



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

05/11/2012

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 002-12

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. 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: Friday, May 25, 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: Steve Kelley, 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

DATE STAMP

DEPT OF

MAY 08 2012

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: **Washington County**

Local file number: **12-098-PA**

Date of Adoption: **5/2/2012**

Date Mailed: **5/4/2012**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date:

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Changes the existing land-use designation on the Cedar Hills – Cedar Mill Community Plan from R-5 Residential (4-5 units per acre) to R-15 Residential (12-15 units per acre) for a 0.73 acre parcel developed with 8 multi-family residential units (2-duplexes and a four-plex).

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

Plan Map Changed from: **R-5**

to: **R-15**

Zone Map Changed from:

to:

Location: **N.E. corner of SW Jenkins Rd. and SW Edgemoor Ave.**

Acres Involved: **0**

Specify Density: Previous: **5 units per acres**

New: **15 units per acre**

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
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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. 002-12 (19254) [17030]

DLCD file No. _____

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

Local Contact: **Steve D. Kelley**

Phone: (503) 846-3593 Extension:

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

Fax Number: 503-846-4412

City: Hillsboro

Zip: 97124

E-mail Address:

steve_kelley@co.washington.or.us

ADOPTION SUBMITTAL REQUIREMENTS

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

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

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

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

<http://www.oregon.gov/LCD/forms.shtml>

Updated December 30, 2011

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BEFORE THE PLANNING COMMISSION
FOR WASHINGTON COUNTY, OREGON

In the Matter of a Proposed Plan)
Amendment: Casefile 12-098-PA)
for David Richenstein)
RESOLUTION AND ORDER
No. 2012-1

This matter having come before the Washington County Planning Commission
(Commission) at its meeting on May 2, 2012; and

It appearing to the Commission that the above named applicant applied to Washington
County for a Plan Amendment to change the plan designation for certain real property described in
the Notice of Public Hearing, (Exhibit "A"), attached and incorporated herein, from R-5
Residential (R-5) to R-15 Residential (R-15); and

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

On May 2, 2012, the Commission opened the public hearing, at which time the Planning
Commission Chairman noted the request for expedited hearing on casefile 12-098-PA and
described the conditions that must be met in order for the Commission to conduct an expedited
hearing; and

It appearing to the Commission that all of the expedited hearing conditions had been met,
and noting the Staff recommendation for approval of casefile 12-098-PA, and

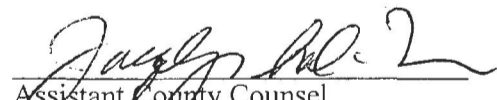
It appearing to the Commission that the findings in the Staff Report in Exhibit "B" attached
and incorporated herein, and in the Application (Exhibit "C") attached and incorporated herein,
constitute appropriate findings demonstrating that the request for Plan Amendment as set forth in
Casefile 12-098-PA does meet the requirements of the Comprehensive Framework Plan for the
Urban Area for such a Plan Amendment; and should be adopted by the Commission; it is therefore

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RESOLVED AND ORDERED that Casefile No. 12-098-PA for a Plan Amendment for property described in Exhibit "A" is hereby APPROVED. The Commission further adopts the findings in Exhibit "B" as referenced herein and as summarized in the Summary of Decision (Exhibit "D") attached and incorporated herein.

7 votes Aye, 0 votes Nay.

APPROVED AS TO FORM:


Assistant County Counsel
for Washington County, Oregon

PLANNING COMMISSION FOR
WASHINGTON COUNTY, OREGON


CHAIRMAN


RECORDING SECRETARY



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

NOTICE OF PUBLIC HEARING

PROCEDURE TYPE III

CPO: 1

COMMUNITY PLAN: Cedar Hills – Cedar Mill

EXISTING LAND USE DISTRICT(S):
R-5 (Residential – 5 units per acre)

PROPOSED PLAN AMENDMENT:

Change the current R-5 District (Residential – 5 units per acre) to R-15 (Residential – 15 units per acre)

Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on: **May 2, 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:

Steve Kelley, Senior Planner

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

CASE FILE NO.: 12-098-PA

APPLICANT:

DAR Properties
David Richenstein
P.O. Box 69596
Portland, OR 97239

APPLICANT'S REPRESENTATIVE:

Michael Connors
Hathaway, Koback, Connors LLP
520 SW Yamhill St., Suite 235
Portland, OR 97204

CONTACT PERSON: Mike Connors

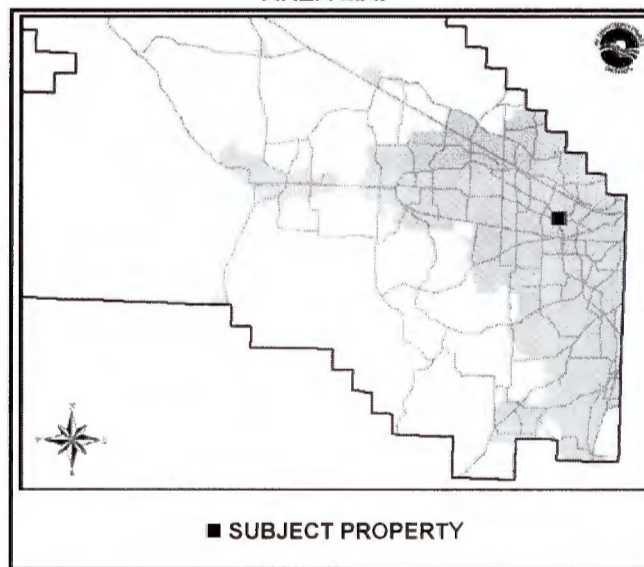
OWNER:

David Richenstein
P.O. Box 69596
Portland, OR 97239

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S1-09AC
TAX LOT NO(S): 2000
SITE SIZE: 0.73 Acres
ADDRESS: ~13023 to 13085 SW Jenkins Rd.
LOCATION: Beaverton, OR 97005

AREA MAP



NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER:

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

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

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

RULES OF PROCEDURE

1. The staff will summarize the applicable substantive review criteria.
2. A summary of the staff report is presented.
3. The applicant's presentation is given.
4. Testimony of others in favor of the application is given.
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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: Steve Kelley, Senior Planner, Department of Land Use and Transportation, at (503) 846-3519.

Tax Map: 1S109AC, Tax Lot 2000
Case File Number: 12-098-PA



Legend: Area of Consideration

Applicable Land Use Districts:

R-5

R-15

Applicable Goals, Policies & Regulations:

- A. Washington County Urban Plan Policies: 1.f.1, 2, 8, 21,22,23,32 & 40
- B. Washington County Cedar Hills – Cedar Mill Community Plan Overview
- C. Washington County Community Development Code Article III, Sections 302 (R-5) and 305 (R-15)
- D. OAR 660-012-0060 – Transportation Planning Rule
- E. Washington County Transportation Plan Policies 1, 2, 5, 6,10,12, 14, and 15
- F. Metropolitan Housing Rule – (OAR 660-007)
- G. Metro Regional Urban Growth Management Functional Plan Policies



WASHINGTON COUNTY
DEPARTMENT OF LAND USE AND TRANSPORTATION
PLANNING DIVISION
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NOTICE OF PUBLIC HEARING

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CASE FILE NO.: 12-098-PA

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DAR Properties
David Richenstein
P.O. Box 69596
Portland, OR 97239

APPLICANT'S REPRESENTATIVE:

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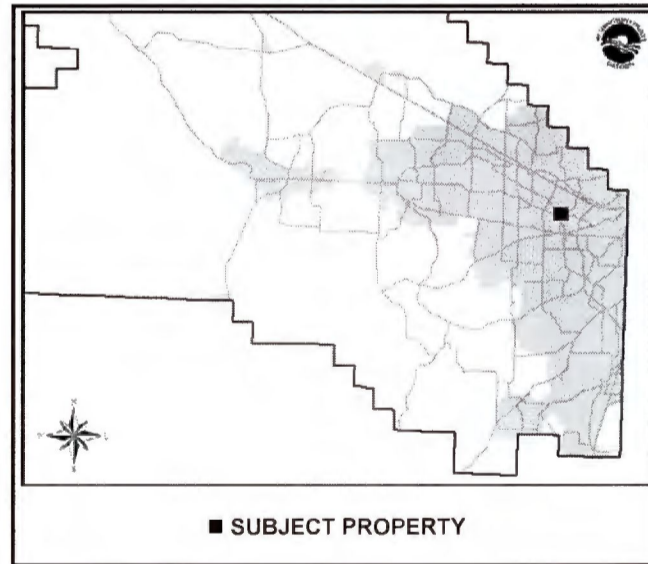
OWNER:

David Richenstein
P.O. Box 69596
Portland, OR 97239

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S1-09AC
TAX LOT NO(S): 2000
SITE SIZE: 0.73 Acres
ADDRESS: ~13023 to 13085 SW Jenkins Rd.
LOCATION: Beaverton, OR 97005

AREA MAP



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

Tax Map: 1S109AC, Tax Lot 2000
Case File Number: 12-098-PA



Legend: Area of Consideration 

Applicable Land Use Districts:

R-5

R-15

Applicable Goals, Policies & Regulations:

- A. Washington County Urban Plan Policies: 1.f.1, 2, 8, 21,22,23,32 & 40
- B. Washington County Cedar Hills – Cedar Mill Community Plan Overview
- C. Washington County Community Development Code Article III, Sections 302 (R-5) and 305 (R-15)
- D. OAR 660-012-0060 – Transportation Planning Rule
- E. Washington County Transportation Plan Policies 1, 2, 5, 6,10,12, 14, and 15
- F. Metropolitan Housing Rule – (OAR 660-007)
- G. Metro Regional Urban Growth Management Functional Plan Policies



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 & RECOMMENDATION

CASEFILE NO.: 12-098-PA

APPLICANT & OWNER:

David Richenstein
P.O. Box 69596
Portland, OR 97239

APPLICANT'S REPRESENTATIVE:

Mike Connors
Hathaway, Koback, Connors
520 SW Yamhill – Suite 235
Portland, OR 97204

ASSESSOR MAP NO.: 1S1 09AC

TAX LOT NO(S): 2000

PROCEDURE TYPE: III

COMMUNITY

CPO: 1 PLAN: Cedar Hills – Cedar Mill

EXISTING LAND USE DISTRICT(S):

R-5 Residential (5 units per acre)

SITE SIZE: 0.73 acres

ADDRESS: 13023 to 13085 SW Jenkins Rd.,
Beaverton, OR 97005

LOCATION: Northeast corner of SW Jenkins Rd. and
SW Edgemoor Ave.

REQUEST: Remove the R-5 Residential plan designation and designate the property R-15

Casefile No. 12-098-PA

Staff Report for the May 2, 2012 Planning Commission Hearing

I. APPLICABLE REGULATIONS:

- A. LCDC Statewide Planning Goals 1, 2, 10, and 12
- B. Transportation Planning Rule (OAR 66-012-0060)
- 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, 8, 18, 21, 22, 23, 32, and 40
- F. Washington County Transportation Plan Policies 1, 2, 5, 6, 10, 12, 14 and 15
- G. Cedar Hills – Cedar Mill Community Plan: Overview and General Design Elements 5 and 10.

Casefile No. 12-098-PA
Staff Report for the May 2, 2012 Planning Commission Hearing
April 18, 2012
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H. Washington County Community Development Code:

1. Article III, Land Use Districts
 - Section 302 R-5 Residential District
 - Section 305 R-15 Residential District

II. AFFECTED JURISDICTIONS AND AGENCIES:

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

III. FINDINGS

1. General

Applicant: See Section 3 of the applicant's narrative.

Staff: The applicant is requesting that the current R-5 Residential plan designation for a 0.73 acre tax lot (1S1 09AC – 02000) be changed to R-15 Residential in order to bring the existing multi-family use of the property into conformance with Community Development Code standards.

