road development.

Given the relatively small size of the portion of the Walgreens' directed initial 1.5-mile trade area considered coupled with the location of existing pharmacies and TV Highway as an effective trade area boundary, a refined trade area has been defined for the subject property as encompassing:

An approximately 2.0-mile concentric ring around the subject site, except that the portion of this 2.0-mile circle north of the TV Highway is excluded from the trade area most suited to the SW Farmington site. This adjusted trade area has a 2010 population estimated at 51,400 residents. This 2.0-mile trade area is consistent with what CRA evaluated in their February market study.

Within this adjusted trade area, sales leakage is estimated to be 70% of resident generated demand for all retail. For pharmacy related retail, leakage is estimated at 51% of resident generated demand; leakage is at 77% for dining activities. In effect, rates of sales leakage are greater for this adjusted trade area than for all three of the 1.5, 3.0 and 4.5-mile rings initially considered – indicating the extent to which this southern portion of the Aloha-Reedville community (south of the TV Highway corridor) functions as a *retail desert*.

Combined Leakage Recapture & Growth Potential. Within this southern portion of the Aloha-Reedville trade area south of the TV Highway, the combination of recapturing existing sales leakage and supporting anticipated population growth through 2015 is estimated to support sustain an added 15,000 square feet of pharmacy space through 2015. Serving unmet needs within this adjusted Aloha-Reedville trade area is particularly important to the south and west of the subject site – as there are no identified pharmacy retailers serving this population base at present and no commercially zoned property that could be developed with a pharmacy.

Of added note is that anticipated retail need actually increases to an estimated 31,000 square feet at a full 3.0-mile radius and to 41,000 square feet at up to 4.5 miles from the subject site. In effect, while a 14,820 square foot **Walgreens pharmacy** can be expected to draw primarily from a core southern Aloha-Reedville trade area (with current 51% sales leakage), there is opportunity for substantial supplemental support at the 3.0-mile ring and further added potential at even the 4.5-mile distance as well.

The proposed Walgreens, as well as other existing pharmacies, have the opportunity to better serve portions of this remaining unmet need for the larger 3.0 to 4.5-mile trade areas. Over the

longer term, this remaining need might also be met by some combination of existing store expansion and new pharmacy locations.

Potential Aloha-Reedville demand is also strong for added local dining. With unmet dining demand indicated at more than 170,000 square feet for the adjusted Aloha-Reedville trade area through 2015, a 3,000 square foot **fast food** restaurant with drive-thru capability would serve just a portion of the local resident demand that is currently traveling elsewhere for out-of-home dining. The demand is most acute south and west of the site because no commercially zoned property could be developed with a fast food restaurant.

As previously noted, the unmet need is even greater at a 3.0-mile distance, before lessening with more diverse food service options available at a 4.5-mile distance from the SW 185th and Farmington area. However, providing more dining options closer to home within the Aloha-Reedville area reduces the need for out-of-direction travel and can better serve local objectives for a more livable community.

RELATIONSHIP TO COUNTY PLAN POLICIES

This discussion of retail market need is useful to address three pertinent policies of the Washington County Comprehensive Framework Plan for the Urban Area:

- **Policy 1(f) locational criteria of the Comprehensive Framework Plan** – including “demonstration of a lack of appropriately designated suitable alternative sites” in terms of suitability of site size and location for the proposed use.
- **Policy 18 support for appropriate plan designations for the commercial use** – especially in instances where it is possible that more than one plan or zone designation may be possible for a particular site.
- **Policy 20 support for urban area economy** – for continued diversification of the economic base of Washington County with implementation to include creation of 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.” This is a need to be met not just for the uses proposed with the subject site, but also for the full range of commercial uses allowed in the zone to meet all local market needs.

In effect, Policy 1(f) appears focused on the suitability of the current site inventory as it exists today for the proposed **use** while Policy 20 is aimed toward strengthening the local economy with “continued diversification” over a longer term planning horizon, considering the range of uses that are allowed in a zone. Policy 20 encourages market choice and avoiding harming the economy due to a lack of sites that are responsive to market needs. Policy 18 also addresses locational criteria for development, but is especially important for the determination of which specific commercial plan and zone designation may be most appropriate to accommodate the uses being considered with the applicant’s proposal.

All three of these policy objectives appear to be well addressed by the *Market Analysis for Proposed Walgreens at SW 185th Avenue and Farmington RD – Aloha, OR 97007* as prepared by Commercial Realty Advisor Northwest, LLC (CRA), February 29, 2012. This market overview

memorandum summarizes key findings of the CRA analysis, as related to the above noted Framework Plan policies.

Policy 1(f) – Lack of Suitable Alternative Sites. The CRA analysis identified six size and location characteristics that need to be met for a site to be suitable for the proposed use:

- 1) 1.5 miles or more from an existing Walgreens pharmacy.
- 2) On the corner of an intersection of two major roadways.
- 3) Site size for a Walgreens pharmacy plus second building pad of an estimated 1.5-3.0 acres – depending on such factors, as access, cross-easements and internal circulation.
- 4) Flat ground with no on-site wetlands with the building pads.
- 5) Minimum site dimensions of 185’ by 260’ – inside the setbacks and sidewalks.
- 6) Avoidance of sites with extremely high volume traffic or rail tracks – whether presenting real or perceived barriers to site access and egress.

Our experience with commercial development both in and outside the Portland metro region supports the appropriateness of these criteria as identified by CRA. Being able to provide sites that meet the location and size needs of specific retailers is of even greater importance when there are few, if any, alternatives available to accommodate underserved retail needs as is the case for the Aloha-Reedville community south of the TV Highway corridor.

With these criteria in mind, CRA identified 175 tax lots with the CBD zoned designation and located within two miles of the proposed subject Walgreens property. CBD designation is indicated by the CRA analysis as best matching the site and location needs of the proposed uses because this zone emphasizes commercial uses that require location on well traveled streets, ideally at an intersection, and offering good visibility and access.

Despite the large number of tax parcels considered, CRA found that “no alternative sites are available or suitable” for the uses proposed. Based on the listing compiled, parcels considered *were disqualified* from consideration for the proposed uses for three location-specific reasons:

- Proximity closer than 1.5 miles to an existing Walgreens – at 19975 SW Tualatin Valley Highway (171 parcels).
- Beyond 1.5 miles but already developed with existing commercial use – specifically involving a competing pharmacy with lease that would exclude the proposed use (3 parcels).
- Beyond 1.5 miles but excluded due to pond/park/wetlands area (1 parcel of 3.09 acres).

The CRA specified exclusions appear reasonable in the context of this specific market area and current retailer requirements. Location away from an existing store of the same franchise is important both to avoid undermining existing retail activity and to best address underserved portions of the market. Exclusion of existing properties with competing pharmacy use is important from a community perspective to maintain competitive alternatives and to assure net gain rather than displacement of existing retail. Avoidance of other small environmentally constrained properties is important because site size and configuration would not be adequate to provide for a viable development accommodating the uses planned.

Policy 18 – Plan Designations for Commercial Development. The current property is currently designated for R15 residential use. This use is generally not viewed as appropriate at the intersection of two arterials unless “particular care is taken to minimize potential environmental impacts.” The subject site represents the only quadrant of the SW 185th Avenue and Farmington Road intersection designated for residential uses; the three other quadrants are designated for commercial use.

The current residential use is isolated from the residential neighborhood as all surrounding uses except on the immediate southern property boundary are now commercial. The size of the site is not large enough to provide effective buffering from the highway and adjoining use. The combination of these factors makes continued R15 designation not longer suitable for sustained or more intense residential use.

There are several commercial designations that could be considered by Washington County for the property – Neighborhood Commercial (NC), Transit Oriented-Retail Commercial District (TO-RC); and Community Business (CBD). Each of these is briefly considered in turn:

- **Neighborhood Commercial (NC)** is the commercial designation currently applied to the three non-residential quadrants of the SW 185th and Farmington Road intersection. However, this does not appear to be a viable designation for the subject property because the existing NC-zoned area already exceeds the 10-acres maximum currently allowed. Even if this maximum were not in effect, NC designation would not facilitate development of the proposed uses because the proposed pharmacy would exceed the 10,000 square foot building size limit allowed by the zone. The proposed building of 14,820 square feet is consistent with pharmacies currently being developed by Walgreens regionally and nationally. NC designation would effectively preclude development of the proposed pharmacy facility.
- **The Transit Oriented – Retail Commercial (TO-RC)** designation is primarily aimed to facilitate transit oriented development (TOD) in proximity to light rail stations. This is not a factor for the subject site and the designation has not been applied to any sites south of TV Highway. The site also is not designated through the Metro 2040 Growth Concept as a town center, main street or corridor which are the other designations that may be considered for TO-RC use.
While TO-RC is not applicable to the subject property, it is intended that the proposed development will voluntarily incorporate TOD elements as conditions of CBD designation of the site.
- **Community Business (CBD)** appears as the most appropriate designation of the subject site, both because the property meets the locational criteria for the designation and because this is the only commercial designation that readily would accommodate the uses proposed. The CBD designation also is consistent with locational criteria for being located at an arterial intersection and on a transit route.
CBD zoning accommodates drive-thru facilities which are integral to the proposed development. As noted by the prior CRA market analysis, the “most important locational requirements for a commercial use permitted in the CBD zone is the site must be located on a busy street, ideally at an intersection, with good visibility and access.”

While the subject site is about ¼ mile away from an existing CBD-zoned Farmington Mall, this overview market analysis clearly indicates substantial need for added CBD-compatible to better serve the portion of the Aloha-Reedville community south of TV Highway. The locational criteria appropriately provide County discretion to consider closer spacing of CBD zones which appears especially warranted in this case within a neighborhood community that remains substantially underserved with retail services.

Policy 20 – Land for Choice in the Regional Market Place. In the absence of existing suitable commercial sites found, a remaining question becomes one of finding alternative sites that could be appropriate and suitable to meet the demonstrated retail need. While the focus of much of this analysis is on the demand for the proposed uses including a Walgreens, Policy 20 also addresses consideration of the full range of commercial use to meet a broader range of local commercial retail and service needs.

Policy 20 is particularly concerned with avoiding the detrimental effects of an inadequate supply of commercial lands as needed to meet the market needs of the area. The policy also strives to encourage the retention and expansion of existing businesses. As demonstrated above, the Aloha/Farmington area south of the TV Highway is underserved by commercial uses (particularly pharmacy and dining options), which results in significant sales leakage and unnecessary resident travel for day-to-day convenience needs.

The current supply of CBD and NC land in the Aloha-Reedville community south of the TV Highway corridor does not comply with Policy 20 because there is an inadequate supply of land. Designating the site CBD is also consistent with the County's aspiration to encourage business retention because even if a portion of the current leakage is recaptured by on-site commercial development, remaining market demand will continue to adequately support existing businesses.

The previously cited CRA report has noted: “The Aloha-Reedville area, particularly south of Tualatin Valley Highway, is starved for quality commercial development.” This is an observation that is supported by our evaluation of existing and projected 5-year commercial retail demand – whether at 1.5, 3.0 or 4.5-mile distances from the subject proposed site. Rates of sales leakage area even higher for an adjusted 2.0-mile trade area defined as including only those residential areas south of the TV Highway corridor.

While it would be possible to consider re-designating other properties in the Aloha-Reedville community for CBD use, the CRA report makes a clear case for the proposed site being especially well suited for this re-designation:

- Three of the four quadrants of the SW 185th and Farmington intersection are already developed with commercial uses appropriate for CBD designation – so that re-designation of the 4th quadrant for CBD use would be clearly consistent with the existing pattern of use at this intersection location. As noted by the CRA analysis: “It is unusual to have only three sides of an arterial intersection developed with commercial uses, while leaving the fourth quadrant as residential.”
- The site is also a “rare example” of an arterial intersection on a transit route, making commercial use for the remaining quadrant of this intersection especially appealing – and

as a means to better serve both county land use planning and regional transit accessibility objectives.

Consistency with Washington County Framework Plan Policies. From this review, re-designation of the subject site from R-15 residential to CBD commercial use appears appropriate, as a means to provide a suitable site with no other alternatives currently identified and to better address retail commercial needs of the currently underserved Aloha-Reedville community – especially the portion of the community south of the TV Highway corridor.

DRIVE-THRU NEED

A final question addressed by this report is the need of the retail uses anticipated for the subject SW 185th and Farmington property to have on-site drive-thru facilities. The CRA analysis indicates that, in a suburban market area, drive-thru facilities are necessary for the uses as proposed to be “competitive and successful” – as currently allowed within the CBD zone. Our analysis supports this conclusion as critical for customer acceptance and business sustainability for the specific uses being considered.

The importance of drive-thru business facilities to achieve customer support as cited by CRA is not limited to this metro area, but is consistent with our experience nationally. The drive-thru business format has an extensive history across the U.S., first pioneered in the 1930s with a drive-up window teller at the Grand National Bank in St. Louis, Missouri.⁵ Over the succeeding eight decades, drive-thru services have been expanded to a variety of additional types of retailing activity – most notably fast-food dining and, more recently, pharmacy retail.

As noted, planned uses include a Walgreens pharmacy and fast food, or a similar high-customer use such as branch bank facility. These uses are all typically associated with drive-thru capability as integral to viable business operations. This is the case locally and for similar market locations both regionally and nationally. Consequently, this analysis focuses on the drive-thru needs of each of these three types of commercial use currently considered.

Pharmacy. A Walgreens pharmacy represents the lead or anchor tenant for the proposed development. In recent years, drive-thru facilities have become increasingly important to meet customer needs for convenient service, especially prescription drop-off and pick-up.

From the company’s inception, Walgreens has emphasized its role as an industry innovator with “pioneering focus on customer service and an array of product offerings unmatched by any other drugstore.” The company’s web site notes that the first freestanding store with a drive-thru pharmacy opened in 1992. Providing this added customer service has resulted in “substantial sales increases and a company-wide business model shift.”⁶ Most new Walgreens constructed since the mid-1990s have included a drive-thru pharmacy. Nationwide, more than 80% of all Walgreen stores currently offer this convenience.

The other major national pharmacy serving that trade area of the subject site, Rite Aid, has a similar dependence on drive-thru pharmacies for its stand-alone facilities. Across the U.S., 60% of Rite Aid pharmacies are in freestanding locations, and now a majority (51%) of Rite Aid stores include a drive-thru pharmacy.⁷

There is currently only one pharmacy, a Rite Aid store, located within the most immediate 1.5-mile trade area served by the subject site (or the portion of a 2.0-mile trade area south of TV Highway). Located within the Farmington Mall strip center, this pharmacy does not have a drive-thru. In effect, there are no pharmacies at present that offer the customer convenience of a drive-thru within the immediate Aloha-Reedville area south of TV Highway at present.

Within a larger 4.5-mile radius are located 9 pharmacies, including 3 Walgreens, 5 Rite Aid pharmacies, and the independent Beaverton Pharmacy. Five of these 9 pharmacies have drive-thru facilities, including all 3 Walgreens and 2 Rite Aids.

In summary, drive-thru facilities have become of increased importance in recent years, to better meet customer needs for convenient prescription drop-off and pick-up. Provision of this customer convenience is important to pharmacy business sustainability and as a means to best meet resident needs for both routine and critical prescription services.

Fast Food Service. With development as is presently planned, the second on-site use is anticipated to most likely be a fast food restaurant. This is an industry that is continuing to experience continued sales growth, even through a period of more constrained overall economic growth. Except for high density/urban core locations, fast food restaurants are generally highly dependent on drive-thru facilities for customer service and business viability.

As cited by the national quick service restaurant publication QSR, “drive-thru is the order method of choice at hamburger, Mexican, and chicken fast food restaurants.”⁸ Relative shares of customer visits accommodated by drive-thru facilities are noted as follows:

- Hamburger fast-food restaurants – drive-thru accounts for 57% of fast food hamburger visits, compared to 17% for carryout and 27% for eating on premise.
- Mexican fast food – shares are 40% drive-thru, 26% carryout and 34% on-premise.
- Chicken fast food – 38% drive-thru, 36% carryout and 25% on-premise.

Banking. As an alternative to fast food service, a branch banking use for the SW 185th and Farmington Road property may also be considered. While the banking and financial services industry is going through a period of rapid change, drive-thru banking remains integral to physical bricks-and-mortar stand-alone banking facilities outside of urban core areas.⁹

Consistent with trends being experienced across the U.S. and globally, banking institutions are increasingly looking to right-size and upgrade their presence within the trade area served by the subject property, as well as elsewhere throughout the metro region. Drive-thru capability can be expected to remain of critical importance for stand-alone branch bank facilities.

At present, out of 54 banking facilities located within 4.5 miles of the subject site, a majority figure of 31 banking facilities are at stand-alone sites. Of the 31 stand-alone bank branches, 27 (or more than 85%) offer drive-thru capability as a market-responsive customer service. This indicates the continued critical importance of drive-thru facilities for competitive banking services.

Summary Drive-Thru Need. As this analysis indicates, drive-thru capability is important if not essential for all of the customer service oriented commercial functions being considered with the subject SW 185th Avenue and Farmington Road property. These uses also represent a good fit for the subject site due to location at a highly trafficked arterial intersection and ability to better serve as yet unmet trade area retail needs.

E. D. Hovee & Company, LLC appreciates the opportunity to provide this retail market overview analysis on behalf of Seven Hills Properties LLC. We would be happy to address questions with regard to any aspect of this report.

END NOTES

- ¹ Information for this analysis has been compiled from sources generally deemed to be reliable. However, E. D. Hovee & Company, LLC does not guarantee the accuracy of information obtained from third party sources. All information is subject to change without notice. The findings contained in this report are those of the author and should not be construed as representing the opinion of any other party without prior express approval, whether provided in whole or in part.
- ² The initial 1.5 mile market area for Walgreens is based upon input to CRA from a Walgreens Real Estate Manager, as explained in the CRA prepared *Market Analysis for Proposed Walgreens at SW 185th & Farmington Rd – Aloha, OR 97207*, February 29, 2012. Current spacing of two existing stores in the vicinity of the subject site is 1.72 miles. The two existing stores are located at 19975 SW Tualatin Valley Highway (Aloha) and 6215 SW Tualatin Valley Highway (Hillsboro). Given the location of existing pharmacy retail and the barrier posed by TV Highway, the trade area in our analysis and CRA's report has been adjusted to 2.0 miles to better serve areas without nearby pharmacy to the south and west but not extending north of the TV Highway corridor.
- ³ Typical center sizing is drawn from the Urban Land Institute, *Shopping Center Development Handbook*, 1999. Neighborhood retail centers may serve a trade area population ranging anywhere from 30,000-100,000 persons, often with an urban population focused in as little as a 1-1.5 mile trade area. Community centers may serve a trade area population ranging from 100,000-450,000 persons and serving a 3-5+ mile trade area radius.
- ⁴ Annualized growth is anticipated at rates averaging about 1.4-1.5% per year for all three trade areas considered.
- ⁵ Per Wikipedia, the free encyclopedia, www.en.wikipedia.org.
- ⁶ Per Walgreens web site, www.walgreens.com. See specifically pertinent references at <http://careers.walgreens.com/about-us/innovation.aspx> and http://news.walgreens.com/article_display.cfm?article_id=1046, as of July 17, 2012.
- ⁷ Source is the *Form 10-K Annual Report* filing of the Rite Aid Corporation with the U.S. Securities and Exchange Commission, for the fiscal year ended March 3, 2012.
- ⁸ Per QSR Magazine web-site, <http://www.qsrmagazine.com/news>, Industry News, June 4, 2012. This article also notes that, as of 2011, an estimated 12.4 billion visits were made through fast-food drive-thrus, representing an approximate 2% increase from the prior year.
- ⁹ Stand-alone banks are those which have a distinct physical building address with staffed facilities. This definition excludes non-staffed ATMs and banking facilities located within or as part of another larger business footprint, as with grocery stores. Information is from Jones Lang LaSalle, *Global Retail Banking: Key Trends and Implications for Retail Banking Real Estate*, 2012.

This retail market analysis has been prepared for Seven Hills Properties LLC by the economic and development consulting firm **E. D. Hovee & Company, LLC** (EDH). Since 1984, E. D. Hovee has conducted market and feasibility studies, economic and fiscal impact analyses for private, non-profit and public agency clients – with particular focus on the Pacific Northwest states of Oregon and Washington.

Related retail market assessments have been conducted directly for regional and national retail clients such as Fred Meyer, Safeway, Walmart and Home Depot – together with similar assessments for real estate development clients including Gramor Development, Killian Pacific, Birtcher Properties, Opus Northwest, PGE, Schnitzer Investment, Hoyt Street Properties, Con-way, Grayco Resources, Realvest, and Newland Northwest. The firm has also conducted economic opportunity analysis (EOA) and related market/feasibility studies for other communities in the metro region including Metro and the Cities of Beaverton, Portland, Hillsboro, Tigard, Wilsonville and Gresham.



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August 14, 2012

VIA EMAIL

Aisha Willits
Washington County
Department of Land Use and Transportation
Room 350-14
115 North First Avenue
Hillsboro, OR 97124

Re: Executive Summary and Response to Staff Report –Case file 12-222-PA

Dear Aisha:

Executive Summary

The requested plan designation amendment will facilitate the development of an approximately 15,000 square foot Walgreens and 3,000 square foot second building pad (likely a fast food restaurant), both with drive thrus. The applicant has offered to condition the plan amendment so that many transit oriented development criteria apply to the CBD site, which will ensure that the development on site will encourage pedestrians and transit use, while also providing convenient access by vehicle. There are no traffic issues associated with the proposal, and an Access Management Plan has been approved for the site. The applicant has done considerable outreach in the community, and has enjoyed wide support from the business and local community. We are not aware of any opposition to the project. Our economist has estimated the significant economic impact of the proposed development, which includes one time construction benefits of \$18.9 million in spending and the creation of 135 jobs with \$6.7 million in payroll and on-going annual operational benefits of \$21.8 million in spending and 50 new jobs with an a total added payroll of \$1.47 million.

The staff report is generally supportive of the request. However, staff raises potential issues with (a) three inter-related policies that address the supply of commercial property; and (b) policies addressing the County's capacity for residential units. Staff has offered the Planning

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Commission two alternative sets of findings – findings for denial based upon staff's historic interpretation of the criteria and findings for approval based upon the evidence offered in this application that support a market-influenced interpretation of the criteria.

The issues before the Planning Commission boil down to how overlapping policies should be interpreted, and if each policy should be read in isolation, or if they should be read together so that they harmonize. As explained in our August 1, 2012 letter, we encourage the Planning Commission to interpret Policy 1(f), Policy 18 and Policy 20 so that they support one another. Given Policy 20's emphasis on responding to market needs and providing market choice, Policy 1(f) quite simply cannot mean that if a single alternative CBD zoned site is available, there is an adequate supply of commercial land so a request to re-designate property CBD must be denied. Similarly, the subjective locational suggestions in Policy 18 about the distance between commercial centers (2 to 5 miles) should not be applied rigidly as a reason to deny the requested re-designation, notwithstanding uncontested expert testimony that the Aloha-Reedville area is underserved for a broad range of retail development.

A considerable amount of expert testimony and evidence has been offered in support of the application. To facilitate the Planning Commission's review, below we have provided a summary of the outstanding policy and issues, and our responses.

Additional Evidence

In response to the staff report for the August 15th hearing, Seven Hills Properties, LLC offers the following supplemental analysis and evidence in support of the pending proposed plan amendment referenced above:

- *Suitability of Alternative Sites for the Proposed Use and Unsuitability of Site for Residential Development Under the R-15 Zone*, August 14, 2012, by Seven Hills Properties (the "Applicant's Response"); and
- *Response to Washington County Staff Report*, August 14, 2012, by E.D. Hovee & Company, LLC (the "Hovee Response")

Please include this letter and the attachments in the record for the above referenced case.

Suitability of Alternative Sites

Staff's primary concern with our analysis of the suitability of alternative sites for the proposed use (required by Policy 1(f)) is the reliance on market based "location" factors, including that a site must be at least 1.5 miles from an existing Walgreens and south of TV Highway (the so called "trade area"). Policy 1(f) limits the factors relied upon for determining suitability of the

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alternative sites to location or size. Avoiding the trade area of an existing Walgreens is a legitimate locational factor, as confirmed by the project's economist. No contradicting evidence has been offered. Accordingly, the location factors cited by the applicant should be relied upon, and the conclusion that there are no suitable alternative sites available should be adopted.

Even absent the trade area-based location factor, the applicant (who is an experienced site selector and developer) has offered expert testimony from an economist and broker that details why there are no suitable alternative sites available for the proposed use. The four sites discussed in the staff report are unsuitable because they are not located at a 4-way intersection with enough traffic volume to support the proposed use.

Market Factors and Need for CBD Land

Policy 18 requires that the location of CBD sites should be guided by market factors. Policy 20 focuses on ensuring that there is an adequate amount of commercial land to provide for market choice, while simultaneously encouraging the retention of existing businesses. In response to Policies 18 and 20, the project's economist analyzed a number of concentric trade areas and roughly correlated the population of those areas to general assumptions about the population needed to support an additional pharmacy. It is not a precise equation. Instead, whether or not trade area can support an additional retail use depends upon realistic market factors, such as travel patterns and perceived convenience. Therefore, "sales leakage" is a better predictor of market need than a population analysis. Based upon the "substantial" sales leakage, the economist concluded that in addition to the existing stand alone pharmacies and pharmacies in grocery stores within and near the 2 mile market area of the site, "there is market capacity to support an added 15,000 square feet to meet the pharmacy needs of the immediate 2.0 mile trade area."