Land Use History: The property currently supports eight multi-family dwelling units in three separate buildings (2 duplexes and one four-plex) constructed in 1964. In 1964 the subject property was comprised of four separate tax lots (1S1 09AC tax lots 2000, 2100, 2200 and 2300) and was zoned A-2 – an apartment zone allowing housing densities up to twenty units per acre. Under the A-2 designation the subject tax lots could have supported up to 14 multi-family units. In 1970, the original four tax lots were consolidated by the County Tax Assessor's Office into a single lot (Tax lot 2000) supporting the three separate structures.

In 1981, the property was rezoned to RU-20 – an urban residential district similar to the A-2 zone allowing up to 20 units per acre. In 1983 the property was rezoned to R-5. This final rezoning was enacted through the adoption of the Cedar Hills – Cedar Mill Community Plan (D-Engrossed Ordinance 265, adopted June 28, 1983).

The 1983 rezoning of the subject property rendered the existing multi-family units as non-conforming under the standards of the R-5 plan district (CDC Section 302). The R-5 district allows a maximum of five units per acre, only allows duplexes through a 'Planned Development' and does not allow more than two attached units per structure on sites under two acres (CDC 430-13.1). The current non-conforming status would not permit the reconstruction of the eight units on the subject site if more than 70% of the appraised value were lost due to physical damage to the buildings. Under the R-5 designation, the maximum allowable density for replacement structures on this 0.73 acre site would be four units. The maximum permitted

Casefile No. 12-098-PA
Staff Report for the May 2, 2012 Planning Commission Hearing
April 18, 2012
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density in the R-5 district is five dwelling units per acre. The density of the existing development on the property is 10.96 units per acre. Under the proposed R-15 district standards, up to eleven (11) units would be permitted on the subject site.

Staff has researched the zoning history of the subject site and was unable to find evidence supporting the down zoning from RU-20 to R-5. As discussed under section 6.1.f.1 below, staff believes that the R-5 designation was likely applied in error.

Property Description: The property is located on the northeast corner of SW Jenkins Road and SW Edgemoor Avenue in unincorporated Washington County and is located approximately 860 feet west of SW Cedar Hills Blvd. The property is further identified as tax lot 2000 on tax map 1S109AC. As noted above, the property is currently fully developed.



Neighboring Properties: The property abuts lands designated R-5 to the north and west. Lands to the east and across Jenkins Rd. to the south are within the City of Beaverton and are designated Community Service Commercial. All surrounding properties are currently developed.

The R-5 lands along the northern boundary of the property currently support single family detached homes built in 1960. The R-5 lands to the west (across SW Edgemoor Ave.) include single family homes and duplexes (fronting SW Jenkins Rd.) built in 1960 to 1961. The

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Staff Report for the May 2, 2012 Planning Commission Hearing
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commercial lands along the eastern boundary of the property support retail and service commercial uses and the commercial lands to the south (across Jenkins Rd.) currently support a day-care center.

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

2. 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*.

3. The State Transportation Planning Rule (TPR) (OAR 660-012-0060) Plan and Land Use Regulation Amendments, states:

“(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

Applicant: See Section 3, pages 9 and 10 of the applicant's narrative.

Casefile No. 12-098-PA
Staff Report for the May 2, 2012 Planning Commission Hearing
April 18, 2012
Page 5 of 20

Staff: Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a 'reasonable worst-case development' of a site under current and proposed land use designations. A 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site over the planning horizon of the adopted Transportation Plan (i.e., through year-2020).

The applicant provided a reasonable worst case analysis of potential impacts to the transportation system based upon assumed redevelopment of the subject site at maximum allowable density under the R-15 Designation. According to the traffic analysis, the subject site, under the proposed plan designation, would generate approximately 74 Average Daily Trips (ADT) on the nearby roadway system. The analysis also determined that under the proposed plan designation, the site would generate only 2 net new trips in the PM peak period (up to 20 ADT).

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. The county's performance measures identify a V/C ratio of 0.99 (LOS E) as the minimum acceptable threshold. For this plan amendment, the intersection performance of SW Jenkins Road/SW Cedar Hills Boulevard and SW Jenkins/SW Hocken Avenue are considered. Evaluation and traffic analysis of unsignalized intersections is not required by the 2020 Transportation Plan.

Staff concurs with the applicant's engineer that the proposal will not require any changes in functional classifications of roadways that are part of the surrounding transportation network or standards implementing a functional classification system. Although the applicant did not provide a detailed performance analysis of the nearest signalized intersections (SW Jenkins Road/SW Cedar Hills Boulevard and/or SW Jenkins Road/SW Hocken Avenue), in staff's professional opinion the addition of 2 PM peak hour trips will not result in the degradation of performance of either intersection to fall below the minimum acceptable threshold. Impacts to the transportation system associated with the proposed plan amendment will therefore comply with the adopted performance criteria found in the 2020 Transportation Plan.

Based on the findings above, staff concludes that the proposed plan amendment will be consistent with the applicable requirements of Section -0060 of the State Transportation Planning Rule as well as the performance requirements from Table 5 of Washington County's 2020 Transportation Plan.

4. The Metropolitan Housing Rule (OAR 660-007) states:

"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

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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.

Applicant: See Section 3, page 11 of the applicant's narrative.

Staff: The Metropolitan Housing Rule requires that the county maintain plan designations that allow for at least fifty (50) percent of the housing as attached housing units. The existing eight units on the subject site are multi-family 'attached' dwellings. Maintaining the existing R-5 Plan designation on the subject property could lead to a loss of attached units if the existing structures were damaged or destroyed.

Approval of the plan amendment would support the continuance of attached dwellings on this site and improve the county's opportunity to 'allow' "at least fifty (50) percent of the housing as attached housing units". As well, approval of this Plan amendment would help "...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."

5. Urban Growth Management Functional Plan

Section 3.07.830.A. of Title 8 of Urban Growth Management Functional Plan (UGMFP) requires that "After one year following acknowledgement of a Functional Plan requirement, cities and counties that amend their comprehensive plans and land use regulations shall make such amendments in compliance with the new Functional Plan requirement.

1) Title 1, Housing Capacity, states:

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

Applicant: See Section 3, page 10 of the applicant's narrative.

Staff: Under the current designation, a maximum residential density of 5 units per acre is allowed. If the existing units were destroyed, the maximum allowable number of replacement units would be four (0.73 acres x 5 = 3.65). Maintaining the current plan designation could potentially result in an overall loss of four units of housing capacity in Washington County. Approval of this plan amendment would support the long-term maintenance of the housing capacity on the subject property and help to ensure no loss of needed housing capacity.

2) Title 3, Water Quality and Flood Management, states:

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“TO PROTECT THE BENEFICIAL WATER USES AND FUNCTIONS AND VALUES OF RESOURCES WITHIN THE WATER QUALITY AND FLOOD MANAGEMENT AREAS BY LIMITING OR MITIGATING THE IMPACT ON THESE AREAS FROM DEVELOPMENT ACTIVITIES AND PROTECTING LIFE AND PROPERTY FROM DANGERS ASSOCIATED WITH FLOODING.”

Applicant: See Section 3, page 11 of the applicant's narrative.

Staff: The subject property is not located within a designated water quality or flood management area. Mitigation of impacts on local drainage facilities and streams would be required of any proposed future increase in the number of housing units or redevelopment on the subject site. These requirements will continue to protect local water quality as new development occurs.

3) Title 6, Centers, Corridors, Station Communities and Main Streets states:

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

Applicant: See Section 3, page 11 of the applicant's narrative.

Staff: Although Title 6 is no longer a local government compliance requirement, it does provide incentives and support appropriate development in key 2040 geographic areas (Centers, Corridors, Main Streets and Stations Communities).

The subject property is not located within a Center, Corridor, Main Street or Station Community. However, it is located within close proximity (approximately 600 feet) of a designated Corridor (SW Cedar Hills Blvd.). The existing multi-family housing units are within reasonable walking distance of established transit services as well as a variety of existing office and retail businesses along this corridor. As currently developed, the subject site is supportive of the intent and purpose of Title 6.

4) Title 7, HOUSING CHOICE

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.

Applicant: See Section 3, page 11 of the applicant's narrative.

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Staff: The focus of Title 7 is on maintaining and improving the supply of affordable housing throughout the region. The applicant has indicated that the existing development on the subject site provides eight units of affordable market rate multi-family rental housing. Approval of this plan amendment would allow a minimum of eight units of housing to be maintained on the subject site. The proposed plan amendment is consistent with the intent of Title 7.

6. 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

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

Applicant: See Section 3, pages 1 through 3 of the applicant's narrative.

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

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

- 1. A mistake in the current designation such that it probably would not have been placed on the property had the error been brought to the attention of the Board during the adoption process.**

Applicant: See Section 3, pages 2 and 3 of the applicant's narrative.

Staff: When analyzing a request under this plan policy an emphasis is placed on attempting to determine whether the existing plan designation was not appropriately applied to the subject site at the time of plan adoption. In researching the history of the subject site, staff found that the subject site, as well as all properties to the west of the subject site fronting SW Jenkins Road and located within the 'Ridgeview Manor Addition to Cedar Hills' subdivision, had been zoned A-2 (an apartment / multi-family zone allowing up to 20 units per acre). At that time, the subject site was developed with the currently existing eight housing units (constructed in 1964). As discussed under the land use history section above, the subject site was rezoned in 1981 to RU-20 (an Urban Residential district allowing up to 20 units per acre). The 1983 change to R-5 was a significant departure from the zoning that had been on the subject site for over 20 years.

An additional indicator of the mistake ties to the general methodology utilized during the Community Plan development efforts of the early 1980's. Typically, County Tax Assessor maps were relied upon throughout this planning process to show the lots, parcels and subdivisions together with lot areas and dimensions. In conjunction with aerial photographs, this information provided a general basis for determining existing uses and appropriate plan designations. In reviewing the site history, staff found that the subject site was shown as four separate parcels when the original Cedar Hills – Cedar Mill Community Plan was adopted in 1983. These four parcels were created as lots 1 through 4 of Block 9 of the 'Ridgeview Manor Addition to Cedar Hills' subdivision. The majority of this subdivision had been developed in the early 1960's with single family homes on lots averaging approximately 7,500 square feet.

In recognition of the existing single family housing in the Cedar Hills area, the typical staff recommendation for Plan designations on lands supporting this type of development was R-5. Having been developed during the early 1960's under the A-2 zoning designation, the four relatively small parcels within the subject site supporting relatively small structures likely appeared as a consistent portion of the adjoining single family housing development

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and was therefore designated R-5. Although these facts along with the existing use and historic zoning designations may not lead to a definitive conclusion that the R-5 designation was applied 'in error', staff is compelled by these facts to conclude that the R-5 designation was likely applied in error and that if these findings had been brought to the attention of the Board at the time of Plan adoption, they would have applied a more conforming Plan designation to the subject site.

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

- 2) Policy 2, Citizen Involvement, states:

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

Applicant: See Section 3, page 3 of the applicant's narrative.

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III procedure. In accordance with Code Section 204-1, the County placed a legal notice of the hearing in a newspaper of general circulation (The Oregonian) at least ten days prior to the May 2, 2012 Planning Commission hearing date (published April 19, 2012). And pursuant to Code Section 204-4, a notice of the public hearing for this application was sent to all owners of record of property within 500 feet of the subject property. This notice was sent at least 20 days prior to the hearing (mailed April 12, 2012).

A copy of the plan amendment application was also mailed to the representative for the local Citizen Participation Organization (CPO 1). Finally, the staff report was available to all interested parties seven days prior to the hearing as required by Code Section 203-6.2. Based upon these actions, the requirements of Policy 2 have been met.

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

- 3) Policy 8, Natural Hazards, states:

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

Applicant: See Section 3, page 4 of the applicant's narrative.

Staff: The primary focus of this Plan policy is to lower the risks associated with earthquakes or flooding by limiting development in areas subject to these risks and by requiring building designs that appropriately limit such risks. As previously noted, the proposed Plan amendment could allow for the addition of up to three additional housing units if the subject site was redeveloped. The subject site is not located within a flood plain or drainage hazard area and does not contain steep slopes that may be subject to landslides. If the subject site was redeveloped, Building Code standards would require that all habitable structures be

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constructed to resist hazardous damage resulting from earthquake activity. The proposed Plan amendment conforms to the intent of Plan Policy 8.