The deficiency trend continues as one goes farther from the site – i.e., there is the need for two additional 15,000 sf pharmacies 3.0 miles from the site, and a third pharmacy within 4.5 miles from the site. The "substantially underserved" Aloha-Reedville market area contributed to the economist's conclusion that "there is more than ample market need to accommodate added pharmacy retail without negatively impacting existing pharmacies."

No contrary evidence has been offered and the methodology of the economist's market analysis has not been challenged.

Distance Between Commercial Centers

Policy 18 includes characteristics and location criteria that are guidelines on the appropriate plan designation for a site. Policy 18 notes that the exact location of CBD sites should be determined by market factors, considering existing land use patterns, and suggests that commercial centers

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should generally be located between 2 and 5 miles apart. "Commercial centers" are not defined. Staff notes that historically a proposed CBD site has been required to be at least 2 miles from a commercial center in order to avoid an overabundance of commercial uses in a concentrated area. Because the CBD-zoned Farmington Mall is approximately 0.25 miles from the site and staff's belief that there are suitable alternative CBD sites in the area, staff suggested that the requested plan amendment should be denied.

We have offered two alternative interpretations. First, regardless of the distance between commercial centers, the evidence supporting the application demonstrates that there is a deficit of commercially zoned land in the Aloha-Reedville area. Therefore, rather than relying on the "general rule of thumb" about separation of commercial centers, the site and area specific detailed analysis is more persuasive and reliable. In the alternative, the subject site is the only quadrant of the intersection of SW 185th and SW Farmington Road that is not commercially designated. The existing commercial development at this intersection is a "commercial center" and the proposed designation is simply an expansion of it. Accordingly, the general guidelines for locating a new commercial center are inapplicable.

Residential Capacity

A few County Policies and other regulations related to the supply of residential land describe the need to maintain the County's housing capacity. OAR 660-007, Metro Title 1, and Policies 21, 22 and 23. Staff notes that since the County first started tracking its supply of housing units and mix of multi-family and single family units, the number of housing units has increased, particularly multi-family. Therefore, staff is not concerned about the potential loss of 27 units (the minimum density under the site's R-15 designation) if the site is developed commercially. While we agree with staff's conclusion that the cited criteria are satisfied, we think it is important to note that all of the criteria regulate the residential "capacity" of a site's zoning (i.e., the range of units that is allowed under a particular zone), not what is actually built.

Very truly yours,



Dana L. Krawczuk

DLK:crl

Enclosures

cc: Tom Rocca, Seven Hills Properties, LLC (via email) (w/encs.)
Eric Hovee, E.D. Hovee & Company, LLC (via email) (w/encs.)
Jeff Olson, CRA (via email) (w/encs.)



August 14, 2012

Washington County
Department of Land Use and Transportation
Room 350-14
115 North First Avenue
Hillsboro, OR 97124

RE: Suitability of Alternative Sites for the Proposed Use and Unsuitability of Site for Residential Development Under the R-15 Zone – Response to Casefile No. 12-222-PA Staff Report for the August 15, 2012 Planning Commission Hearing;

Dear Planning Commission and Staff:

Seven Hills Properties LLC as Applicant appreciates this opportunity to provide supplemental evidence in support of the pending proposed plan amendment that will be heard on August 15, 2012.

I. Suitability of Alternative Sites for Proposed Use

Enclosed please find an additional report that address concerns cited in the Staff Report.

- "Hovee Response" dated August 10, 2012, by E.D. Hovee & Company, LLC, Memorandum Subject: *Response to Washington County Staff Report Casefile No 12-222 PA*

Additionally, we offer the following findings in response to Washington County Comprehensive Framework Plan for the Urban Area, Policy 1.f(2) with specific regard to your discretionary decision that the proponent has demonstrated 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.

Both location and size factors eliminate the possibility of the (4) alternative sites described in the August 15th Staff Report. The previously submitted expert testimony provided by Commercial Realty Advisors Northwest, LLC and E.D. Hovee & Company, LLC identified six size or location factors that were relied upon to determine if an alternative site was suitable for the proposed use. Staff has rejected the trade area based locational factors – that a site must be at least 1.5 miles away from an existing Walgreen's and must be located south of TV Highway, a principal arterial that has a rail road

track along the southern edge, because the manmade improvements serve as a barrier that customers are reluctant to cross. We understand that the basis for staff's opinion is that historically staff has not considered market based size and location criteria. Respectfully, trade and market areas are critical to the viability of any commercial site, and is a "location" based factor as contemplated by Policy 1.f(d), as demonstrated by the expert testimony offered in support of our application. Please refer to Supplemental Memorandum dated August 10, 2012 from E.D. Hovee & Company that demonstrates the market analysis conclusion that pharmacies located north of TV Highway are effectively serving a different market area and therefore should not be considered as addressing Aloha-Reedville needs south of this highway corridor. Additionally, the Applicant has previously submitted market analysis provided by Commercial Realty Advisors Northwest LLC (CRA) providing evidentiary support for their expert opinion that there is a lack of CBD zoned alternative sites in the vicinity of the project site that are suitable for the proposed use and that Tualatin Valley Highway creates a real and present trade area delineation.

Although trade area-based location factors are critical to identifying a suitable site, so that we are responsive to staff's concerns, we offer the analysis below to explain why one or more of the remaining factors are a basis for characterizing each of the four alternative sites identified by staff as unsuitable. To summarize, the remaining relevant size and location factors that have not been rejected by staff include:

- The second factor (a location factor) that was previously identified explained that a site must be located at the corner of an intersection, with either both being arterials or one street being a collector so long as the other street is a principal arterial. "T" intersections do not work.
- The third previously identified factor (a size factor) is a minimum site size of approximately 1.5 acres and a maximum site size of approximately 3.0 acres.

The six factors previously identified are consistent with the preliminary site selection and trade area analysis conducted by Seven Hills for potential sites. As each property, market and proposed use is unique, we also conduct a more nuanced and detailed analysis of potentially suitable sites. Below we explain some of these more refined filters, and how they confirm that none of the sites identified by staff are suitable alternatives.

Alternative Site 1: 3140 SW 209th Avenue

Preliminary six size and location factors:

The site is at a "T" intersection of two collector streets, which fails the second factor.

Additionally, the site is within 1.5 miles of an existing Walgreens and is north of TV Highway, which fails the first and sixth factors.

Additional factors that contribute to unsuitability:

The requirement that a suitable site be on a particular classification of roadway is to ensure that there is adequate vehicular traffic to support the use. SW 209th Avenue and SW Alexander Street

are both classified as Collector roads. However, commercial uses such as a pharmacy require a minimum of 8,000 daily vehicular trips on all tangential roadways. In other words, commercial projects have minimum traffic thresholds in all four directions to be suitable. SW 209th Avenue has an average daily traffic count of 5,953 trips and SW Alexander Street has an average daily traffic count of 2,746 trips.¹ Seven Hills eliminates a site like this due to its failure to meet minimum traffic counts and the lack of a fourth leg of the intersection (i.e., Alexander "T"s into 209th Avenue).

This site is also unsuitable because it has visual barriers because it is located behind two developed commercial lots, 20745 SW Tualatin Valley Hwy (APN R0346432) and 20625 SW Tualatin Valley Hwy (APN R0346441). The four (4) commercial buildings that block views to the Alternative Site means that the lack of visibility eliminates this site as a possible viable alternate CBD zoned site. As noted on page 8 of the staff report, poor visibility is a location factor that has been relied upon historically to determine that a site is unsuitable for a proposed use. A corollary of the locational requirement that the use must be located on the corner of two arterials (or a principal arterial and a collector) is that the site must actually be *visible* from those roadways.

It is noted that this site is actually 2.5 miles from proposed project site if calculated based on vehicular road distance. Although Alternative 1 is 2 miles as the crow flies, vehicles would need to travel 1.3 miles north on 185th and then 1.2 miles east on Tualatin Valley Hwy.

Finally, we are skeptical that this site is actually available for commercial use given that it is occupied by a residential use and appears to be actively used for agriculture and livestock.

Alternative Site 2: West side of SW 174th Ave btwn SW Alexander St & Tualatin Valley Hwy (Former Shell Station)

Alternative Site 3: East side of SW 174th Ave btwn SW Alexander St & Tualatin Valley Hwy (Former Reo's Ribs)

Preliminary six size and location factors:

Both sites are at a "T" intersection (because southbound traffic is prohibited from crossing TV Highway) and SW 174th is characterized as a local street, not a collector or arterial roadway, which fails the second factor.

The former Shell station site is large enough for the proposed use only if tax lot 700 is added to the site. In addition to the difficulty in aggregating multiple tax lots that are held in different ownership into a single site, it would be particularly difficult in this situation because the residentially developed tax lot 700 is occupied.

Additionally, the sites are within 1.5 miles of an existing Walgreens and are north of TV Highway, which fails the first and sixth factors.

Additional factors that contribute to unsuitability:

¹ Trip counts provided by Group Mackenzie, the transportation engineer for the project.

Lack of adequate vehicular access presents a locational barrier. Tualatin Valley Highway is defined as a Freeway in the Staff Report. This intersection is not signalized, and Tualatin Highway received 40,000 average daily trips, making this busy Freeway dangerous to turn left for eastbound traffic without a traffic light.

Furthermore, SW 174th is defined as a Local Street, not a Collector or Arterial roadway. Local Streets such as 174th do not meet the project's minimum location requirement of 8,000 daily vehicular trips. Like many local streets, 174th does not connect to any other Arterial roads, but rather dead-ends in the neighborhood.

Therefore both Alternative Sites 2 and 3 do not meet the Project's locational requirements of being tangential to at least 2 collector, preferably arterial, streets with minimum daily traffic in all four directions.

Alternative Site 4: 17800 SW Kinnaman Road

Preliminary six size and location factors:

This site is not located at an intersection, so it fails to meet the second factor. Also, the 5.0 acre site is too large (the third factor).

Additionally, the site is within 1.5 miles of an existing Walgreens, which fails the first factor.

Additional factors that contribute to unsuitability:

This site was eliminated due to Rite Aid restrictions that prohibit competitive pharmaceuticals sales. Rite Aid is located on the tangential east property at 17405 SW Farmington Road. According to the broker representing Alternative Site 4, the parcel would have to prohibit pharmaceutical sales due to a lease exclusive by Rite Aid that covers these properties. Inability to operate a drugstore eliminates this Alternative Site 4 for development.

Furthermore, the owner of 17800 SW Kinnaman is interested in ground lease only, so the property is not for sale. Not being able to purchase the property to obtain free and clear title eliminates this site as a possibility.

The final reason that this site is unsuitable is the size of existing infrastructure. With an existing building size of 36,854 square feet, this site is cost prohibitive (by more than 2X) to purchase based on the a resale value set by a recent appraisal that has identified the asking rental rate and capitalization rate provided to Seven Hills by the property's representative listing agent. With such a high purchase price, it is financially prohibitive to either retrofit with multiple tenant improvement or to demolish and then build smaller, more appropriate sized retail buildings after a fee simple transaction. Consequently, this location was eliminated by the Applicant as too big in size of existing infrastructure to redevelop.

II. Unsuitability of Site for Residential Development Under R-15 Zone

Seven Hills analyzed this site for potential multifamily viability under the existing R -15 designation. We concluded that this site is not feasible for multifamily based on criteria established by our experience from developing over 1,000 units of residential units. The size and location of this site create physical constraints that increase construction costs and reduce market rents deeming a project not financially viable. First, the buildable area, after subtracting setbacks and parking requirements, leaves a remaining leasable square footage size that does not support the cost of new construction, especially given immediate-area rents of current vacancies at \$0.85/ square foot - \$1.30/ square foot. Second, noise from the Collector streets causes both a construction cost increase to use building materials that mitigate noise, plus reduces potential rental income for all units that face the noisy streets in order to maintain occupancy. Third, the Westside Community Church cross- access easement for circulation to SW 185th Ave would bifurcate any multifamily project, thus increasing construction costs and reducing leasable square footage, further reducing the viability of a project.

III. Conclusion

Seven Hills uses its best professional analysis when choosing a site, and we hope to convey that an exhaustive market search is always conducted to ensure that a site is chosen for its highest and best use. Many additional filters are applied that eliminate sites, and we are available at any time to answer additional questions you may have about our site selection analysis. Our site selection process has a proven track record – we have successfully developed 35 Walgreens on the west coast and over 1,000 residential units.