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

- 4) Policy 18, Plan Designations and Locational Criteria for Development, states:

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

Staff: Policy 18 establishes the basic criteria for applying plan designations throughout the unincorporated area of Washington County. In considering changes to Plan designations, the criteria under Policy 18 provide guidance for determining the appropriate locations for each Plan district. Since the requested Plan amendment proposes to change lands currently designated R-5 to a designation of R-15, the following discussion will focus on the relative appropriateness of the recommended change based upon the "Location Criteria" outlined in Policy 18.

The Location Criteria for the existing R-5 Plan designation states: "The R-5 District shall be applied to areas in Community Plans selected for low residential densities which are designated Urban in the 1973 Washington County Comprehensive Framework Plan, as amended and zoned RU-2, RU-4, or developed under the P-R district. Generally, R-5 areas should not be located on major traffic routes. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include attached and detached residences (including manufactured dwellings), office and retail commercial, industrial, and institutional uses." It is important to note two key points related to the R-5 designation of the subject property and other lands to the west fronting on SW Jenkins Road:

- a) The R-5 designation was intended to be applied to lands previously zoned RU-2 or RU-4, or developed under the P-R (Planned Residential) district. As noted under the 'Land Use History' section of this report, the subject property was zoned RU-20 prior to the change to R-5. The change to R-5 was therefore not consistent with this criterion of Policy 18.
- b) According to County records, SW Jenkins Rd. (from SW Cedar Hills Blvd. to SW Murray Blvd.) was a designated Arterial in 1981 and the R-5 Plan designation was applied to the subject site in 1983. Under the R-5 Location Criteria, it is stated that "Generally, R5 areas should not be located on major traffic routes." The change from RU-20 to R-5 is also not consistent with this criterion of Policy 18.

The Location Criteria for the proposed R-15 designation states:
"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." Since the subject site is located on a designated Arterial road and had previously been zoned for multi-family, staff finds that the proposed change to R-15 would be consistent with the Location Criteria of Policy 18.

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- 5) Policy 21, Housing Affordability, states:

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

Applicant: See Section 3, page 4 of the applicant's narrative.

Staff: As noted above, the subject site currently supports a total of eight housing units initially constructed in 1964. These units are a small portion of the affordable (market rate) housing supply in unincorporated urban Washington County. Retaining the existing R-5 Plan designation subjects the site to a potential loss of up to four units. Removing the non-conforming status of the subject site by approving the requested change from R-5 to R-15 would support the long-term continuance all eight units on the site. The proposed Plan amendment conforms to the intent of Plan Policy 21 relating to housing affordability.

- 6) Policy 22, Housing Choice and Availability, states:

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

Applicant: See Section 3, page 4 of the applicant's narrative.

Staff: As previously noted, retaining the existing R-5 Plan designation subjects the site to a potential loss of up to four housing units. Removing the non-conforming status of the subject site by approving the requested change from R-5 to R-15 would potentially allow the addition of up to three units of housing capacity to the subject site and thereby increase the opportunities for the housing industry to meet the needs of housing consumers in Washington County.

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

- 7) Policy 23, Housing Condition, states:

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

Applicant: See Section 3, pages 4 and 5 of the applicant's narrative.

Staff: The primary focus of this Plan policy is the provision of support to property owners which would encourage maintenance and rehabilitation of housing units. Approval of the proposed Plan amendment will indirectly support the goals of this policy by removing the risk of potential loss of housing units on the subject site (see discussion under Item 4 (Policy 21) above).

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

- 8) Policy 32, Transportation, states:

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

Applicant: See Section 3, page 5 and Section 8, pages 1 through 4 of the applicant's narrative.

Staff: Policy 32 directs the development of a 'Transportation Plan' as an element of the overall County Comprehensive Framework Plan. The County has developed a "Transportation System Plan" (TSP) which meets both the intent of Policy 32 as well as more recent Regional, State and Federal transportation planning requirements. This 'TSP' is updated as needed to maintain compliance with such requirements. Conformance with applicable standards and requirements of the TSP are discussed in Section 'C' below.

- 9) Policy 40, Regional Planning Implementation, states:

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

Applicant: See Section 3, page 5 of the applicant's narrative.

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

The property is located on SW Jenkins Rd., approximately 860 feet west of SW Cedar Hills Blvd. The subject property is located within an 'Inner Neighborhood' as defined by the Regional Growth Concept. It is also located within reasonable walking or biking distance of Cedar Hills Blvd. which is a designated Transit Corridor that includes a relatively rich mix of retail and office uses that support the surrounding residential neighborhoods. The proposed Plan amendment will support the continuance of the existing multi-family units on the subject site as well as provide an opportunity to add up to three additional units in the future. Housing in close proximity to established transit corridors supports the intent of the Regional 2040 Growth Concept. The proposed Plan amendment therefore meets the overall intent of Policy 40.

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

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7. Washington County Transportation Plan

1) Policy 1, Travel Needs Policy, states:

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.

Applicant: See Section 3, pages 5 to 7 and Section 8, pages 1 through 4 of the applicant's narrative.

Staff: Staff has reviewed the reviewed the applicant's Transportation Impact Assessment submittal and concurs with the 'worst case scenario' estimates provided in this assessment. If approved, the proposed Plan amendment would not result in significant impacts to the existing or planned transportation system in Washington County and would not require modifications of the County's TSP¹.

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

2) Policy 2, System Safety Policy, states:

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

Applicant: See Section 3, page 6 of the applicant's narrative.

Staff: The focus of TSP Policy 2 is to maintain transportation system safety for all modes of transportation. Staff has reviewed the potential impacts of the proposed Plan amendment and determined that (based upon the existing status of the subject site) approval of the applicants request would not significantly increase the need for local safety improvements.

3) Policy 5, System Implementation and Plan Management Policy, states:

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

Applicant: See Section 3, page 6 of the applicant's narrative.

Staff: TSP Policy 5 addresses the county's commitment to providing a transportation system that accommodates local travel demand consistent with applicable performance standards for all modes of transportation. In reviewing the proposed Plan amendment, staff

¹ Note that the applicant has not proposed any additional development on the subject site. This Plan amendment application is intended to resolve the non-conforming use status of the existing multi-family development currently on the property.

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has determined that an approval of the applicant's request would not significantly affect the County's ability to carry out this plan policy.

4) Policy 6, Roadway System Policy, states:

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.

Applicant: See Section 3, page 6 of the applicant's narrative.

Staff: TSP Policy 6 addresses design and management of the roadway system. Key elements of this policy that could be impacted by changes to land-use plans include:

- Performance measures / volume to capacity standards;
- Identification of 'Deficiency Areas';
- Providing access to alternative modes of transportation;
- Minimizing impacts on Neighborhood Routes and Local streets;

In reviewing the proposed Plan amendment against these policy elements, staff has found that:

- Approval of the Plan amendment would not result in impacts that would significantly increase traffic volumes on SW Jenkins Rd.;
- The subject site is not located within an identified 'Deficiency Area';
- Access to alternative modes of transportation (including walking, biking and transit) currently exists within the vicinity of the subject site and approval of the proposed Plan amendment would not negatively impact access to these alternative modes;
- SW Jenkins Rd. provides access to the subject site. SW Jenkins Rd. is not designated a Neighborhood Route or Local street.

Based upon these findings, staff finds that approval of the proposed Plan amendment would be consistent with TSP Policy 6.

5) Policy 10, Functional Classification Policy, states:

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.

Applicant: See Section 3, page 6 of the applicant's narrative

Staff: The primary focus of TSP Policy 10 relates to the functional classification of the county roadway system. SW Jenkins Rd. is designated as an Arterial on the County's 'Functional Classification System' and is currently constructed with a 3-lane cross section (two through travel lanes with a continuous center turn lane) and includes sidewalks and bike lanes. Staff finds that (if approved) the proposed plan amendment would not create a need to revise the Functional Classification of SW Jenkins Rd. and would not require

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changes to it's current design. The proposed Plan amendment is consistent with TSP Policy 10.

6) Policy 12, Transit Policy, states:

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

Applicant: See Section 3, page 7 of the applicant's narrative

Staff: The primary focus of TSP Policy 12 is to support the provision of adequate levels of public transportation service. Strategy 12.5 under this Policy requires the County to *"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."*

As previously noted, SW Jenkins Rd. provides access to the subject property and is currently served by public transit (Tri-met lines 62 and 67 on Jenkins Rd. and line 20 on SW Cedar Hills Blvd.). Any future redevelopment of the subject site would have the potential to increase transit ridership on these bus lines. Staff finds that the proposed Plan amendment would support local transit and is therefore consistent with TSP Policy 12.

7) Policy 14, Pedestrian Policy, states:

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

Applicant: See Section 3, page 7 of the applicant's narrative

Staff: The primary focus of TSP Policy 12 is to support a safe, convenient and pleasant pedestrian environment and to encourage walking as an alternative to automobile travel.

As previously noted SW Jenkins Rd. is currently constructed with a 3-lane cross section (two through travel lanes with a continuous center turn lane) and includes sidewalks and bike lanes. Due to the proximity of office and retail services along SW Cedar Hills Blvd., pedestrian activity in the vicinity of the subject site is relatively high when compared with typical suburban neighborhoods in Washington County. Staff finds that the proposed Plan amendment will not impact the existing walking environment around the subject site and that the proposed amendment is therefore consistent with the intent and purpose of TSP Policy 14.

8) Policy 15, Bicycle Policy, states:

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

Applicant: See Section 3, page 7 of the applicant's narrative

Staff: TSP Policy 15 encourages increased bicycling activity in Washington County through strategies supporting: coordination of the development of a county and regional bikeway system, connectivity of bicycle facilities that provide for convenient bicycle travel and development of projects designed to enhance the safety of bicycle travel. The subject site fronts and is accessed from SW Jenkins Rd. which currently includes bike lanes. These bike lanes are connected (through the surrounding road system) to a broader network of bicycle routes. Staff has determined that the proposed Plan amendment would not adversely impact the County's ability to carry out the strategies outlined in TSP Policy 15 and is therefore consistent with the intent and purpose of this Policy.

8. Cedar Hills – Cedar Mill Community Plan

1) The key applicable section of the CH/CM Community Plan Overview states:

“South of Sunset Highway, on both the east and west sides of Highway 217, the pattern of low density residential development is well established. Few opportunities exist for the introduction of medium or high density housing. The Community Plan recommends increased density in this sector of the planning area only in locations which are adjacent to major transportation routes and shopping areas.”

Applicant: See Section 3, pages 7 and 8 of the applicant's narrative.

Staff: As noted in the above referenced section of the Community Plan Overview, increased densities are recommended in the area south of Sunset Highway and west of Highway 217 in locations which are adjacent to major transportation routes and shopping areas. Although the applicant is only seeking this Plan amendment to support the existing eight units on the site, the subject site is located adjacent to both a major transportation route (SW Jenkins Rd. is a designated Arterial) and is very close to shopping. The proposed change from R-5 to R-15 is consistent with this element of the Cedar Hills – Cedar Mill Community Plan.

1) General Design Element 5 of the Cedar Hills – Cedar Mill Community Plan states:

“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: Any new multi-family development on the subject site will be required to provide appropriate bike and pedestrian facilities at the time of redevelopment on the subject site. As previously noted, both bicycle and pedestrian pathways (sidewalks) are provided along SW Jenkins Rd.

2) General Design Element 10 of the Cedar Hills – Cedar Mill Community Plan states:

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April 18, 2012
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“Noise reduction measures shall be incorporated into all new developments located adjacent to Arterials and Major Collectors. Noise reduction alternatives include vegetative buffers, berms, walls and other design techniques such as insulation, setbacks and orientation of windows away from the road.”

Staff: Redevelopment of the subject site will be subject to a variety of new standards that were not applicable at the time the existing structures were built in 1964. These standards include updated building code standards relating to windows and insulation as well as the requirements of this design standard as it applies to noise reduction techniques that may be needed over and above current building code requirements.

9. The Intent and Purpose section of the Washington County Community Development Code (CDC) – Section 302-1 (Residential 5 units per acre) (R-5) states:

“The R-5 District is intended to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than five (5) units per acre and no less than four (4) units per acre, except as specified otherwise by Section 300-2, Section 300-5, or Section 302-6. The primary purpose is to protect existing neighborhoods developed at five (5) units per acre or less. Infill development on all parcels two (2) acres or less may occur only through application of the infill policy (Section 430-72).”

Applicant: See Section 3, page 8 of the applicant's narrative.

Staff: As discussed in the 'land use history' section of this report, the subject 0.73 acre site is designated R-5 on the Community plan and currently supports eight multi-family units that were built in 1964. As currently developed, the density of the subject site is 10.96 units per acre. This density is more than double the maximum allowed density in the R-5 District. As well, the current development on the site is comprised of two duplexes and one four-plex.

Pursuant to Section 430-13, attached dwelling units may be permitted in an R-5 district through a Planned Development. However, this section restricts sites of two acres or less to duplexes – the existing four-plex is not permitted. Based upon these findings, the existing development on the subject site does not conform to the R-5 standards. Under the standards of Section 440-5 of the Washington County CDC, the existing structures could not be replaced if more than seventy percent of the value (as determined by an insurance appraisal) were lost due to fire or other casualty or natural disaster.

10. The Intent and Purpose section of the Washington County Community Development Code (CDC) – Section 305-1 (Residential 15 units per acre) (R-15) states:

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

Applicant: See Section 3, pages 8 and 9 of the applicant's narrative.

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April 18, 2012
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Staff: As noted above, the developed density of the subject site is 10.96 units per acre. Under CDC standards, the R-15 District is the closest residential district which allows development at the density that currently exists on the subject site. Under the R-15 standards, up to eleven dwelling units could be permitted on the site – a potential increase of three units if the site was redeveloped. Section 305-3 of the CDC lists uses in the R-15 District that may be permitted through a Type II procedure; these uses include 'Attached Dwelling Units' as indicated in Section 305-3.2. Based upon these findings, staff finds that the proposed Plan change conforms to the standards of Section 305.

IV. SUMMARY AND CONCLUSIONS

The requirements applicable to this urban plan amendment were discussed with the applicant and his representative at a pre-application conference held on February 3, 2012. The application materials submitted in support of the applicant's request reasonably addressed each of the applicable standards discussed at the pre-application conference and included in the conference notes distributed to the applicant at this conference.

As outlined in this staff report, staff finds that the proposed Plan amendment meets all of the applicable requirements. Staff further finds that the existing R-5 Plan designation on the subject site was likely applied in error at the time of adoption of the Cedar Hills – Cedar Mill Community Plan.

V. RECOMMENDATION

For the reasons outlined in Sections I. through III of this report and summarized in Section IV of this report, staff recommends that the plan amendment be **APPROVED** subject to the following conditions:

1) Payment in full of all Washington County fees applicable to this Plan amendment.

Staff's recommendation is based on the findings in this staff report.

Casefile No. 12-098-PA
Staff Report for the May 2, 2012 Planning Commission Hearing
April 18, 2012
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DAVID RICHENSTEIN

**Washington County
Comprehensive Plan Amendment
R-5 to R-15
Application**

March 16, 2012

Prepared by

**E. Michael Connors
Hathaway Koback Connors LLP**

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

CASEFILE NO. _____

APPLICANT NAME AND ADDRESS:
DAVID A. RICHENSTEIN
PO BOX 69596
Portland, OR 97239

PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: 1

COMMUNITY PLAN: Cedar Hills

EXISTING LAND USE DISTRICT(S): R.5

APPLICANT'S REPRESENTATIVE AND ADDRESS:

OWNER'S NAME AND ADDRESS:

APPLICANT PHONE: 503-242-9300 or 503-780-202
cell

OWNER PHONE: same as above

ALSO NOTIFY: _____

PROPERTY DESCRIPTION
ASSESSOR MAP NO(S): 1519AC-02000
TAX LOT NO(S): _____
SITE SIZE: .73 acres
ADDRESS: 13023-13085 SW PENKINS RD, PORTLAND, OR 97106
LOCATION: _____

PROPOSED PLAN AMENDMENT: change R5 to multifamily residential

DATE OF PRE-APPLICATION CONFERENCE: 2-13-2012 STAFF MEMBER: _____
(Attach copy of summary)

EXISTING USE OF THE SITE: 8 Plex (2 duplexes & 1 4 plex)

LIST ASSESSOR MAP AND TAX LOT NUMBERS OF ALL CONTIGUOUS LOTS OR PARCELS UNDER IDENTICAL OWNERSHIP:
Ridgeview Manor addition to cedar hills, BLOCK 9 LOT 4 Acres .73

LIST ALL PREVIOUS DEVELOPMENT REQUESTS, LAND USE ACTIONS AND DATES OR PREVIOUS ACTIONS RELATING TO THE SUBJECT PROPERTY:
Barnett Family Trust
contact persons Jimmy Markovich.

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

David A. Richeinstein 2/13/2012
 OWNER CONTRACT PURCHASER DATE

Jan Mich 2/27/12
 OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

NOTES:

- THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 106-149.
- IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.

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



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

February 23, 2012
PLAN AMENDMENT
PRE-APPLICATION
CONFERENCE SUMMARY

PRE-APPLICANT:
DAR Properties
David Richenstein
P.O. Box 69596
Portland, OR 97239
Phone: 503-242-9300

PRE-APPLICANT'S REPRESENTATIVE:
Mike Conner

OWNER: Pre-Applicant

PROCEDURE TYPE III
CPO: 1
COMMUNITY PLAN: Cedar Hills-Cedar Mill
EXISTING LAND USE DISTRICT(S): R-5
PROPOSED PLAN AMENDMENT: R-5 to R-15

PROPERTY DESCRIPTION:
ASSESSOR MAP NO(S): 1S109AC
TAX LOT NO(S): 2000
SITE SIZE: 0.73 Acres
ADDRESS: multiple addresses on SW Jenkins Road (8-plex)
LOCATION: NE corner of Jenkins Road and Edgemoor Avenue

DATE OF PRE-APPLICATION CONFERENCE(S): 02/23/2012
PRE-APPLICANT PHONE: 503-242-9300

LONG RANGE PLANNING STAFF: Steve Kelley and Paul Schaefer

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
COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA: 1.f.1, 2, 8, 21, 22, 23, 32, and 40

TRANSPORTATION PLAN CONSIDERATIONS:
DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES
OF THE WASHINGTON COUNTY TRANSPORTATION PLAN: 1, 2, 5, 6, 10, 12, 14, and 15

- ADDITIONAL TRANSPORTATION CONSIDERATIONS:
o Application for the plan amendment must include transportation analysis demonstrating compliance with the Oregon Transportation Planning Rule (OAR 660-012-0060) and, if applicable, ODOT requirements.
o If applicable, approval of an Access Management Plan (AMP) must be obtained prior to issuance of a decision by the Planning Commission on the plan amendment (Noting that an application for an Access Management Plan (AMP) must include traffic analysis demonstrating that the proposed AMP satisfies all applicable review criteria. (Note that an approved AMP does not assure that a Plan Amendment can or will be approved).

COMMUNITY PLAN CONSIDERATIONS:
DEMONSTRATE CONFORMANCE WITH THE Cedar Hills-Cedar Mill Community Plan: OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S)
THE DESCRIPTION OF THE Cedar Hills SUBAREA, SUBAREA DESIGN ELEMENT NUMBER(S):
PRESCRIPTIONS FOR
AREA OF SPECIAL CONCERN, AND SIGNIFICANT NATURAL AND HISTORIC & CULTURAL RESOURCE(S) DESIGNATION(S) OF
ON THE PROPERTY.

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:
APPLICABLE LAND USE DISTRICTS (PURPOSE & PERMITTED USES): Community Development Code Sections 302 (R-5) and 305 (R-15)

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 application posting filed within twenty-eight (28) days of application acceptance.

OTHER CONSIDERATIONS:

Metro Urban Growth Management Functional Plan (e.g., Titles 1, 2, 6, and 7) and Oregon Administrative Rule 660-012-0060, the State Transportation Planning Rule, and when applicable, the Metropolitan Housing Rule

REVIEW AUTHORITY: Planning Commission Board of County Commissioners**

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

GENERAL INFORMATION

PREVIOUS CASE FILES: _____

OUTSTANDING CONDITIONS AND VIOLATIONS: _____

OTHER INTERESTED AGENCIES AND ORGANIZATIONS: _____

HANDOUTS DISTRIBUTED

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

DOCUMENTS TO BE SUBMITTED WITH APPLICATION

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

- 18 PRE-APPLICATION SUMMARY
18 PLAN AMENDMENT APPLICATION FORM (original submitted with placeholder on 2/13/12)
18 WRITTEN EXPLANATION, JUSTIFICATION (Applicant should submit one copy for initial completeness review)
1 SIGNED FEE AGREEMENT CONTRACT (original submitted with placeholder on 2/13/12, waiting for Contract Purchaser signature)
1 WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department) for: _____
___ WELL REPORTS (LOGS) FOR ALL SECTIONS WITHIN ONE HALF-MILE OF THE SUBJECT PROPERTY

SERVICE PROVIDER LETTERS

Table with 2 columns: Agency Name and Contact Info. Includes SHERIFF, FIRE, SCHOOL, SEWER, PUBLIC WATER, PARK, SURFACE WATER, TRI-MET, ODOT, and CITY OF.

OTHER _____

- FEE DEPOSIT OF \$3,500 (this is an initial deposit towards payment of the true cost to process the application) - deposit paid on 2/13/12
 MAILING LIST AND MAP FOR PROPERTIES IN AN ADJACENT COUNTY

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

COMPREHENSIVE PLAN AMENDMENT – R-5 TO R-15
APPLICATION NARRATIVE

I. Background and Proposal.

The subject property is located at tax map 1S1 9AC, lot 2000, at the corner of Jenkins Road and Edgemoor Avenue, in Washington County (the "Property"). Tab 7. The Property is approximately 0.73 acres and is zoned R-5. The Property currently has an eight-unit multi-family apartment development located on it, which consists of one (1) four-plex and two (2) duplexes. The multi-family development was built in 1964. At that time the Property consisted of four tax lots (TL 2000, 2100, 2200 & 2300), but in 1970 the County consolidated the tax lots into a single tax lot (TL 2000).

At the time the multi-family development was built, the Property was zoned A-2. The A-2 zone allowed for 20 multi-family units per acre. In 1981, the Property was rezoned to RU-20. The RU-20 zone also allowed for 20 multi-family units per acre.

In 1983, the Property was rezoned to R-5 as part of the County's adoption of the Cedar Hills-Cedar Mills Community Plan. The R-5 zone allows for a minimum of four (4) multi-family units per acre and a maximum of five (5) multi-family units per acre, significantly less density than the historical zoning for the Property. The change to the R-5 zone rendered the existing multi-family development nonconforming because it exceeds the allowed maximum density. Based on the Applicant and the County Staff's research and review of the public records, there does not appear to be any specific or logical reason why the Property was rezoned to R-5. Therefore, the County's rezone of the Property to R-5 appears to be a mistake.

The Applicant is requesting a plan amendment from R-5 to R-15 to correct this prior mistake, return the Property to a residential zoning density more consistent with its historical zoning and to make the existing multi-family development conforming.

II. Compliance with Applicable Policies and Regulations.

A. Statewide Planning Goals.

Response: Washington County's Comprehensive Framework Plan for the Urban Areas and related implementing ordinances have been found to be in conformance with the Statewide Planning Goals and Guidelines. Goals applicable to this proposal are addressed under related policies from Washington County's Comprehensive Framework Plan for the Urban Areas.

B. Urban Comprehensive Framework Plan.

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 Strategies (portion):

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.