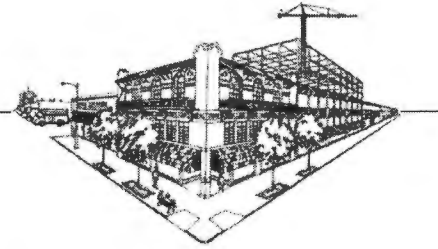
Best regards,

/s/ Tom Rocca

Thomas J Rocca
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88 Perry Street, STE # 800
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D 415.247.7377
C 415.505.4040
F 415.247.7376
Email trocca@sevenhillsprop.com

E. D. Hovee & Company, LLC

Economic and Development Services



MEMORANDUM

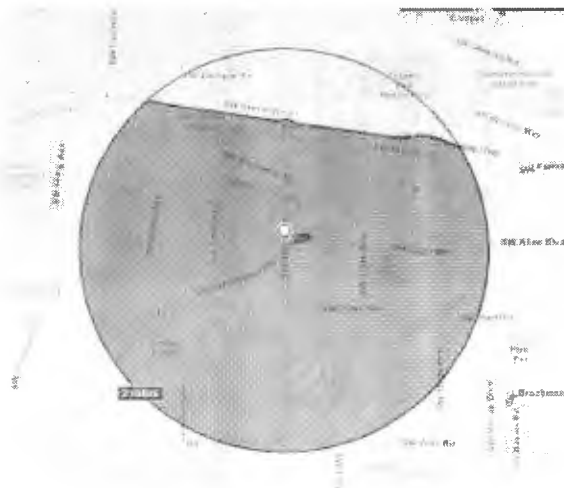
To: Thomas J. Rocca, Seven Hills Properties LLC
From: Eric Hovee
Subject: Response to Washington County Staff Report
Casefile No 12-222 PA (Seven Hills Properties, LLC)
Date: August 13, 2012

This memorandum is intended to provide follow-up comments to the above referenced staff report for Planning Commission Hearing on August 15, 2012 – related to our earlier July 31 submittal of a *Market Overview for Washington County Retail Development* on behalf of Seven Hills Properties, LLC. Topics addressed by this follow-up are: 1) Trade area determination, 2) Competitive effects to existing pharmacies, 3) CBD zone size and spacing, and 4) Use of market factors for alternative sites review.

1) Trade Area Determination. As noted by the Staff Report discussion of location criteria for CBD designated sites: “The exact location of CBD sites should be jointly determined by market factors and the community planning process with consideration of existing land use patterns.” Our July 31 market overview analysis was conducted with a focus on market factors that would pertain to commercial uses as planned by Seven Hills Properties, LLC.

As illustrated by the map to the right, the trade area used as the primary focus for this analysis was a 2-mile trade area bounded on the north by TV Highway. This determination was based after preliminary review of 1.5, 3.0 and 4.5 mile trade areas and then adjusted based on realistic market factors reflecting area travel patterns – most specifically the barrier that the Tualatin Valley (TV) Highway places on travel for routine daily shopping needs between the northern and southern portions of the Aloha-Reedville community.

**Trade Area for Seven Hills Properties
Proposed Development
(2.0 Miles Bounded on North by TV Highway)**



Source: ESRI and E. D. Hovee & Company, LLC.

While the area north of TV Highway is relatively well served by pharmacies, the portion of the Aloha-Reedville community **located south of TV Highway** currently has only one store (Rite Aid) that is primarily a pharmacy (and not embedded within a larger grocery store operation).

Based on independent retail data from the national GIS/demographics firm ESRI as documented by our July 31 Market Overview report, there is market capacity to support an added 15,000 square feet to meet the pharmacy needs of the immediate 2.0 mile trade area. This need is **in addition to** the sales represented by the only other existing primarily pharmacy store (Rite Aid) in the trade area. This need is also **in addition to** pharmacy related sales occurring as an ancillary activity within grocery stores (as with Bi-Mart) – which are reported as a separate retail activity and therefore not included in the 15,000 square foot need calculation.

There is a second Rite Aid store located at the edge or just beyond the two mile distance at SW Murray and Allen (and therefore not included with the ESRI calculated 2-mile radius data). Most of the trade area readily accessed for this store is via travel on Murray and Allen (extending east from Murray) which is beyond a 2-mile radius from the proposed subject site.

Even if this site were to be included in a 2-mile trade area, this area would still be underserved – as defined by retail sales leakage. Looking at the totality of the alternative trade areas considered at up to 4.5 miles from the subject site, it is also clear that while store location decisions were made over time for a variety of reasons that may not match current ideal conditions, the pharmacy market for this Beaverton to Aloha area remains underserved across all alternative trade area geographies considered. This is demonstrated by pharmacy **sales leakage** as the most direct indicator of remaining market need.

While acknowledging that the July market analysis reflects only needs south of TV Highway, the Staff Report nonetheless questions “whether the existing and projected population within the two mile radius can support a new 15,000 square foot Walgreens in addition to the existing Walgreens, Rite Aid stores and Bi-Mart within a two mile radius.” The Staff Report does not address the market analysis conclusion that pharmacies located north of TV Highway are effectively **serving a different customer market area and therefore should not be considered** as addressing Aloha-Reedville needs south of this highway corridor.

Our market conclusion is that the TV Highway is relatively congested, existing corridor pharmacies (all on the north side of the highway) are not easily accessed from the south due to limited north/south crossings, and that this barrier is further accentuated by the rail line running parallel to the highway on the south side. As is also noted, the second Rite Aid at SW Murray and Allen also primarily serves a market extending beyond the 2-mile trade area.

These are all realistic market location factors which have led Walgreens to conclude that the proposed Farmington Road site more effectively reaches the underserved portion of the Aloha-Reedville community. In the absence of Staff comment or evidence to the contrary, it is proposed that the applicant analysis of relevant market trade area geographies be accepted as presented.

2) Competitive Effects to Existing Pharmacy. In practice, customer travel patterns and market trade areas often function differently on-the-ground than in theory. This is why the July market overview report considered pharmacy needs at several different levels. In addition to the

2.0 mile trade area (bounded by TV Highway) deemed as most applicable, separate calculations of the degree to which resident needs are served by existing pharmacies were also considered at 1.5, 3.0 and 4.5 mile distances from the subject site.

For all of the alternative trade areas considered, it was concluded that there is substantial existing sales leakage, meaning that residents are traveling outside of their immediate neighborhoods to obtain substantial shares of their pharmacy needs. This conclusion is drawn from review of ESRI retail sales demand and supply data – as a mix of existing store sizes and locations. While a 1.5 mile ring alone (though underserved) is not fully adequate to support an added 15,000 square feet of pharmacy space, the market is adequate at 2.0 miles (even when the portion above TV Highway is not included within the most pertinent trade area).

At a 3.0 mile ring, there is a current deficiency of two added pharmacies of about 15,000 square feet each. Within 4.5 miles, the even more encompassing trade area is underserved by almost three pharmacies. As previously indicated, what is noteworthy about this analysis is that the pharmacy market appears to be underserved across all of the alternative market geographies considered – at up to 4.5 miles from the proposed subject site. This combined evidence conducted from multiple perspectives more definitively supports the conclusion of a pharmacy retail gap than would be the case with consideration of unique locational history and characteristics of any one specific trade area, considered solely on its own.

In short, even when considered in the larger market context of other pharmacy alternatives and varied local consumer travel patterns, the Beaverton to Aloha-Reedville area appears substantially underserved to meet existing population and near term growth needs to 2015. While any new store inevitably introduces new competition into immediate and broader market, our analysis has demonstrated that there is **more than ample market need to accommodate added pharmacy retail** without negatively impacting existing pharmacies – but with room for added sales growth or business expansion by existing or other new store facilities.

While raising questions about potential competitive effects, the Staff Report does not question the specifics of our market analysis which has been conducted from multiple trade area perspectives. In the absence of evidence that would support an alternative conclusion, it is proposed that the Planning Commission accept findings that an added pharmacy at the subject site would not create undue competitive effects for existing pharmacies nearby or even in the larger vicinity of up to 4.5 miles from the proposed development.

3) CBD Size & Spacing. While Policy 18 does not definitively limit CBD spacing to less than two miles, the Staff Report indicates that this guideline has historically been applied to “avoid an overabundance of commercial uses in a concentrated area.” Looking beyond the needs of pharmacy alone, our July market report also indicated that the trade area is substantially underserved for a broad range of retail, especially for the portion of the Aloha-Reedville community that is south of the TV Highway corridor.

While not a primary focus of our analysis, it is apparent that the approximately 26 acres of commercially developed CBD land situated about 0.25 miles from the subject proposed site is **too small in size** to meet local neighborhood needs for a broad range of commercial retail services. Rather than an overabundance of retail activity, this southern portion of the Aloha-

Reedville community remains underserved with CBD-related retail uses as exemplified by the applicant's proposal. As an under-retailed community, the Policy 18 distance guideline appears to be **not applicable in this instance**. Rather, more CBD designated land area is needed to more effectively serve local resident needs.

In the alternative, the County could consider the existing commercial development at the other three quadrants of the intersection of 185th and Farmington Road as a "commercial center," so amending the plan designation of the site simply completes the commercial center. Under this interpretation, the entire intersection would be a commercial center (similar to the nodes of commercially designated property along TV Highway), in which case, Policy 18's suggestion of a 2 to 5 mile separation between CBD designated commercial centers (i.e., distinct commercial clusters) is not applicable.

4) Market Factors for Alternative Sites Review. The July Market Overview report supports the findings of the alternative sites analysis prepared by Commercial Realty Advisors Northwest (CRA) from a trade area perspective. The Staff Report indicates that: "Based upon past practice, staff does not support the applicant's finding that the trade area of an existing store is the sole basis for eliminating potential alternative sites." However, the County's CBD zone location criteria explicitly recognize that site locations be determined **by market factors** as well as community planning and existing land use patterns.

While not the only location criterion indicated by CRA, based on our retail analysis experience we concur that **proximity to existing pharmacies should be considered as a significant location factor** in the alternative sites analysis. With all but one of the non-grocery pharmacies in 4.5 miles of the subject site operated by either Walgreens or Rite Aid, it is of considerable importance to recognize location factors that are significant if not pivotal to investment decisions by existing viable business operators. Walgreens stated criterion of a minimum 1.5 mile distance between its stores logically should be accepted as indicated by the CRA report.

Summary. Key observations of this supplemental memorandum support findings that:

- The 2.0 mile trade area south of TV Highway represents an **applicable trade area** for the uses as proposed by the applicant – with substantial existing sales leakage and therefore adequate local market support for an added pharmacy as planned by Walgreens.
- Unmet needs of the trade area populations at distances of up to 4.5 miles from the subject site coupled with anticipated population growth to 2015 provide **more than adequate support** for new pharmacies and expansion by existing operators without negatively affecting existing viable pharmacy operators.
- The underserved portion of the Aloha-Reedville community south of the TV Highway warrants **expansion of CBD zoned commercial activities**, especially at locations consistent with the full range of applicable Washington County policies and regulations.
- The Walgreens stated criterion of a **minimum 1.5 mile distance** between its pharmacies should be maintained as documented by the CRA sites analysis of February 2012.

E. D. Hovee & Company, LLC appreciates the opportunity to provide these added comments and would be happy to address questions in conjunction with Planning Commission deliberation.

SUMMARY OF DECISION

At the August 15, 2012 Planning Commission hearing, staff provided the Commission with a summary of the written staff report, which noted that the request complied with most of the applicable policies. However, staff pointed out that the staff report included alternative findings for three of the policies applicable to this plan amendment request. The written staff report noted alternative findings for three policies: Comprehensive Framework Plan for the Urban Area Policies 1, 18 and 20.

The first set of findings for each policy outlined historic interpretations used by staff and served to support the Planning Commission's decision in the event of a decision to deny the request. Following the public hearing, the Planning Commission voted 8 to 1 to rely on the alternative interpretations and findings for the three policies and approved the request from R-15 Residential to Community Business District (CBD).

The Planning Commission determined that Policy 1, which requires evidence of a lack of alternative sites to accommodate the proposed use, was satisfied by the applicant's use of a "trade area" to eliminate alternative sites. Additional alternative sites were eliminated for the following reasons: visual barriers to the site, lack of traffic, functional classification of adjacent roadways, multiple ownerships for aggregated sites, and non-complete lease restrictions within commercial centers.

Findings in support of the alternative interpretation for Policy 1 are found in Exhibit B (Staff Report), Exhibit C (Application) and Exhibit D (Supplemental Application Materials).

The Planning Commission also relied on the alternative findings for Policies 18 and 20, which took into account market factors such as a shortage of commercial land in the area, commercial sales leakage to neighboring areas, and the requirement by Walgreens corporate policy that no new Walgreens store may be located within the trade area of an existing Walgreens store located on Tualatin Valley Highway. The applicant's findings are contained in Exhibit B (Staff Report), Exhibit C (Application) and Exhibit D (Supplemental Application Materials).