In addition the proponent shall demonstrate one of the following:

1. A mistake in the current designation such that it probably would not have been placed on the property had the error been brought to the attention of the Board during the adoption process;

Response: The proposed plan amendment is consistent with Policy 1 and Implementing Strategy 1.f.1. As set forth in this Application Narrative, the Applicant demonstrated that the proposed designation of R-15 conforms to and is consistent with all of the applicable Comprehensive Framework Plan for the Urban Areas policies and implementing strategies, the Cedar Hills-Cedar Mills Community Plan elements, the Transportation Plan policies and implementing strategies, the Metro Urban Growth Management Functional Plan requirements,

and the potential service impacts of the designation will not impact the built or planned service delivery system in the community.

The Applicant maintains that the proposed plan amendment from R-5 to R-15 is warranted pursuant to Implementing Strategy 1.f.1 because the change to the R-5 designation in 1983 was a mistake. The R-5 zone allows for significantly less density than the prior A-2 and RU-20 zones applied to the Property. The change to the R-5 zone rendered the existing multi-family development nonconforming because it exceeds the allowed maximum density. Based on the Applicant and the County Staff's research and review of the public records, there does not appear to be any specific or logical reason why the Property was rezoned to R-5. Had the Board of County Commissioners (the "Board") been aware of this situation in 1983 when the Cedar Hills-Cedar Mills Community Plan was adopted, it is probable that they would not have designated the Property R-5. The Board probably would have designated the Property R-15 since that designation is more consistent with the historical zoning on the Property and would make the existing multi-family development conforming.

The Applicant provided multiple documents evidencing that the multi-family development was built in 1964, well before the Property was designated R-5 in 1983. The Application includes verifying information from the Washington County Tax Assessor's office. Tab 4. Page 3 of this document is a screen print from Washington County property data system which states that the multi-family development was built in 1964.

The Application includes various records from the Cedar Hills Homes Association that confirm the multi-family development was built in 1964. Tab 5. Page 1 is the Cedar Hills Homes Association's approval of construction plans for a "Duplex - Complex" on the Property, dated August 13, 1964. Pages 2 through 4 are records of the association dues paid for the property. These records show that association dues were paid by Doerrie Construction for one (1) four-plex and two (2) duplexes on September 16, 1964.

The Application includes deed records from the Washington County Tax Assessor's office. Tab 6. These records show that the Property was deeded to Doerrie Construction Co. on August 18, 1964. These documents corroborate the Cedar Hills Homes Association documents and dates.

The Application includes a picture of the electric meter for one of the multi-family development units. Tab 9. The electric meter has a date of September 24, 1964 at the top of the picture.

2. Policy 1, 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.

Response: The proposed plan amendment is consistent with Policy 2. A quasi-judicial plan amendment such as this Application must be considered through a Type III public hearing. Notice of the Planning Commission public hearing must comply with Community Development Code ("CDC") Section 204-4. As required by CDC Section 204-1.4, the Applicant will post a

sign within 28 days of the acceptance date. A copy of the Application should be mailed to the applicable Citizen Participation Organization (CPO).

Policy 8, Natural Hazards:

It is the policy of Washington County to protect life and property from natural disasters and hazards.

Response: The proposed plan amendment is consistent with Policy 8. Floods and earth movements are the two major natural hazards in Washington County. The Application will not impact any of the implementing strategies because it does not propose new development, and the Property is not within the 100-year floodplain and does not contain steep slopes greater than 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.

Response: The proposed plan amendment is consistent with Policy 21. The proposed plan amendment will further the County's minimum housing density per acre goal by allowing for density consistent with that goal. The existing R-5 zoning is below 10 units per acre. The proposed plan amendment will also provide more affordable housing and rental housing opportunities for the community. The existing multi-family development provides affordable rental housing for eight (8) households and will be conforming under the R-15 zone.

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: The proposed plan amendment is consistent with Policy 22. The proposed plan amendment will further the goal of providing more attached residential units because the R-15 zone is more conducive to attached units and the existing multi-family development consists of attached units. The existing multi-family development provides affordable rental housing for the community and will be conforming under the R-15 zone.

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 proposed plan amendment is consistent with Policy 23. The proposed plan amendment will further the goal of preserving and maintaining existing, viable affordable housing units within the County by making the existing multi-family development conforming.

Making the existing multi-family development conforming will make it easier to rehabilitate and maintain, and will better ensure that if there is a mass casualty on the property (over 70% destruction) it can be rebuilt. *See* CDC 440-5.2(E).

Policy 32, Transportation:

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

Response: The proposed plan amendment is consistent with Policy 32. The proposed plan amendment is consistent with the Transportation Plan and the Transportation Planning Rule (“TPR”) as set forth in the traffic impact analysis prepared by Lancaster Engineering, dated March 6, 2012 (“TPR Analysis”). The TPR Analysis demonstrates that the proposed plan amendment will not significantly affect any transportation facility as defined in OAR 660-012-0060.

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 proposed plan amendment is consistent with Policy 40. The proposed plan amendment implements Metro’s regional growth management requirements in a manner that best serves existing and future residents and businesses because the existing multi-family development will be conforming under the R-15 zone. The proposed plan amendment will provide more affordable housing and rental housing opportunities for the community. The proposed plan amendment is consistent with its neighborhood area designation because it is a residential zone and has an existing residential use located on it. The existing building and site design and their relationship to neighboring uses ensures a sense of place and personal safety, creates a development pattern conducive to face to face community interaction and, encourages multi-modal means of transportation.

C. Transportation Plan.

Policy 1, 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 plan amendment is consistent with Policy 1. The TPR Analysis demonstrates that the surrounding transportation system can accommodate the proposed plan amendment because it will not significantly affect any transportation facilities. The proposed

plan amendment will not significantly affect the ability to support the surrounding land uses, and meet the mobility and accessibility needs of surrounding residents and businesses.

Policy 2, System Safety Policy:

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

Response: The proposed plan amendment is consistent with Policy 2. The TPR Analysis demonstrates that the surrounding transportation system can safely accommodate the proposed plan amendment. The proposed plan amendment will not impact the safety standards or trigger the need for transportation improvements.

Policy 5, 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 proposed plan amendment is consistent with Policy 5. The TPR Analysis demonstrates that the surrounding transportation system can accommodate the proposed plan amendment consistent with the County's performance standards. The proposed plan amendment will not cause or further degrade the performance standards of the transportation system.

Policy 6, 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 proposed plan amendment is consistent with Policy 6. The TPR Analysis demonstrates that the surrounding transportation system can accommodate the proposed plan amendment consistent with the County's performance standards. The Property is not located within any of the identified deficiency areas. The proposed plan amendment will not increase traffic on any neighborhood routes or local streets. The proposed plan amendment does not trigger the need for transportation improvements.

Policy 10, 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.

Response: The proposed plan amendment is consistent with Policy 10. The Property accesses Jenkins Road. Jenkins Road is an Arterial Street. The proposed plan amendment is consistent with this road classification. The Property is not located within any of the study areas.

Policy 12, Transit Policy:

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

Response: The proposed plan amendment is consistent with Policy 12. Jenkins Road has adequate transit facilities and the proposed plan amendment will not significantly affect the existing transit system.

Policy 14, Pedestrian Policy:

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

Response: The proposed plan amendment is consistent with Policy 14. The surrounding area has adequate pedestrian connectivity and pedestrian facilities that provide safe, convenient and pleasant modes of pedestrian travel.

Policy 15, Bicycle Policy:

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

Response: The proposed plan amendment is consistent with Policy 15. The surrounding area has adequate bicycle connectivity and bicycle facilities that provide safe, convenient and pleasant modes of bicycle travel.

D. Cedar Hills-Cedar Mills Community Plan Overview.

Cedar Hills-Cedar Mill, located directly north of Beaverton and west of Portland city limits, is one of the more developed urban communities in unincorporated Washington County. Predominantly residential, this community provides workers and customers for businesses in Beaverton, Portland, and developing area to the east. Because several major roadways traverse the area, Cedar Hills-Cedar Mill also serves as a conduit through which significant numbers of regional work and shopping trips are made each day to and from other points in the County.

* * * * *

South of Sunset Highway, on both the east and west sides of Highway 217, the pattern of low density residential development is well established. Few opportunities exist for the

introduction of medium or high density housing. The Community Plan recommends increased density in this sector of the planning area only in locations which are adjacent to major transportation routes and shopping areas.

Response: The proposed plan amendment is consistent with the Cedar Hills-Cedar Mills Community Plan Overview. The proposed plan amendment is for a residential zone which is the predominate zone in this community area. The Property is located south of Sunset Highway and east of Highway 217. Higher density residential is appropriate because the Property is adjacent to a major transportation route and shopping areas. Additionally, the Property has had a higher density residential use since 1964 and the existing multi-family development will be conforming under the R-15 zone.

The General Design Elements and Subarea Design Elements are not applicable because the proposal does not include new development or changes to the existing development. The Property is not within an area of special concern nor does it have a significant natural and historical & cultural designation.

E. Washington County Community Development Code.

Section 302 – Residential 5 units per acre (R-5)

302-1 Intent and Purpose

The R-5 District is intended to implement the policies of the Comprehensive Plan for areas designated for residential development at no more than five (5) units per acre and no less than four (4) units per acre, except as specified otherwise by Section 300-2, Section 300-5, or Section 302-6. The primary purpose is to protect existing neighborhoods developed at five (5) units per acre or less. Infill development on all parcels two (2) acres or less may occur only through application of the infill policy (Section 430-72).

Response: The existing R-5 zone is not consistent with the existing multi-family development that has been on the Property since 1964 or the prior zoning. The existing multi-family development has eight (8) dwelling unit on .73 acre property, which exceeds the maximum density allowed in the R-5 zone. At the time the multi-family development was built, the Property was zoned A-2. The A-2 zone allowed for 20 multi-family units per acre. In 1981, the Property was rezoned to RU-20. The RU-20 zone also allowed for 20 multi-family units per acre. The Property was rezoned to R-5 in 1983 as part of the County's adoption of the Cedar Hills-Cedar Mills Community Plan. Based on the Applicant and the County Staff's research and review of the public records, the County's rezone of the Property to R-5 was a mistake.

302-4 Uses Which May Be Permitted Through a Type III Procedure

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

Review Authority pursuant to Section 207-5.

302-4.1 Attached Dwelling Units - Section 430-13.

Response: The existing multi-family development consists of attached dwelling units, but it was approved by the County prior to the R-5 zoning.

Section 305 – Residential 15 units per acre (R-15)

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: The proposed R-15 zone is consistent with the existing multi-family development that has been on the Property since 1964 and the prior zoning. The existing multi-family development has eight (8) dwelling unit on .73 acre property, which is consistent with the minimum and maximum density allowed in the R-15 zone. At the time the multi-family development was built, the Property was zoned A-2. The A-2 zone allowed for 20 multi-family units per acre. In 1981, the Property was rezoned to RU-20. The RU-20 zone also allowed for 20 multi-family units per acre. The R-15 is more consistent with the prior zoning than the current R-5 zone. Based on the Applicant and the County Staff's research and review of the public records, the County's rezone of the Property to R-5 was a mistake.

305-3 Uses Permitted Through a Type II Procedure

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

305-3.2 Attached Dwelling Units.

Response: The existing multi-family development consists of attached dwelling units, but it was approved in 1964.

F. Transportation Planning Rule – OAR 660-012-0060.

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of

this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: The TPR Analysis demonstrates that the proposed plan amendment will not significantly affect an existing or planned transportation facility. The proposed plan amendment will not change the functional classification of an existing or planned transportation facility, change standards implementing a functional classification system, or result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP.

G. Metro Urban Growth Management Functional Plan.

Title 1, Housing Capacity

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.

Response: The proposed plan amendment is consistent with Title 1. The proposed plan amendment will ensure that the existing multi-family development is conforming and can be replaced if destroyed, thereby assisting the County in maintaining its regional housing needs. The proposed plan amendment is consistent with Section 3.07.120.

Title 2, Water Quality and Flood Management

To protect the beneficial water uses and functions and values of resources within the Water Quality and Flood Management Areas by limiting or mitigating the impact on these areas from development activities and protecting life and property from dangers associated with flooding.

Response: The proposed plan amendment is consistent with Title 2. The Property is not located within a water quality and flood management areas and will not cause temporary or permanent erosion on any property within the Metro Boundary. The proposal does not include any new development or changes to the existing development, and therefore does not trigger any of the provisions in Sections 3.07.320 and 3.07.330.

Title 6, Centers, Corridors, Station Communities and Main Streets

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.

Response: The proposed plan amendment is consistent with Title 6. The Property is not located within a Center, Corridor, Station Community or Main Street. Therefore, this title is not applicable.

Title 7

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.

Response: The proposed plan amendment is consistent with Title 7. The proposed plan amendment will maintain affordable housing and rental housing opportunities for the community. The existing multi-family development provides affordable rental housing for eight (8) households and will be conforming under the R-15 zone. The proposed plan amendment will ensure that the existing multi-family development is conforming and can be replaced if destroyed, thereby helping to maintain the supply of affordable housing and rental housing.

H. Metro Housing Rule - OAR 660-007-0000 - 0060.

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.

Response: The proposed plan amendment is consistent with the Metro Housing Rule set forth in OAR 660-007-0000 through OAR 660-007-0060. The proposed plan amendment will ensure that the existing multi-family development is conforming and can be replaced if destroyed, thereby helping to further ensure adequate numbers of needed housing units, the efficient use of land within the Metro urban growth boundary, greater certainty in the development process and reductions in housing costs. The proposed plan amendment is consistent with OAR 660-007-0030 through 660-007-0037 because it is intended to preserve and maintain the existing attached multi-family units and is consistent with the minimum residential and construction density goals.

FAX

Date 2-8-12

Number of pages including cover sheet 3

TO: Kevin

FROM: Jane Barkley
Washington County
155 N 1st Ave #130 M/S8
Hillsboro, OR 97124

Phone
Fax Phone 1-888-833-6840

Phone (503) 846-3884
Fax Phone (503) 846-3909

CC:

REMARKS: Urgent For your review Reply ASAP Please Comment

I have included the first page to identify the address and account number so you can verify that the information on the second page pertains to the address you were interested in.

Screen Print from AbleTerm session(TAX2-OAA)

09:02 AM 02/08/2012

- - Property Data Selection Menu - -

Owner: RICHENSTEIN, DAVID
 Prop ID : R53088 (Real Estate) (346609) PO BOX 69596
 Map Tax Lot: 1S19AC-02000 PORTLAND, OR 97239
 Legal : RIDGEVIEW MANOR ADDITION TO CEDAR
 HILLS, BLOCK 9, LOT 1-4, ACRES .73

Situs : 13023 SW JENKINS RD, Year Built :
 ** additional addresses ** Living Area:

Name(s) :
 Area : 051.50
 Sale Info : 10/06/98
 Deed Type : DQ

Instrument: 98114017
 2011 Tax Status * Unpaid Taxes *
 Current Levied Taxes : 6,873.66
 Special Assessments :

2011 Roll Values	
RMV Land	\$ 136,000 (+)
RMV Improvements	\$ 460,110 (+)
RMV Total	\$ 596,110 (=)
Total Exemptions	\$ 0
M5 Net Value	\$ 596,110
M50 Assd Value	\$ 424,490

- | | | |
|-------------------|------------------|--------------------|
| (1) Alt Disp (AD) | (2) Primary (Y) | (3) Secondary (SE) |
| (4) Land/Impr (L) | (5) Gen Appr (G) | (.) More |

Enter Option from Above or <RET> to Exit: __

- - Income Value Summary (399) - -

Property ID: R53088 1S19AC-02000
Owner Name : RICHENSTEIN, DAVID

Code Area: 051.50
Nbhd Code: X-3

Modified by AW 10/13/2011

. Income Type : Apartment
. Struct. Type : A1 (APTS/5-14 UNITS)
. Bldg. Name : 8 PLEX
. Phys. Desc. : WD FRAME-LOW RISE
. Year Built : 1964
. Rent Code : G (GROSS RENT)
. Quality : Average
Net Income : 44,619
Gross Income : 65,760
Gross Area :
Unit Count : 8
Vacancy Rate : 5.00%
Oper. Exp. : 17,853

Legal Acres: .73
Land Market: 136,000

Bldg. Value: 451,090
Cap. Rate : 6.5000%
Total Rate : 7.6000%

New Construction
9. Except:
Value :

3. Comment:

Enter 'I'-Income Detail, 'N'-Income Summary, 'L'-Land/Bldg, 'C'-Capitalization
'P'-Print Card, 'D'-Delete, 'CI'-Calc Income, Field #, 'X' or <RET> to Exit: _

HOMES ASSOCIATION OF CEDAR HILLS

10276 SW Park Way

Portland 25, Oregon

Cypress 2-1259

Dear Mr. Deane 13 Aug, 1954

Receipt of your plans and specifications for the construction of Duplex Complex at Sub 1, 2, 3 & 4 Blk 9
Ridgeview is hereby acknowledged.

Your plans and specifications as submitted have been approved and you may proceed in accordance therewith.

Your plans and specifications as submitted have been approved with the following exceptions and subject thereto you may proceed.

Your plans and specifications have been rejected by the Board and are being returned herewith for the following reason(s): _____

The Homes Association does not rule on, and assumes no responsibility for, structural adequacy or engineering soundness of proposed improvements but only upon their compliance with the Declaration of Restrictions to which your property is subject. If your plans and specifications have been approved, a permit is enclosed, which is your evidence of such compliance. Our permit does not relieve you from complying with other applicable governmental regulations or from obtaining a county building permit. Of course, the actual work must strictly conform to the plans and specifications deposited with, and approved by, the Association.

R. G. Arnold
Chairman of Building Permits

Permit No. 5043

M.#1845
 NAME Doerrie Construction Co.
 ADDRESS 13025 SW Jenkins Road
 CITY Ridgeview Manor Blk. 9 Lot 1

Harlow, Benjamin I. & Gladys J.
 Mrs. Ferno McPhoe
 Mail to: 1835 SE Blakeney St. Beaverton
P.O. Box 997
Vancouver, Wash. 98660

SHEET NO. Duplex
 CREDIT LIMIT \$20,000
 Total \$20,000
 805509 ft.

DATE	DESCRIPTION	CHARGES	CREDITS	BALANCE	PREVIOUS BALANCE
	BALANCE FORWARD		71.37		
8/1/64	Doerrie Const. (2) Duplex Deed: 8/1/64	71.50	71.50		
8/1/65	8/65 Harlow (will be pd in clo)	78.00		78.00	
10/9/65			78.00		
7/1/66		78.00		78.00	
11/1/66			78.00		
7/1/67		86.00		86.00	
11/1/67	Paid 1/15 ch pd 7 accts.		86.00		
7/1/68		86.00		86.00	
11-18-68	Prmkd 11-15-68		86.00		
2/1/69	Kaplan n/o 1/15/69 12x 11x 1000 Escrow	86.00		86.00	
7/1/69			86.00		
7/1/70		96.00		96.00	
11/3/70	Denton poss: 7-1-71 per Oregon Escrow on 6-22-71		96.00		
7/1/71		96.00		96.00	
7/6/71	paid by Oregon Escrows		96.00		
7/1/72		114.50		114.50	
7/1/72			114.50		
7/1/73		114.50		114.50	
7/24/73			114.50		
7/1/74		114.50		114.50	
9/4/74			114.50		114.50
7/1/75		134.00		134.00	
8/27/75	Hampton n/o per Pioneer 8/27/75 pd. by Pioneer		134.00		134.00
7/1/76		168.00		168.00	
7/26/76			168.00		168.00

NOV 1964
 NO. 2
 NO. 1
 JAN. FEB. MAR. APRIL MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
 FOLLOWUP O.L. A.C. T.C. P.C. S.C. D.C. E.C. F.C. G.C. H.C. I.C. J.C. K.C. L.C. M.C. N.C. O.C. P.C. Q.C. R.C. S.C. T.C. U.C. V.C. W.C. X.C. Y.C. Z.C.

M.#1846

NAME ~~Harlow, Benjamin I. & Gladys J.~~ Doerrie Construction Co. KAPLAN, Joe c/o
 ADDRESS 13051-53-55-57 28006 SW Jenkins Road
 CITY Ridgeview Manor Blk. 9 Lot 2 & Lot 3
 Mail to: Mrs. Fern Blakney, Beaverton, Ore. 97004
 P.O. Box 997
 Vancouver, Wash. Total: 7981.96
 ACCT. NO. 7900000000
 SHEET NO. 4-plex
 CREDIT LIMIT 10000000

DATE	DESCRIPTION	CHARGES	CREDITS	BALANCE	PREVIOUS BALANCE
	BALANCE FORWARD		143.00		
8/6/64	Doerrie Const. 4-plex 1864-65 PR	143.00	143.00		
11/1/65	Deed: 8/1/64 8/65 Harlow (will be pd in clo)	156.00		156.00	
10/7/65			156.00		
7/1/66		156.00		156.00	
11/15/66			156.00		
7/1/67		172.00		172.00	
11/16/67	Paid 11-15 ch pd 7 amt		172.00		
7/1/68		172.00		172.00	
11-18-68	Paid 11-15-68		172.00		
7/1/69	Kaplan 7/15/69 per ASSURED/ESTIM	172.00		172.00	
7/9/69			172.00		
7/15/70		192.00		192.00	
11/3/70	Denton poss: 7-1-71 per Oregon Escrow on 6-22-71		192.00		
7/1/71		192.00		192.00	
7/6/71	paid by Oregon Escrow		192.00		
7/1/72		229.00		229.00	
7/1/72			229.00		
7/1/73		229.00		229.00	
7/24/73			229.00		
7/1/74		229.00		229.00	
9/2/74			229.00		229.00
7/1/75		268.00		268.00	
8/2/75	Hampton n/o per Pioneer 8/27/75 pd. by Pioneer		268.00		268.00
7/1/76		336.00		336.00	
7/26/76			336.00		336.00

FOLLOWUP OLDEST ITEM

A

Harlow, Benjamin I. & Gladys ↓

NAME Doerrie Construction Company Mail to: Mrs. Ferne McPhee
 ADDRESS KAPLAN, Joe P.O. Box 997 Blakeney St-Bvrtn
18083-85 SW Jenkins Rd. Vancouver, Wash. 98660

CITY Ridgeview Manor Blk. 9 Lot 4 Total: 7,644.00 SHEET NO. Duplex 829 CREDIT LIMIT 20000000 PREVIOUS BALANCE 71.50

DATE	DESCRIPTION	CHARGES	CREDITS	BALANCE	PREVIOUS BALANCE
	BALANCE FORWARD		71.50		
9/16/60	Doerrie Const. <i>Duplex 1964-65</i>	71.50	71.50		
7/1/65	Deed: 8/1/64 8/65 Harlow (will be pd in clo)	78.00		78.00	
7/1/65			78.00		
7/1/66		78.00		78.00	
11/15/66			78.00		
7/1/67		86.00		86.00	
11/16/67	Paid #15 ch pd 7 months		86.00		
7/1/68		86.00		86.00	
11-18-68	Paid 11-15-68		86.00		
7/1/69	Hampton n/o 1/15/69 RE ASSURED ESCROW	86.00		86.00	
7/1/69			86.00		
7/1/70		96.00		96.00	
11/3/70	Denton poss: 701-71 per Oregon Escrows on 6-22-71		96.00		
7/1/71		96.00		96.00	
7/1/71	paid by Oregon Escrows		96.00		
7/1/72		114.50		114.50	
7/1/72			114.50		
7/1/73		114.50		114.50	
7/29/73			114.50		
7/1/74		114.50		114.50	
9/24/74			114.50		114.50
7/1/75		134.00		134.00	
8/27/75	Hampton n/o per-Pioneer 8/27/75 pd by Pioneer		134.00		134.00
7/1/76		168.00		168.00	
7/26/76			168.00		168.00