CONDITIONS OF APPROVAL

At the August 15, 2012 hearing, the Planning Commission voted 8-1 to change the existing R-15 Residential land use district to the proposed CBD land use district, with stipulated conditions as set forth herein.

1. Any additional amount over and above the fee deposit submitted with this application which is determined to be owed to the county shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner.

2. Any development of the subject property shall comply with all conditions of Casefile 12-185-AMP. The AMP has been included as Exhibit F to the Resolution and Order memorializing the decision for this plan amendment request.
3. Subsequent development of the subject property shall comply with the transit oriented design standards identified and agreed to by the applicant. These standards are included as Exhibit G to the Resolution and Order memorializing the decision for this plan amendment request.



Washington County
Department of Land Use and
Transportation
Current Planning Services
155 N First Ave, Suite 350
Hillsboro, OR 97124

NOTICE OF DECISION & STAFF REPORT

PROCEDURE TYPE: II

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

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

PROPERTY DESCRIPTION:
ASSESSOR MAP#: 1S1 19 BB
LOTS#: 800, 901, 1000
SITE SIZE: 2.24 acres

CASEFILE: 12-185-AMP

APPLICANT:

Seven Hills Properties
Thomas J. Rocca
88 Perry Street, Suite 800
San Francisco, California 94107

APPLICANT'S REPRESENTATIVE:

Perkins Coie LLP
Dana Krawczuk
1120 NW Couch St. 10th Floor
Portland, Oregon, 97209

OWNER:

Westside Community Church
18390 SW Farmington Road
Beaverton, Oregon 97007

LOCATION: On the southeast corner of the
intersection of SW Farmington Road and SW
185th Avenue.

PROPOSED DEVELOPMENT ACTION: Request for an Access Management Plan for vehicular access
to SW Farmington Road and SW 185th Avenue to accommodate future development at the southeast
corner of the intersection.

July 30, 2012

DECISION:

Approval _____ Approval with Conditions ✓ Denial _____

Signature Nadine S. Cook Date 7/30/12
Nadine Smith Cook, Principal Planner, Current Planning Services

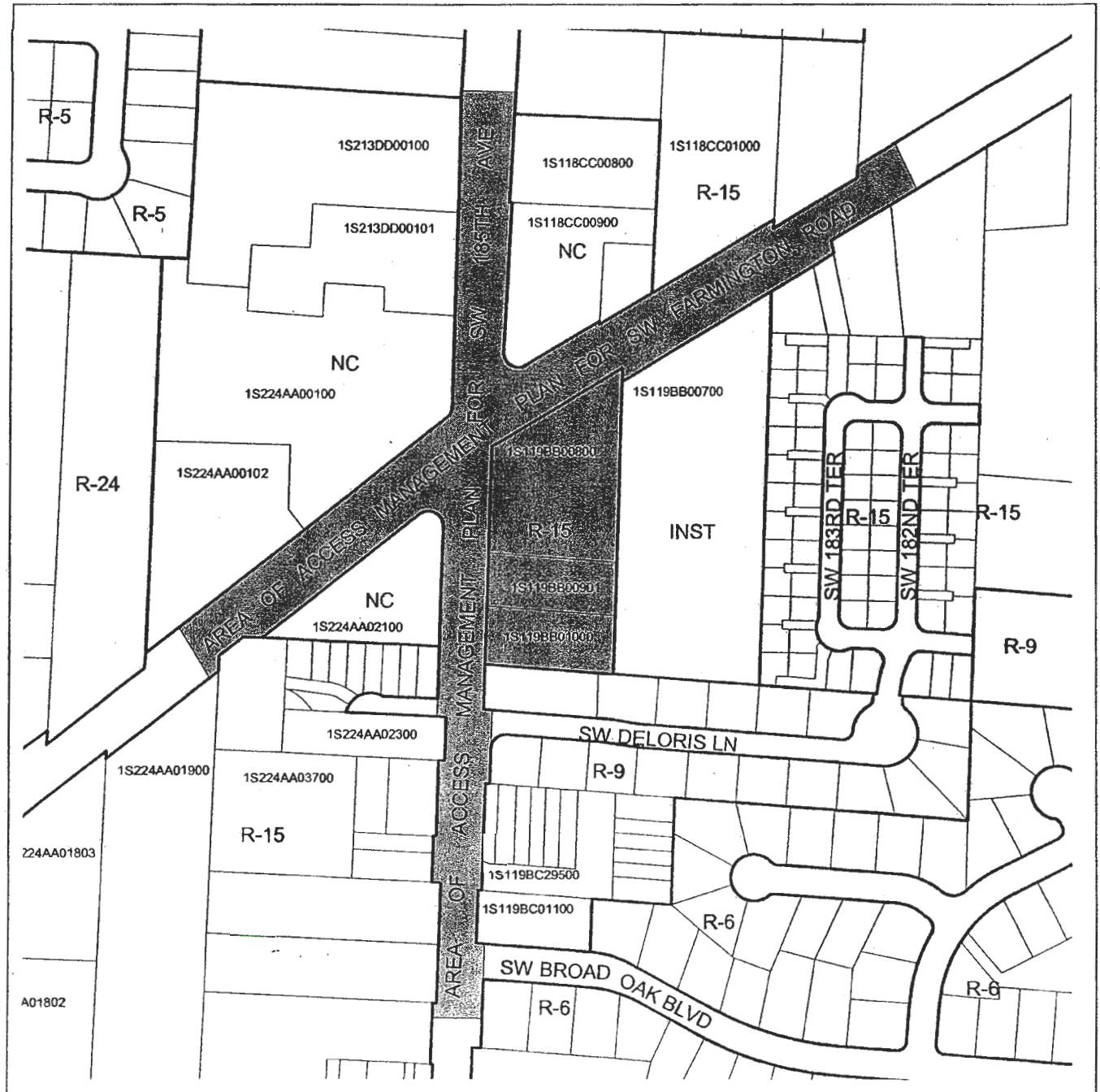
Staff Planner: Ross A. Van Loo, 503-846-3872

Attachments:

- A. - Vicinity Map
- B. - **Conditions of Approval**
- C. - Staff Report
- D. - Transportation Report
- E. - Appeal Information

ATTACHMENT A VICINITY MAP

TAX MAP/LOT NO. 1S1 19 BB 00800, 00901, 01000 CASE FILE NO. 12-185-AMP



NORTH



AREA OF CONSIDERATION

SCALE: 1" TO 250'

SITE & SURROUNDING LAND USE DISTRICTS:

R15 (Residential 12-15 units/acre)
INST (Institutional)
R9 (Residential 7-9 units/acre)
R6 (Residential 5-6 units/acre)
NC (Neighborhood Commercial)

REVIEW STANDARDS FROM CURRENT OR APPLICABLE ORDINANCE OR PLAN

- Washington County Comprehensive Plan
- Applicable Community Plan (See Front of Notice)
- Transportation Plan
- 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 Divisions & Lot Line Adjustments
 - ARTICLE VII, Public Transportation Facilities
- R & O 86-95 Traffic Safety Improvements
- ORD. NO. 738, Design and Construction Standards
- ORD. NO. 691-A & 729, Transportation and Development Tax

CONDITIONS OF APPROVAL

Note: No permits for public improvements, or building permits for site development shall be issued until such time as a subsequent land use decision for Development Review has been approved for commercial development of the site

I. PRIOR TO FINAL APPROVAL AND/OR ISSUANCE OF A BUILDING PERMIT FOR ANY DEVELOPMENT OF THE SITE THE APPLICANT/OWNER SHALL:

1. Coordinate with ODOT, determine the final location of the proposed access on SW Farmington Road, and construct the access on SW Farmington Road as a right-in/right-out/left-in only access. This site access will be shared with the existing church to the east. The existing access to the church shall be closed.
2. Construct the northern access on SW 185th Avenue as a right-in/right-out/left-in only access:
 - a. Construct a half pork-chop island and install a RIGHT TURN ONLY sign at the proposed access. The design shall effectively restrict vehicle movements to right in/right out/left in only. It is the applicant's responsibility to ensure that the access restrictions are adequate on SW 185th Avenue to restrict movements to right-in/right-out/left in only. Washington County will monitor the access to assure that it operates as a right-in/right-out/left in intersection. If it is found that there are a significant number of violations of the restricted turning movements or safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the driveway. This may require that the applicant retrofit additional traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval. If the retrofit(s) are unsuccessful the County reserves the right to further limit and/or close the access.
3. Install DO NOT ENTER signs at the southern access on SW 185th Avenue to restrict the access to exit only access.
4. Provide adequate intersection sight distance at all the proposed site accesses in accordance with the Washington County Community Development Code.
5. Establish continuous two-way left turn lane striping on SW 185th Avenue from 50 feet north of the Buddies Sports Bar access to 35 feet south of the access. Extend the storage length of the northbound left turn lane on SW 185th Avenue from the intersection with SW Farmington Road to 160 feet.

Casefile 12-185-AMP

Attachment B –Conditions of Approval

Page 2

6. Provide adequate illumination at both accesses on SW 185th Avenue. 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.
7. Close all existing accesses on SW Farmington Road and SW 185th Avenue, which serve the site.
8. Provide access easement to the church to the east for both the proposed accesses on SW 185th Avenue.

Attachment C STAFF REPORT

I. APPLICABLE STANDARDS

Washington County Comprehensive Framework Plan
Aloha-Reedville-Cooper Mountain Community Plan
Washington County Community Development Code:

1. Article II, Procedures:
 Section 202-2 (Type II Procedure)
 Section 207-5 (Conditions of Approval)
2. Article III, Land Use Districts:
 Section 305 (R-15 District)
3. Article IV, Development Standards:
 Section 404 (Master Planning)
4. Article V, Public Facility Standards:
 Section 501-8.5 (Access to County and Public Roads)

Washington County Transportation Plan

II. AFFECTED JURISDICTIONS

Washington County Dept. of Land Use and Transportation
Oregon Department of Transportation

III. FINDINGS

A. Background Information:

1. The applicant requests approval of an Access Management Plan for vehicular access to property at the southeast corner of the SW Farmington Road / SW 185th Avenue intersection. An Access Management Plan (AMP) is necessary because access to the site is not able to comply with Washington County Community Development Code (CDC) Section 501-8.5.B.4 which requires that accesses to Arterial streets be at least 600 feet apart. SW Farmington Road and SW 185th Avenue are identified as Arterial streets on the Washington County Transportation Plan. One access driveway (right in/right out/ left in) is proposed on SW Farmington Road. The final location of this access will either be located approximately 200 feet east of the intersection or directly opposite the Coin-Op Laundry/US Bank access. This proposed access will be shared with the existing church to the east and will replace the existing church access. Two accesses are proposed to SW 185th Avenue with the north access (right in/right-out/left in) located directly opposite the existing access to Buddies Sports Bar, and an out-only access located proximate to the south property line.

The applicant has submitted a request for a Plan Amendment to change the land use district plan designation from R-15 Residential to Community Business District (CBD). The traffic assumptions for the Access Management Plan are based on a reasonably typical use for properties in the CBD. The decision for the Plan Amendment will occur subsequent to the decision of the proposed Access Management Plan.

2. Two letters of comment were received prior to the writing of the staff report. One letter expressed concern about property taxes, an issue beyond the scope of this review. The second letter expressed concern about traffic impacts to nearby residential streets, but was neither in support of nor opposition to the proposal. Staff notes that this application relates to access to Arterial streets and will not impact nearby local streets.

B. Washington County Comprehensive Framework Plan:

There are no specific Plan policies or goals, which affect this request that are not implemented by the 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. Aloha-Reedville-Cooper Mountain Community Plan:

The site is located in the Farmington Road Corridor subarea. None of the Farmington Road Corridor Subarea Design Elements apply to the subject property.

The site is not located in an Area of Special Concern.

The site is not designated as a Significant Natural Resource.

The Community Plan is implemented by the Community Development Code. When built in conformance with the Conditions of Approval, the project will be in compliance with the Community Plan.

D. Washington County Community Development Code:

1. Article II, Procedure:

Section 202

Procedure Type and Determination of Proper Procedure

202-2

Type II

202-2.1

Type II land use actions are presumed to be appropriate in the district. They generally involve uses or development for which review criteria are reasonably objective, requiring only limited discretion. Impacts on nearby properties may be associated with

these uses which may necessitate imposition of specific conditions of approval to minimize those impacts or ensure compliance with this code

STAFF: This request is being processed via the Type II procedure as required by CDC 501-8.5.B.4.a.

207-5 Conditions of Approval

207-5.1 *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 any 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 will be imposed as necessary to ensure compliance with the standards of the Code and other County regulations and to mitigate any adverse impacts the proposal may have on the surrounding area.

2. Article III, Land Use Districts:

Section 305 R-15 District (Residential 15 Units Per Acre)

STAFF: The site is currently designated R-15. The purpose of this application is to determine the feasibility of an access location for the site based on the Access Management Criteria of CDC 501-8.5.C.3. As noted previously in this report, the applicant has submitted a request for a Plan Amendment to change the land use designation of the subject property from R-15 Residential to Community Business District. The assumptions for the Traffic Impact Analysis were based on a reasonably typical development pattern for properties in the Community Business District. Because the Plan Amendment has yet to be adjudicated, the current plan designation continues to apply. However, as this request is specifically associated with vehicular access, none of the standards of the R-15 District apply to this request.

3. Article IV, Development Standards:

Section 404 Master Planning

STAFF: The Master Planning section describes the site plans required for review of development proposals. Development of the property will not be approved until the applicant has received Plan Amendment approval and an application for Land Development is submitted. The purpose of the request is to approve the feasibility of an access location. Given the limited scope of review, the plans submitted and contained within the casefile are adequate.

4. Article V, Public Facilities and Services

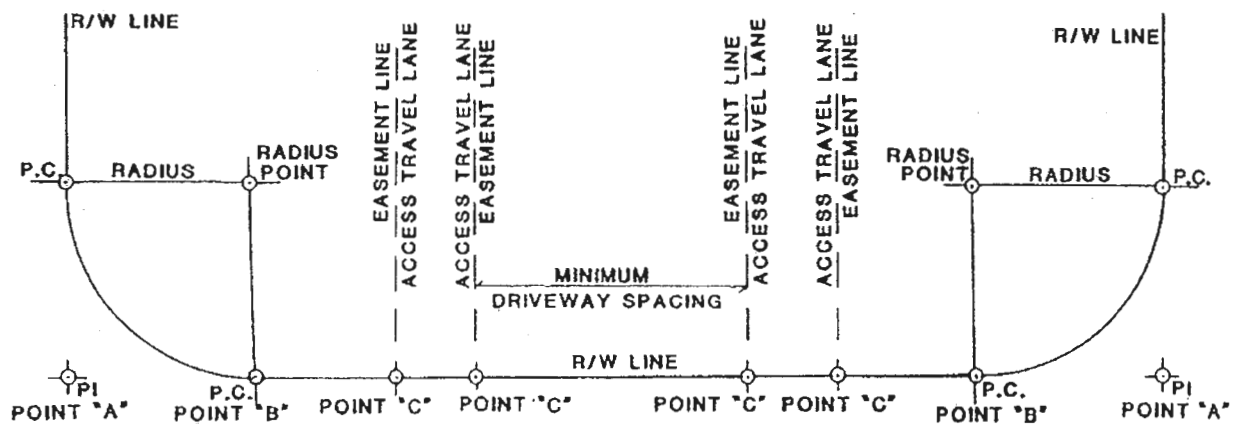
Section 501-8.5 Access to County and Public Roads

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

A. Roadway Access

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

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



B. Roadway Access:

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

(4) Arterials

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: As noted previously in this report, the proposed accesses to SW Farmington Road and SW 185th Avenue do not meet the 600 foot access spacing requirement and do not meet the requirement that access to an arterial be only from a collector or arterial. Access to a collector is currently unavailable to this site so the desired access hierarchy can not be met.

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 Traffic Engineering Division has reviewed the applicant's proposed Access Management Plan. Traffic Engineering's review is included in this report as Attachment D. Their review concludes that the Access Management Plan will maintain the classified function and integrity of SW Farmington Road and SW 185th Avenue subject to the construction of certain transportation improvements as identified in the Traffic Engineer's Memorandum.

E. Ordinance No. 524 - Uniform Road Improvement Standards:

STAFF: All required public improvements shall be designed and constructed in accordance with the approved road standards through the Facility Permit process. The findings and recommendations for transportation standards are found in the Transportation Report, and are incorporated as findings herein.

IV. SUMMARY & CONCLUSION:

The applicant has requested approval of an Access Management Plan for access to SW Farmington Road and SW 185th Avenue. Traffic Engineering has reviewed the proposal and has found that the Access Management Plan will maintain the classified function and integrity of SW Farmington Road and SW 185th Avenue subject to the improvements as outlined in the Traffic Engineering Division Memorandum. Based on the findings in this report and the materials in the casefile, this request for an Access Management Plan is hereby approved, subject to the Conditions of Approval contained in Attachment B.

Attachment D



WASHINGTON COUNTY, OREGON

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

DATE: July 23, 2012

TO: Ross Van Loo, Senior Planner

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

CC: Assurances, Gary Stockhoff, Traffic Analysis File #1494, C/File

RE: **REVIEW OF PROPOSED ACCESS MANAGEMENT PLAN
FARMINGTON/185TH SITE
WASHINGTON COUNTY**

This report examines the submitted Access Management Plan conducted for the Farmington/185th site development, which consists of a 14,550 square foot pharmacy and a 3,000 square foot fast food restaurant. The site is located on the southeast corner of the intersection of SW Farmington Road and SW 185th Avenue in Washington County. Currently there are three residential dwelling units on the subject site, which will be removed with the proposed development. One access driveway (right-in/right-out/left-in) is proposed on SW Farmington Road. The final location of this access will be either located approximately 200 feet east of the intersection of SW Farmington Road/SW 185th Avenue, or directly across from the existing Coin-Op Laundry/US Bank access. This proposed site access will be shared with the existing church to the east and will replace the existing access which serves the church. Two accesses are proposed on SW 185th Avenue with the north access (right-in/right-out/left-in) located directly across from the existing access to Buddies Sports Bar and an outbound only access located along the site south property boundary. Both SW Farmington Road and SW 185th Avenue are classified as an arterial by Washington County with a required minimum access spacing of 600 feet, and the access spacing between the proposed accesses on both SW Farmington Road and SW 185th Avenue and the existing accesses/streets falls below this county access spacing requirement. 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, "ACCESS MANAGEMENT PLAN, FARMINGTON/185TH SITE DEVELOPMENT, ALOHA, OREGON", Group Mackenzie, May 30, 2012. The findings and recommendations given below are based, in part, on information provided in the Access Management Plan.

It should be noted here that SW Farmington Road is under ODOT jurisdiction. This traffic staff report addresses the SW Farmington Road access only to meet the Washington County CDC requirements. The applicant needs to apply for ODOT final approval of any site access on SW Farmington Road.

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 an access on SW Farmington Road and two accesses on SW 185th Avenue. 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 both SW Farmington Road and SW 185th Avenue, Arterial, is 600 feet. None of the proposed accesses meet the access spacing standard. The submitted plan concludes that the proposed accesses on both SW Farmington Road and SW 185th Avenue will maintain the classified function and integrity of SW Farmington Road and SW 185th Avenue as an arterial.

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

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

The proposed Access Management Plan has been certified by a registered engineer in the state of Oregon. The study area in the plan extends from the proposed access on SW Farmington Road to a point approximately 600 feet east and 600 feet west of the proposed development property line and from the proposed accesses 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 report calculated that the proposed site will generate 187 and 252 total trips during the AM peak hour and PM peak hour respectively.

The report determined that the proposed access to SW Farmington Road will be restricted to right-in/right-out/left-in only access. The location of this proposed access will be located either approximately 200 feet east of the intersection of SW Farmington Road/185th Avenue or directly across from the existing access to Coin-Op Laundry and US Bank.

The report determined that two access driveways are needed on SW 185th Avenue to serve the site especially trucks. The northern driveway on SW 185th Avenue is located directly across from the Buddies Sports Bar access. This access will be restricted to right-in/right-out/left-in only access. The southern access, located along the south property boundary, is also needed to provide outbound access from the site.

The report determined that all the access/intersections within the influence area are expected to operate at an acceptable level of service during the weekday peak hours.

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

The Access Management Plan did not evaluate other feasible locations to locate the driveway accesses on either SW Farmington Road or SW 185th Avenue to meet the county access spacing standards because there is no alternative access to the site on either SW Farmington Road or SW 185th which can meet the county access spacing standards.

(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 recommended the following traffic/street improvements, as summarized in the following section.

RECOMMENDATIONS:

The submitted Access Management Plan is projected to maintain the function and integrity of SW Farmington Road and SW 185th Avenue subject to the following conditions:

1. Coordinate with ODOT, determine the final location of the proposed access on SW Farmington Road, and construct the access on SW Farmington Road as a right-in/right-out/left-in only access. This site access will be shared with the existing church to the east. The existing access to the church shall be closed.
2. Construct the northern access on SW 185th Avenue as a right-in/right-out/left-in only access:

- a. Construct a half pork-chop island and install a RIGHT TURN ONLY sign at the proposed access. The design shall effectively restrict vehicle movements to right in/right out/left in only. It is the applicant's responsibility to ensure that the access restrictions are adequate on SW 185th Avenue to restrict movements to right-in/right-out/left in only. Washington County will monitor the access to assure that it operates as a right-in/right-out/left in intersection. If it is found that there are a significant number of violations of the restricted turning movements or safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the driveway. This may require that the applicant retrofit additional traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval. If the retrofit(s) are unsuccessful the County reserves the right to further limit and/or close the access.
3. Install DO NOT ENTER signs at the southern access on SW 185th Avenue to restrict the access to exit only access.
4. Provide adequate intersection sight distance at all the proposed site accesses in accordance with the Washington County Community Development Code.
5. Establish continuous two-way left turn lane striping on SW 185th Avenue from 50 feet north of the Buddies Sports Bar access to 35 feet south of the access. Extend the storage length of the northbound left turn lane on SW 185th Avenue from the intersection with SW Farmington Road to 160 feet.
6. Provide adequate illumination at both accesses on SW 185th Avenue. 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.
7. Close all the existing accesses on SW Farmington Road and SW 185th Avenue, which serve the existing site.
8. Provide access easement to the church to the east for both the proposed accesses on SW 185th Avenue.

JZ:da



WASHINGTON COUNTY
Dept. of Land Use & Transportation
Current Planning Services
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2908
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ATTACHMENT "E "
TYPE (II)

CASEFILE : 12-185-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: 08/01/12 (Date Mailed) to 4:00 p.m. on 08/13/12 (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.



July 23, 2012

Thomas Rocca
Seven Hills Properties, LLC
88 Perry Street, Suite 800
San Francisco, CA 94107

RE: Transportation Oriented District Code Summary for Proposed Plan Amendment (Case File 12-222-PA)

Dear Tom,

Your pending application requests a plan amendment to the CBD district, but elects to follow many of the Transportation Oriented District (TO:RC) code requirements as they pertain to the design of the future development for the site (pharmacy and fast-food restaurant).¹ The proposed project will blend development standards from both the CBD and TO:RC zones, resulting in an attractive site that encourages all modes of transportation.

The purpose of this letter is to summarize the Transportation Oriented District Codes (TO:RC) that we are requesting be conditioned upon Case File 12-222 PA.

Exhibit 3b, of the Comprehensive Plan Map and Zone Change application, schematically illustrates the proposed future development which will include construction of two buildings, an approximately 15,000 square feet Pharmacy with drive-through and an approximately 3,000 square feet pad building with drive-through. Direct, straight-line pedestrian connections will link the main entrances of each building as well as provide access to the abutting right-of-ways, common open space and parking. These areas will be clearly marked and well-designed to ensure pedestrian safety and way finding. Both adjacent street right-of-ways will be improved with street trees and code compliant pedestrian walkways. Additionally, the SW Farmington right-of-way will be accented with two large pedestrian plazas (common open area) which will include a colonnade featuring decorative art and provide overhead pedestrian protection from the elements. The plazas will also include benches and pedestrian scale lighting to create an inviting and active street-front.

Each building will be constructed of high quality and durable materials that are compatible with both an urban environment and adjacent existing development. Stark and imposing

¹ Seven Hills requests that a condition of approval be imposed upon the plan amendment that requires the site to be developed in compliance with the TO:RC approval criteria listed on the attached table, which **updates and replaces** Exhibit 8 of the application.

Baysinger Partners Architecture

1006 SE Grand Ave., Suite 300
Portland, OR 97214
TEL: 503-546-1600
FAX: 503-546-1601
www.BaysingerPartners.com

building facades will be avoided through the use of articulation expressed by variation in materials as well as changes in material colors. Main entries and active business areas, with code compliant glazing, will be placed toward the right-of-ways; increasing visibility and safety for patrons on-site as well as providing "eyes on the street" visibility from within the development. With public areas presented towards the streets, utilitarian functions for each building will be located way from the right-of-ways and appropriately screened increasing vehicular and pedestrian safety as well as improving site aesthetics.