④

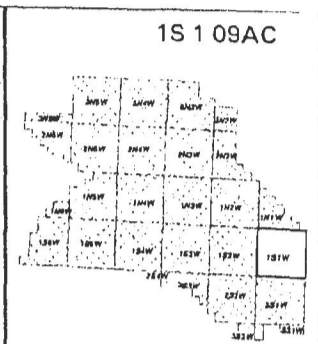
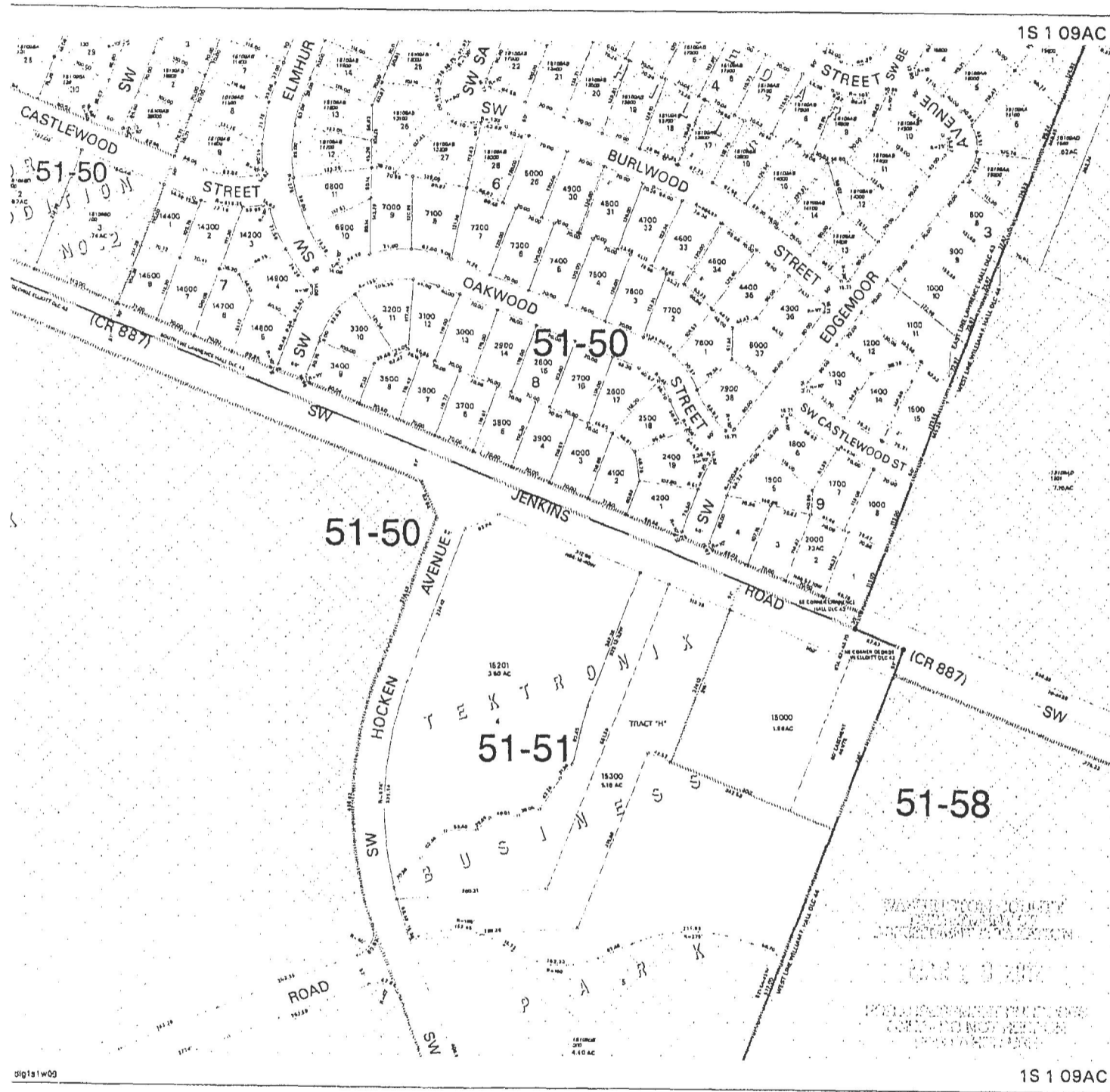
RECORDS FOR ASSESSMENT AND TAXATION PURPOSES ONLY

1S109AC	2000	51-50	
Map Number	Taxlot Number	Code	

4	9	RIDGEVIEW MANOR ADD TO CEDAR HILLS
Lot or Unit	Block	Subdivision or Condominium Name

	Name and Taxlot Information	Entry Date	Recording #	Acres
To:	DOERRIE CONSTRUCTION CO	8/18/64	519/233	
To:	HARLOW, BENJAMIN I & GLADYS J	4/7/65	567/364	
To:	HARLOW PROPERTIES INC	3/2/66	589/561	
To:	EMERSON HARDWOOD CO	1/24/68	678/121	
To:	HARLOW PROPERTIES	1/20/69	730/183	
To:	KAPLAN, JOE	1/20/69	730/184	
	ADD CANCELLED TL 2100, 2200 & 2300	1/27/70	65845	.73
%	MCGINNIS, GLEN R & BARBARA A	5/26/70	778/621	
	WAS 48-59	6/8/70	66400	
	ADD METRO SD TO PRESENT CODE	'72	10500	
%	DENTON, JOHN M & AMY	7/9/71	824/703	
	KAPLAN PROBATE	8/20/75	1039/354	
%	HAMPTON, LEWIS B & JODIE L	9/4/75	1039/893	
	DENTON TO HAMPTON	9/9/75	1039/892	
%	RICHENSTEIN, LEO & STELLA	7/12/85	85-25410	
%	RICHENSTEIN, STELLA ESTHER	11/2/87	87-53519	
	RICHENSTEIN TO RICHENSTEIN	11/2/87	87-53520	
%	RICHENSTEIN, STELLA ESTHER RICHENSTEIN, DAVID	12/6/91	91-61758	
%	RICHENSTEIN, DAVID	7/28/94	94-64902	
To:	HAMPTON, LEWIS B & JODIE L	1/17/95	94-57280	
To:	RICHENSTEIN, STELLA ESTHER ½ RICHENSTEIN, DAVID ½	8/17/95	94-57281	
	Hampton DW Richenstein	8/17/95	95-52919	
To	Richenstein, David	10/20/98	98-114017	





WASHINGTON COUNTY OREGON
SW 1/4 NE 1/4 SECTION 09 T1S R1W W.M.
SCALE 1" = 100'

36	37	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	4	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.washington.or.us

BB	BA	AB	AA
B	A	A	B
BC	AC	AD	BD
CB	CA	DB	DA
C	D	D	C
DC	CD	DC	DD

SECTION 09

Cancelled Taxlots For: 1S108AC
2100, 2200, 2300, 100, 200, 300, 400, 500, 600,
700, 800, 900, 1000, 1100, 1200, 1300, 1400, 1500,
1600, 1700, 1800, 1900, 2000, 2100, 2200, 2300,
2400, 2500, 2600, 2700, 2800, 2900, 3000, 3100,
3200, 3300, 3400, 3500, 3600, 3700, 3800, 3900,
4000, 4100, 4200, 4300, 4400, 4500, 4600, 4700,
4800, 4900, 5000, 5100, 5200, 5300, 5400, 5500,
5600, 5700, 5800, 5900, 6000, 6100, 6200, 6300,
6400, 6500, 6600, 6700, 6800, 6900, 7000, 7100,
7200, 7300, 7400, 7500, 7600, 7700, 7800, 7900,
8000, 8100, 8200, 8300, 8400, 8500, 8600, 8700, 8800,
8900, 9000, 9100, 9200, 9300, 9400, 9500, 9600,
9700, 9800, 9900, 10000



PLOT DATE: April 05, 2005
FOR ASSESSMENT PURPOSES
ONLY - DO NOT RELY ON
FOR OTHER USE
Map areas delineated by solid gray shading or a cross-hatched pattern are for reference only and may not indicate the most current property boundaries. Please consult the appropriate map for the most current information.

BEAVERTON
1S 1 09AC

TECHNICAL MEMORANDUM

TO: E. Michael Connors, Hathaway Koback Connors, LLP
FROM: Todd E. Mobley, PE, PTOE *TEM*
DATE: March 6, 2012
SUBJECT: Richenstein Comprehensive Plan Amendment
Transportation Impact Assessment

LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400
Portland, OR 97204
phone: 503.248.0313
fax: 503.248.9251
lancasterengineering.com

This memo is written to address the transportation impacts associated with a proposed comprehensive plan amendment at 13023 SW Jenkins Road in Beaverton, Oregon. This memo examines the potential development on the site under both the existing and proposed zoning designation and also addresses the Transportation Planning Rule (TPR).

SITE CHARACTERISTICS & HISTORY

The proposed comprehensive plan amendment would change the zoning from the existing R-5 designation to R-15. I understand that the current R-5 zone was placed on the property by legislative action in 1983. However, the site is currently occupied by eight multi-family dwelling units, which were constructed in 1964. When the zoning changed in the 1983, the development on the site became a non-conforming use. The change in zoning is not proposed for site redevelopment, but to bring the existing use of the site back into conformance with the zoning code.

The site is approximately 0.73 acres in size and is located in the northeast corner of the intersection of SW Edgemoor Avenue at SW Jenkins Road. The site is served by a single access onto SW Jenkins Road near the eastern property boundary. There is no access onto SW Edgemoor Avenue.

SW Jenkins Road is under the jurisdiction and maintenance of Washington County and is classified as an Arterial. It is a three-lane facility in the vicinity of the site, with a single vehicle travel lane in each direction and a continuous center turn lane. There are curbs, sidewalks, and bike lanes in place on both sides of the road. The posted speed is 40 mph in the vicinity of the site.

WORST-CASE DEVELOPMENT & TRIP GENERATION

Although the existing eight dwelling units on the site represents more density than is allowed in the zone (hence the proposed zone change) this development has been in place since 1964. As such, it is grandfathered in and for the purpose of this analysis, it is taken to be the reasonable worst-case development under the existing R-5 zoning designation. Under the proposed R-15 zone, a total of 11 units could be constructed if the site were razed and redeveloped to its maximum allowable density.

To estimate the trip generation of development on the site under both the existing and proposed zoning designations, trip rates were used from the manual *TRIP GENERATION*, Eighth Edition, published by the Institute of Transportation Engineers (ITE). Trip rates were used from land-use



E. Michael Connors
March 6, 2012
Page 2 of 3

code 200, *Apartment*. The trip rates are based on the number of dwelling units. The results of the trip generation comparison show that the proposed zone change could result in a net increase of only two trips during both the morning and evening peak hours. The results of the trip generation comparison are summarized in the table below. Detailed calculations are attached to this memo.

Trip Generation Summary

	AM Peak Hour	PM Peak Hour	Weekday
Existing Zoning – 8 Apartments	4	5	54
Proposed Zoning – 11 Apartments	6	7	74
<i>Potential Net Increase</i>	+2	+2	+20

ZONE CHANGE IMPACTS & THE TRANSPORTATION PLANNING RULE

As shown in the trip generation table above, the net increase in site trips from the zone change is only two trips during both peak hours. This number of trips is not significant and would have no perceptible impact on the adjacent streets. Washington County Resolution and Order 86-95 defines the impact area as any road link where site-generated traffic equals or exceeds 10 percent of the existing average daily traffic. In this case, the average daily traffic volume on Jenkins Road is 14,821 vehicles per day according to the Washington County 2010 Traffic Volume Tables. The potential increase of 20 vehicles per day from the zone change is only 0.13 percent of the existing average daily traffic.

The Transportation Planning Rule (TPR) is a statewide regulation that is in place to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land use regulations. The applicable elements of the TPR are each quoted directly below, with a response directly following.

660-012-0060

- (1) *If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:*
- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
 - (b) *Change standards implementing a functional classification system; or*
 - (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be*



E. Michael Connors
March 6, 2012
Page 3 of 3

generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

- (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
- (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
- (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In this case, subsections (a) and (b) are not triggered, since the proposed zone change and subsequent development is not expected to impact nor alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

The net increase of only two peak-hour trips would have no perceptible impact on the surrounding transportation system. The net increase in daily trips is clearly well below the Washington County threshold for defining an "impact area". As such, subsection (c) is also not triggered and there is no "significant affect" as defined by the TPR.