Parking for the development will meet many of the principles for the TO:RC district. Parking has been designed to be unobtrusive, use appropriate screening and landscaping, clearly define vehicular areas and minimize vehicular and pedestrian interaction to improve safety. Patron parking will be separated from both loading areas and drive-throughs by placing them on opposite sides of the buildings to further improve on-site safety.

None of the proposed site elements are required by the CBD zone, but Seven Hills has volunteered to incorporate these transit, pedestrian and design features into the project. To insure that the site is developed with the features envisioned by the applicant, Seven Hills requests that a condition of approval be imposed upon the plan amendment that requires the site to be developed in compliance with the TO:RC approval criteria listed on the attached table, which **updates and replaces** Exhibit 8 of the application.

We identified the TO:RC approval criteria that have been requested to apply to the site by designing the best possible development that balances transit, pedestrian and vehicles. We then analyzed all of the TO:RC approval criteria and determined which standards could be met on the site, and which standards were not attainable or not applicable. This letter summarizes the TO:RC standards that will apply to the site and an identification and explanation of those that cannot be met on the site.

TO:RC Development Standards Proposed for the Site

The TO:RC standards that are requested to be applicable to the site emphasize pedestrian orientation and aesthetics through a variety of standards, including circulation system design, emphasis on building facades, the provision of open space and enhanced lighting and landscaping. As described above, illustrated in Exhibit 3b and listed on the attached table (which updates and replaces Exhibit 8 to the application), Seven Hills request the following TO:RC development standards be conditioned.

- 375-7 Development Limitations for Permitted Uses in Transit Oriented Districts, 23.b (accessory outdoor seating)
- 431-1 Transit Oriented Design Principles, Standards and Guidelines, Intent and Purpose
- 431-4.2.D Circulation System Design, Design Standards 10 (circulation design) and 11 (pedestrian crossings)
- 431-5.1.B Streetscapes for Pedestrians, Standards 2 (street trees), 3 (underground utilities), 4 (minimum sidewalk widths) and 6 (pedestrian scale lighting)
- 431-5.2.B Building Entrance Standards 5 (minimum lighting levels), 6 (main entrance open during business hours) and 7 (sheltered entries)
- 431-5.3.B Building Facades Standards 1 (ground floor windows), 2 (transparent windows), 3 (minimum window areas), 6 (articulation), 7 (change in materials), 8 (durable quality materials), 9 (exterior lighting), and 10 (utilitarian functions screening)
- 431-6.1.B Parking Area Standard 2 (setback)

- 431-6.2.B Parking Area Design Standards 3 (perimeter landscaping), 4 (minimum parking landscape area), and 5 (cross property access)
- 431-7.1.B Common Open Space Standards 1 (common open space)
- 431-7.2.B Common Open Space Standards 1 (maintaining common open space), 2 (minimum size of common open space) and 4 (percentage of common open space)
- 431-7.3.B Open Space Design Standards 1 (amenities), 3 (lighting) and 5 (encroachments)
- 431-9.2 Landscaping Standards: minimum required area
- 431-10.2 Water Quantity/Quality Facilities Standards: location of non-vaulted systems
- 431-11.2 Signs
- 431-11.3 Exceptions to Sections 414-1 and 414-2 A (maximum area of façade mounted signs), B1 and B2 (ground mounted monument standards) and C (prohibited signs)

TO:RC Development Standards that are Not Applicable to the Site

TO:RC approval criteria that are not applicable to the site were excluded. For example, CDC 431-4.2.C includes design standards for blocks and E. includes standards for new street connections; both were excluded because the site is not a full block and no new street connections are proposed. The following standards are not applicable:

- 431-3 Definitions
- 431-4.2.C (Blocks), D(1)-(9) and (12)-(14) , and E (Circulation/Connections)
- 431-5.1.B Streetscapes for Pedestrians, Standards (5), (7)-(10)
- 431-5.2.B Building Entrances, Standards (2), (3) and (8)
- 431-5.3.B Building Facades, Standards (4), (5), (11) and (12)
- 431-6.1.B Parking Areas, Garages and Parking Structures Location, Standards (4), and (5)
- 431-6.2.B Parking Areas and Garage Design, Standards (1), (2), (6)-(8)
- 431-7.1.B Common Open Space Standards (2)-(3)
- 431-7.2.B Common Open Space Amount and Size Standards (3) and (5)
- 431-7.3.B Common Open Space Design Standards (2) and (4)
- 431-8 Transitions in Density
- 431-11.2. Sign Standards (B) (residential)
- 431-12 Peterkort Station Area Design Standards

TO:RC Development Standards that are NOT Proposed for the Site

While the project meets all of the principals for the TO:RC zone, for the reasons explained below, the following specific standards cannot be met and are therefore not requested to be imposed as conditions of approval:

- 375-8 Dimensional Requirements for Transit Oriented Districts
- 375-9 Density Requirements for Transit Oriented Districts
- 431-5.1.B standard 1 (frontage requirements) requires that a specific percentage of street frontage (50%) be occupied by building and 11 (building compatibility)
- 431-5.2.B(1) and (4) (Building Entrances), prohibits having a building entrance separated from the street by a vehicle area.
- 431-6.1.B Parking Area Standards 1 and 3 (location of parking area)
- 431-6.2.B Parking Area Design Standard 4(a)

Many of the standards that are not suggested as conditions discourage vehicle areas between a building and the street. It is not possible to attain this design objective on the site and still provide the vehicle circulation areas that are necessary for the success of the project, and also provide the proposed pedestrian amenities (i.e., the open space plaza). The proposed project will adhere to the CBD allowed setbacks and place the buildings back from the street frontage. The design will still meet the TO:RC principles and intents by placing the active portions of the buildings, main entry and windowed facades toward the streets. Direct, clearly marked pedestrian walkways will connect the right-of-way to these areas. The frontage on SE Farmington will retain the active and engaging pedestrian environment intended by the code through several large pedestrian plazas and the colonnade representation of building wall.

Section 431-6.1.B, Parking Area Standards 1 and 3 (surface parking locations), do not allow off-street parking between a building and street or within 40 feet of a corner. The proposed project will place parking to the side of both buildings; however, will include parking in front of the pharmacy, between the building and the street and within 40 feet of the corner. To increase on-site vehicular and pedestrian safety, parking and pedestrian areas were separated from the main vehicular drive aisle through site, drive-through traffic and loading areas. This provides the parking to the street side and front of the building allowing for the utilitarian functions to be placed interior to the site. Due to the sites narrow configuration this increased safety separation could not be adequately provided with both areas interior to the site.

Section 375-9 Density Requirements specify a minimum F.A.R. of .25. The proposed project will provide less than the required TO:RC F.A.R. in order to provide the required open space common areas, landscaping and pedestrian walkways required by the TO:RC standards as well as minimum required parking.

Section 431-6.2.B Parking Area Design Standard 4a (curbs and bumpers) prevents bumper overhang of landscape and walkway areas through the use of wheel stops. The proposed plan will include perimeter parking curbs and raised sidewalks, however, independent wheel stops will not be provided due to narrow site dimension, 20 foot right of way dedication and their impediment to easy cleaning of parking areas.

We have also suggested that Section 431-5.1.B standard (11) not apply because it requires individual buildings to be compatible with neighbors. Because the surrounding properties are not zoned transit oriented and the existing buildings have not been subject to transit oriented design standards, it is not appropriate to require compatibility.

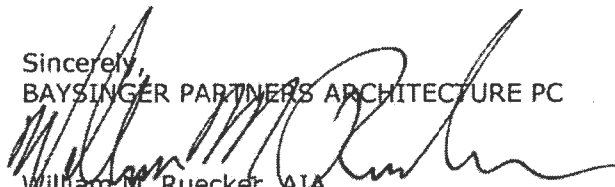
Potential Conflicts in CBD and TO:RC Standards Applicable to the Site

At this time, we do not anticipate that any of the TO:RC standards that we have requested apply to the site will conflict with the CBD requirements. However, in case a conflict arises in the future, we request that the conditions of approval specify that in the event of a conflict between the requirements of the TO:RC section and requirements of the CBD section, the requirements of the CBD section shall control, except any code provision specific to Section 418-3 (Corner Vision), 421 (Floodplain and Drainage), 422 (Significant Natural Resources) or 501-8.5 F. (Sight Distance).

The intent of the this project is to construct an aesthetically pleasing, highly functional and safe urban development through the combination of the CBD and TO:RC development standards as stated above; ensuring that the high quality development expected in Washington County continues with this project. We therefore trust that the outlined

conditions above will be to your satisfaction and look forward to your informed response in the near future.

Sincerely,
BAYSINGER PARTNERS ARCHITECTURE PC



William M. Ruecker, AIA
Principal

cc: File
Dana Krawczuk – Perkins Coie

TRANSIT ORIENTED DISTRICTS

375-7 Development Limitations for Permitted Uses in Transit Oriented Districts

23.b. Accessory outdoor seating related to the principal eating or drinking establishment use may be permitted, provided that the outdoor space is placed within a common open space. Sidewalks may be utilized for accessory outdoor seating if they meet the unobstructed width standards set forth in Section 4315.1B.(4) and approval is obtained from the Operations Division Manager. In addition, the area devoted to the accessory outdoor seating does not exceed:

1) an area greater than the equivalent of fifteen (15) percent of the dining, drinking, or both floor area; or

(2) seven-hundred and fifty (750) square feet.

TOD PRINCIPALS, STANDARDS AND GUIDELINES

431-1 Intent and Purpose

The following design principles, standards and guidelines shall be applied to the review of all development occurring in transit oriented districts, for those uses listed in Section 375.

Principles are the broad, fundamental rules upon which the standards and guidelines are based. All Type III applications for development in transit oriented districts shall demonstrate compliance with applicable principles and/or standards of this section. Standards are specific, usually quantitative, rules which development applications must comply with if processed through a Type I or II procedure. Guidelines are advisory statements that should be considered when designing a development in a transit oriented district, but are not mandatory. Because an application for a development may vary from a standard in this Section when the application demonstrates, through a Type III process, compliance with the related design principle, a variance or hardship variance pursuant to Section 435 shall not be granted from any standard in this Section.

431-4 Circulation System Design

431-4.1 Principals

A. Pedestrian routes in a transit oriented district shall, to the extent practicable, directly connect major activity centers (concentrations of employment and households, major public buildings and spaces, institutional uses and parks & common open spaces, and shopping areas) and transit stops, particularly light rail stations;

B. Block dimensions and perimeters shall be at an urban rather than a suburban scale

C. Provide accessways and greenways, as needed, to supplement pedestrian routes along pedestrian streets; and

D. Provide clearly marked and well-designed pedestrian street, driveway, loading area and surface parking lot crossings

431-4.2 Standards

D. Design

(10) Whether publicly or privately owned, a pedestrian street, accessway or greenway shall conform to the section design specified for its functional classification and remain accessible to the public at all times

TOD Analysis for Walgreens 185th and Farmington

Exhibit G
12-222-PA
Page 7 of 13

(11) Pedestrian crossings of streets, driveways, surface parking lots and loading areas shall be designed to be consistent with the provisions of Section 408.10.3B. In transit oriented districts, striping alone is not an acceptable way to identify connections

431-5 Streetscapes for Pedestrians

431-5.1 Streetscapes - Transit Oriented Districts

B. Standards

(2) Street trees are required on all pedestrian streets with an average spacing of no more than thirty (30) feet on center on both sides and two (2) to four (4) feet from back of curb. Street trees shall not be spaced or located so as to result in a violation of Section 418-3. Trees in the County right-of-way or in sidewalk easements shall be approved by the County as to size, quality, tree well design if applicable, and irrigation (see Section 407-7).

(3) All utility lines shall be underground but utility vault access lids may be located in the sidewalk area, provided that they are flush with the sidewalk and provide for a safe pedestrian walking surface during all types of weather

(4) Minimum sidewalk widths in Transit Oriented Districts shall be the widest identified by the Washington County Uniform Road Improvement Design Standards for the adjacent Special Area Street (as shown in the 2020 Transportation Plan, Figures 6 through 8), except for Special Area Commercial Streets. Special Area Commercial Streets shall have sidewalks that are a minimum of twelve (12) feet in width. On arterials within or adjacent to Transit Oriented Districts and which are designated as 'Boulevards' on the Regional Street Design Overlay Map in the 2020 Transportation Plan, the minimum sidewalk width shall be twelve (12) feet (see Technical Appendix B-8 of the 2020 Transportation Plan for typical roadway cross-sections).

(6) Pedestrian scale street lighting, such as that described in the county's Pedestrian Design Guidelines Booklet shall be provided along all pedestrian streets.

431-5.2 Building Entrances

The following principles and standards apply to building entrances in transit oriented districts:

A. Principles:

Provide for safe, convenient, direct and identifiable access for pedestrians between pedestrian streets, accessways, transit facilities, and adjacent buildings.

B. Standards:

(5) Minimum lighting levels shall conform to the standards as set forth in Section 415-4.

(6) For non-residential buildings, or non-residential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.

(7) All entries fronting a pedestrian route shall be sheltered with a minimum four (4) foot overhang or shelter.

431-5.3 Building Facades

The following principles, standards and guidelines apply to building facades in transit oriented districts:

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A. Principles:

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- (2) Developments shall be designed to encourage informal surveillance of pedestrian streets and other public spaces by maximizing sight lines between the buildings and the pedestrian street.
-
- (3) Ensure compatible building designs along a pedestrian street through similar massing (building facade height and width as well as the space between buildings) and frontage setbacks.
-
- (4) Avoid building designs that result in a street frontage with a uniform design style, roof line or facade treatment, which results in an uninteresting and unattractive pedestrian environment.
-
- (5) All new commercial, industrial, office, institutional, mixed use, and multifamily residential buildings shall, on any facade facing a pedestrian route, incorporate discernible architectural features, such as, but not limited to: cornices, bases, fenestration, fluted masonry, bays, recesses, arcades, display windows, unique entry areas or other architectural treatments for visual interest, to create community character and to promote a sense of pedestrian scale. The overall design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of itself, does not meet the requirements of this subsection
-
- (6) Lighting of a building facade shall be designed so that lighting complements the architectural design. Lighting shall not draw inordinate attention to the building.
-
- (7) All buildings, of any type, constructed within any transit oriented district, shall be constructed with exterior building materials and finishes that are of high quality to convey an impression of permanence and durability.
-
- (8) To balance horizontal features on longer facades, vertical building elements shall be emphasized
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B. Standards:

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- (1) Ground floor windows shall be provided on building facades facing a pedestrian route or common open space. Garage door windows shall not count towards compliance with this standard
-
- (2) Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.
-
- (3) Except as provided in Section 431-12, ground floor building facades along a pedestrian street in the TO:RC or TO:BUS Districts must contain unobscured windows for at least fifty (50) percent of the wall area and seventy-five (75) percent of the wall length within the first ten (10) feet of wall height. Required windows shall allow views in to lobbies or similar areas of activity, building entrances, or merchandise type displays. Lower window sills shall not be more than three (3) feet above grade except where interior floor levels prohibit such placement, in which case the lower window sill shall not be more than a maximum of four (4) feet above the finished exterior grade.
-
- (6) In all transit oriented districts, building frontages greater than two hundred (200) feet in length along pedestrian routes shall break any flat, monolithic facade by including architectural elements such as bay windows, recessed entrances, changes in materials, or other articulation so as to provide pedestrian scale to the ground floor.
-

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(7) Except as provided in Section 431-12, building facades along a pedestrian route in the TO:RC or TO:BUS Districts shall not have more than forty (40) linear feet of ground floor wall area without a change in materials or an eight (8) inch minimum vertical or horizontal wall relief.

(8) In all transit oriented districts, the exterior walls of building facades along pedestrian routes shall be of suitable durable building materials including the following: stucco, stone, terra-cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board & batten siding, articulated architectural concrete masonry units (CMU), or similar materials which are low maintenance, weather resistant, abrasion resistant and easy to clean. Prohibited building materials include the following: Plain, smooth, untextured concrete; plain, smooth untextured concrete block; corrugated metal; unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard); and similar quality, non-durable materials.

(9) No exterior lighting shall be provided above the second floor of buildings for the purpose of highlighting the presence of the building, except for facade sign lighting.

(10) Buildings and sites shall be organized to group the utilitarian functions away from the public view. Delivery and loading operations, mechanical equipment (HVAC), trash compacting/collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping. The visual and acoustic impacts of these functions, along with all wall or ground-mounted mechanical, electrical and communications equipment shall be out of view from adjacent properties and public pedestrian streets. Screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building and primary landscaping. The visual and acoustic aspects of roof-mounted equipment, vents and chimneys shall be minimized by placing equipment behind parapets, within architectural screening, roof-top landscaping, or by using other aesthetically pleasing methods of screening and deadening the sound of such equipment.

431-6 Parking Areas, Garages and Parking Structures

431-6.1 Location

A. Principles:

Off-street surface parking lots shall be located to the side or rear of buildings, other than single family residences, that front on pedestrian streets where onstreet parking is allowed. Parking at mid-block or behind buildings is preferred. Exceptions to this principle may be appropriate for uses that require new buildings to be clustered near existing groups of buildings located away from a pedestrian street, such as expansions of a campus development.

B. Standards:

(2) Garages and off-street parking areas shall be set back at least five (5) feet from adjacent primary building facades.

431-6.2 Parking Area and Garage Design:

A. Principles:

(1) Garages, parking structures and off-street surface parking areas shall be designed to be as unobtrusive, and as attractive in appearance, as possible.

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(2) There shall be low bushes or a low wall or berm at the perimeter of surface parking lots to reduce their visibility from the surrounding area. Barriers around the perimeter of a parking lot shall not be so high, however, that it becomes a safety or security problem.

(3) Trees shall be used extensively at the perimeter and in the interior of surface parking lots to break up large parking areas and provide shade

(4) Accessways through surface parking lots shall be clearly identified through the use of: different paving materials, grade separation, or landscaping, pedestrian-scale lighting, and be as short as practicable.

B. Standards:

(3) Surface parking areas shall provide perimeter parking lot landscaping adjacent to a pedestrian street which meets one of the following standards:

(a) A five (5) foot wide planting strip between the right-of-way and the parking area. The planting strip may be pierced by pedestrian accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six (36) inches or more than forty-two (42) inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles exiting the parking lot; or

(b) A solid decorative wall or fence thirty-six (36) inches to forty-two (42) inches in height parallel to and not nearer than two (2) feet from the right-of-way line. The area between the wall or fence and the pedestrian street line shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles exiting the parking lot.

Perimeter landscaping shall not be required where two (2) parking lots using a common driveway are joined by a common circulation aisle or other traffic area. Landscaping may be reduced or eliminated adjacent to landscaped open space in order to transition the open space landscaping into the parking area and afford better access between the two areas.

(4) Surface parking areas shall provide interior landscaping which meets the following standards:

(b) Landscaping shall be installed within planting bays, and in any other area where parking stalls, circulation aisles, driveways, or pedestrian movements would not be precluded by the landscaping. Landscaping around and within surface parking areas shall not be less than ten (10) percent of the total area of the parking area (see Section 407 for

(5) Except in residential areas, parking associated with new development shall be designed to the extent practicable to connect with auto parking areas on adjacent sites to eliminate the necessity of utilizing the pedestrian street for parallel movements.

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431-7 Common Open Space

431-7.1 Location

A. Principles:

(1) Common open spaces shall be located within walking distance of all those living, working and shopping in transit oriented areas.

(2) Common open spaces shall be easily and safely accessed by pedestrians and bicyclists.

(3) For security purposes, common open spaces shall be visible from nearby residences, stores, a pedestrian route and/or pedestrian street or offices.

(4) Common open space shall be available for both passive and active use by people of all ages.

B. Standards:

(1) Common open space shall be located within all residential and all mixed residential/non-residential developments with four or more dwelling units, as well as all non-residential developments on sites exceeding one-half acre. Alternatively, common open space for a development may be located within thirteen hundred (1,300) feet walking distance of the development. However, if common open space for a residential development is located off-site, it shall be unnecessary to cross an arterial street to gain access to the site.

431-7.2 Amount and Size

A. Principles:

(1) Common open spaces may vary in size depending on their function and location.

(2) The total amount of common open space provided in a transit oriented community shall be adequate to meet the needs of those projected (at the time of build-out), to live, work, shop and recreate there.

B. Standards:

(1) All residential developments of four (4) or more dwelling units, and all nonresidential or mixed-use developments, shall be required to reserve, improve and establish commitments to maintaining common open space.

(2) Any common open space shall be at least four hundred (400) square feet in area, and shall be able to encompass a square area at least twenty (20) feet wide and twenty (20) feet long.

(4) Common open space in a mixed use and non-residential development shall equal at least two (2) percent of the development site's total acreage after netting out those portions of the site within areas listed under CDC Section 300-3.1.

431-7.3 Open Space Design

A. Principles:

(1) Common open spaces in transit oriented communities shall be designed to accommodate a variety of activities and users ranging from active play by children to passive contemplation by adults, but shall generally be able to accommodate a relatively intensive level of use. They shall be pedestrian friendly, with amenities such as benches, directional signs, water fountains, and good lighting. They shall be attractive and interesting, with good landscaping and possibly public art or a water feature. And they shall be safe places to be at any time of day.

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B. Standards:

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- (1) Common open spaces shall include at least two (2) of the following improvements:
 - (a) A bench or benches for seating;
 - (b) Public art such as a statue;
 - (c) A water feature such as a fountain;
 - (d) A children's play structure including a swing and a slide;
 - (e) A gazebo;
 - (f) Picnic tables with a barbecue;
 - (g) An indoor or outdoor sports court for one or more of the following: tennis, basketball, volleyball, badminton, racquetball, handball/paddleball; or
 - (h) An indoor or outdoor swimming and/or wading pool suitable for children to use.
 - (3) For security purposes, all common open spaces shall be adequately illuminated during hours of darkness.
 - (5) Common open spaces shall be free from all structural encroachments (i.e., roof overhangs, awnings and other architectural features) of structures on abutting properties.
-

431-9 Landscaping

Well-designed and located landscaping can soften the edges of buildings and paving, add aesthetic interest and generally increase the attractiveness of a community. The following principles, standards and guidelines apply to landscaping in transit oriented districts.

431-9.1 Principles:

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- A. The size of the landscaped area on a development site in a transit-oriented community shall be in inverse proportion to the density of development on the site.
 - B. Landscaping shall primarily be located to serve as a screen or buffer for or to soften the appearance of unattractive structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces
-

431-9.2 Standards:

No minimum landscaping standard shall be set as a percentage of a development site. Landscaping may be required, however, in conjunction with parking lot design (see Section 431-6.2), building design or the provision of common open space.

431-9.3 Guidelines:

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- A. Stormwater detention facilities may be incorporated into landscapes (see Section 431-10.1).
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431-10 Water Quantity/Quality Facilities

Water quantity/quality facilities are necessary elements of the urban landscape in Washington County, but their location and appearance can influence the attractiveness of a community. The following principles and standards apply to water quantity/quality facilities in transit oriented districts.

431-10.1 Principles:

Stormwater detention and treatment facilities shall be integrated into the design of a development site and, if visible, shall appear as a component of the landscape rather than as a utility element. If practicable and acceptable by to the Clean Water Services, such facilities shall be consolidated to serve multiple developments in a location away from the center of the community.

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431-10.2 Standards:

Non-vaulted surface stormwater detention and/or treatment facilities shall not be located between a pedestrian street and the front of an adjacent building.

431-11 Signs

The principles and standards of Sections 431-11.1 and 431-11.2 below shall apply to all permitted signage within transit oriented districts. Exceptions to these standards are designated in Section 431-11.3.

431-11.1 Principles:

A. Signs in transit oriented district communities shall be located and scaled to the function of the pedestrian street on which they front.

B. Signs within any transit-oriented district shall be consistent with the visual quality and aesthetics of the surrounding neighborhood.

C. Signage must be of high quality in design and materials.

D. Signage shall be consistent throughout a development.

E. Signage attached to a building shall complement the building's character (e.g., wall signs shall avoid covering building columns).

431-11.2 Standards:

A. In the TO:BUS and TO:RC Districts, the standards of Article IV - Section 414-2 shall apply, except as noted in Section 431-11.3.

431-11.3 Exceptions to Sections 414-1 and 414-2

A. Façade-mounted, non-residential signs shall not exceed five (5) percent of the area of the façade upon which it is mounted, up to a maximum of two hundred (200) square feet per façade or four hundred (400) square feet per building.

B. Ground-mounted monuments or site entry markers up to fifteen (15) feet in height may be approved subject to the following:

(1) Total area and volume of the portion of the monument or marker incorporating sign letters shall not exceed forty-five (45) square feet or ninety (90) cubic feet; and

(2) Position of the monument or marker shall not obscure roadway visibility or result in potential traffic hazard(s) as may be determined by the County Engineer.

C. Prohibited signs:

(1) Free-standing signs (e.g., pole-mounted signs) as defined in Section 106193.4;

(2) Signs with moving or flashing lights;

(3) Signs with exposed electrical conduits, ballast boxes, or other equipment;

(4) Signs incorporating audible or odor-producing elements;

(5) Roof-mounted signs; and

(6) Other signs prohibited under Article IV Section 414.



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DEPT OF

AUG 28 2012

LAND CONSERVATION
AND DEVELOPMENT

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