SUMMARY & CONCLUSIONS

The change in zoning from R-5 to R-15 is being proposed to change what appears to be a prior mistake, when the zoning was changed on this property making the pre-existing development a non-conforming use. There are no plans to redevelop the site under the proposed zoning designation, but even if it were to develop at its maximum density, there would be no significant transportation impact from the potential net increase in trips from the site.

No mitigations or limitations on development are proposed or necessary as part of the proposed zone change.



EXPIRES: 12/31/2012

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TRIP GENERATION CALCULATIONS

*Land Use: Apartment
 Land Use Code: 220
 Variable: Dwelling Units
 Variable Value: 8*

AM PEAK HOUR

Trip Rate: 0.51

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	1	3	4

PM PEAK HOUR

Trip Rate: 0.62

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	3	2	5

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	27	27	54

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	26	26	52

Le

TRIP GENERATION CALCULATIONS

Land Use: Apartment
Land Use Code: 220
Variable: Dwelling Units
Variable Value: 11

AM PEAK HOUR

Trip Rate: 0.51

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

PM PEAK HOUR

Trip Rate: 0.62

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

WEEKDAY

Trip Rate: 6.65

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	37	37	74

SATURDAY

Trip Rate: 6.39

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	35	35	70

Source: TRIP GENERATION, Eighth Edition

B 2876 700

MURRAY CLASS NI LOAD CENTER

MURRAY MANUFACTURING CORP. BROOKLYN 16, N. Y. E-26095

CAT. NO. LC012DS (SURFACE) LC012DF (FLUSH)

25 AMP MAX 120-240 VAC 3W 240 VAC 1W 2W

LINE CONNECTORS A, B & N SUITABLE FOR USE WITH #8 & #10 ALUMINUM OR COPPER CONDUCTOR.

SUITABLE FOR USE AS SERVICE EQUIPMENT WHEN NOT MORE THAN 50 MAIN DISCONNECTING MEANS ARE PROVIDED.

CLASS NI CREDIT RATED

The diagram shows a three-phase system with lines A, B, and N. Line A is connected to terminals 2, 4, 6, 8, 10, 12, 14, 16, 18, and 20. Line B is connected to terminals 3, 5, 7, 9, 11, 13, 15, 17, 19, and 21. Line N is connected to terminals 1, 4, 7, 10, 13, 16, 19, and 22. Terminals 23 and 24 are also shown but not connected to a line.



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: TV Water District
FIRE DISTRICT: TV Fire District
CITY OF: Beaverton
CLEAN WATER SERVICES (Sanitary Sewer)

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

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

PROPOSED PROJECT NAME: N/A - Not a development proposal

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Comprehensive Plan Amendment R-5 to R-15

EXISTING USE: Multi-family residential

PROPOSED USE: Same

IF RESIDENTIAL:
NO. OF DWELLING UNITS: 8
SINGLE FAM. MULTI-FAM. X

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

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

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

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

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

SIGNATURE: [Signature] POSITION: ENGINEERING ASSOCIATE DATE: 3-5-2012

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

SIGNATURE: Service Pro General POSITION: 10/20/10 DATE:

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO: APPLICANT:

COMPANY: Hathaway Koback Connors LLP
CONTACT: E. Michael Connors
ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204
PHONE: 503-205-8401

OWNER(S):

NAME: David Richenstein
ADDRESS: P.O. Box 69596
Portland, OR 97239
PHONE: 503-242-9300

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

1S19 AC 2000

Site Size: 0.73 acres

Site Address: 13023 SW Jenkins Rd.

Nearest cross street (or directions to site): Edgemoor Ave.



WASHINGTON COUNTY
Dept. of Land Use & Transportation
Development Services Division
Current Planning Section
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 848-8761 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: Hathaway Koback Connors LLP

CONTACT: E. Michael Connors

ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204

PHONE: 503-205-8401

OWNER(S):

NAME: David Richenstein

ADDRESS: P.O. Box 69596

Portland, OR 97239

PHONE: 503-242-9300

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

1S19 AC 2000

Site Size: 0.73 acres

Site Address: 13023 SW Jenkins Rd.

Nearest cross street (or directions to site):
Edgemoor Avenue

PROPOSED PROJECT NAME: N/A - Not a development proposal

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

Comprehensive Plan Amendment R-5 to R-15

EXISTING USE: Multi-family residential PROPOSED USE: same

IF RESIDENTIAL:

NO. OF DWELLING UNITS: 8

SINGLE FAM. MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE:

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

IF INSTITUTIONAL:

NO. SQ. FT.

NO. STUDENTS/EMPLOYEES/MEMBERS:

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

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

RETURN THIS COMPLETED FORM TO THE APPLICANT AS LISTED ABOVE.

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

SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT.

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

SERVED BY LINE 67 ON JENKINS

SIGNATURE: [Signature] POSITION: PROJECT PLANNER DATE: 3/13/2012

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

SIGNATURE: POSITION: DATE:



Applicant: you must follow the steps outlined in the attached document to determine if a service provider letter is required to be obtained for a project to be reviewed by Washington County.

Tri-Met Pre-Screen For Service Request

All applications subject to Article V shall provide documentation regarding transit access to the proposed project. Please complete the following steps.

- I. Obtain transit information from TriMet's web site at: <http://www.trimet.org/interactivemap/tmMap.jsp>
Enter the address or nearest intersection of the site of the proposed project. The interactive map will display any transit routes and stops near the site. [Print this map.](#)
- II. If the property is not directly adjacent to transit service, the applicant shall submit a copy of the map from TriMet's web site and sign here:
Signature: _____ Date: _____
- III. If the property frontage is adjacent to a street with transit service, the applicant shall submit project information to TriMet so that the agency may determine whether changes need to be made to transit stops to improve service to the proposed development. Changes include relocation of bus stops, provision of adequate right of way for stop amenities and improved connectivity.

The applicant shall submit following to TriMet:

- 1. Map from TriMet's website identifying the site of the proposed development & transit service.
- 2. A site plan for the proposed development. Site plan should include the existing & proposed width of the right of way where transit operates and the existing and proposed width of sidewalks. If there are no sidewalks, this should be noted on the site plan. 11" x 17" plans are preferred, but any legible size will be accepted.
- 3. Submit to: TriMet Development Review
710 NE Holladay Street
Portland, OR 97232
Fax: 503-962-2281
Email: DevelopmentReview@trimet.org

TriMet will complete the following analysis and return this information to the applicant:

Is the proposed development adjacent to an existing transit stop(s)? ___ Yes No

If yes, does the existing stop(s) meet TriMet's standards? ___ Yes ___ No

If no, what improvements need to be made? Indicate any right-of-way needs to accommodate these improvements.
MAINTAIN APPROPRIATE PEDESTRIAN ACCESS TO EXISTING
TRANSIT STOPS

Does the proposed development present an opportunity to improve stop spacing or locate a new stop?
 ___ Yes No

If yes, what improvements need to be made for the new stop? Indicate on the applicant's site plan where the stop should be located and any right-of-way needed to accommodate the stop.

Other TriMet comments on this proposal:

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

RECEIVED
 MAR 05 2012

PRE-APPLICATION DATE: _____
 Service Provider: **PLEASE RETURN THIS FORM TO: APPLICANT:**
 COMPANY: Hathaway Koback Connors LLP
 CONTACT: E. Michael Connors LLP
 ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204
 PHONE: _____

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 _____

OWNER(S):
 NAME: David Richenstein
 ADDRESS: P.O. Box 69596
Portland, OR 97239
 PHONE: 503-242-9300
 Property Desc.: Tax Map(s): _____ Lot Number(s): _____
1S19 AC 2000
 Site Size: 0.73 acres
 Site Address: 13023 SW Jenkins Rd.
 Nearest cross street (or directions to site):
Edgemoor Ave.

PROPOSED PROJECT NAME: N/A - Not a development proposal

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Comprehensive Plan Amendment - R-5 to R-15

EXISTING USE: Multi-family residential PROPOSED USE: Same

IF RESIDENTIAL: NO. OF DWELLING UNITS: 8 IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: _____ IF INSTITUTIONAL: NO. SQ. FT. _____
 SINGLE FAM. _____ MULTI-FAM. X 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).

- ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:
1. Topographical map (minimum scale 1"= 200', contour interval no closer than 5 feet)
 2. Development layout (streets, lots, parking areas, building configuration, pathways, creeks, wetland, landscape areas)
 3. Vicinity map (minimum scale 1" = ¼ mile)

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

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

COMMENTS/EXPLANATION: Depends on H: H analysis
Any new development or redevelopment required by the plan amendment must consider the above items as specified.

SIGNATURE: Laurie Harris POSITION: ET3 DATE: 3/13/12
 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 For Schools

SCHOOL DISTRICT NO.: 48

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:

COMPANY: Hathaway Koback Connors LLP
CONTACT: E. Michael Connors
ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204
PHONE: 503-205-8401

OWNER(S):

NAME: David Richenstein
ADDRESS: P.O. Box 69596
Portland, OR 97239
PHONE: 503-242-9300

Property Desc.: Tax Map(s): Lot Number(s):
1S19 AC 2000
Site Size: 0.73 acres
Site Address: 13023 SW Jenkins Rd.
Nearest cross street (or directions to site): Edgemoor Ave.

PROPOSED PROJECT NAME: N/A - Not a development proposal

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Comprehensive Plan Amendment R-5 to R-15

EXISTING USE: multi-family residential PROPOSED USE: same

IF RESIDENTIAL: NO. OF DWELLING UNITS: 8
IF INDUSTRIAL/COMMERCIAL: TYPE OF USE:
IF INSTITUTIONAL: NO. SQ. FT.:
SINGLE FAM. MULTI-FAM. x NO. OF SQ. FT. (GROSS FLOOR AREA) NO. STUDENTS/EMPLOYEES/MEMBERS:

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

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

SIGNATURE: [Signature] POSITION: Exec Admin / Facilities DATE: 3/13/2012

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. Additionally, provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following:
1. Amount of bonded indebtedness; 2. Use of double shifting; 3. Extended school periods; 4. Bussing to underutilized facilities; 5. Year-around school; 6. Construction of new facilities; 7. Portable Classrooms; 8. Impact Fees; 9. Any combination of these or other alternatives

SIGNATURE: POSITION: DATE:



WASHINGTON COUNTY
Dept. of Land Use & Transportation
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: _____

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

COMPANY: Hathaway Koback Connors LLP
CONTACT: E. Michael Connors
ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204
PHONE: 503-205-8401

OWNER(S):

NAME: David Richenstein
ADDRESS: P.O. Box 69596
Portland, OR 97239
PHONE: 503-242-9300

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

1S19 AC 2000

Site Size: 0.73 acres

Site Address: 13023 SW Jenkins Rd.

Nearest cross street (or directions to site):
Edgemoor Ave.

PROPOSED PROJECT NAME: N/A - Not a development proposal

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

Comprehensive Plan Amendment R-5 to R-15

EXISTING USE: Multi-family residential

PROPOSED USE: same

IF RESIDENTIAL:

NO. OF DWELLING UNITS: 8
SINGLE FAM. _____ MULTI-FAM. X

IF INDUSTRIAL/COMMERCIAL:

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

IF INSTITUTIONAL:

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

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

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

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

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

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

M. Bowersox
SIGNATURE: for Melaney Koch

Rec. Supervisor
POSITION: Records Mgr DATE: 3-13-12

SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT.

If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Please also provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following:

1. Contracting with private agency; 2. Contracting with other public agency; 3. Impact fees; 4. Any combination of these or other alternatives.

SIGNATURE: _____ POSITION: _____ DATE: _____



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

**Request For Statement Of Service
 Availability THPRD**

PRE-APPLICATION DATE: _____

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

COMPANY: Hathaway Koback Connors LLP
 CONTACT: E. Michael Connors
 ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204
 PHONE: 503-205-8401

TUALATIN HILLS PARK & REC. DISTRICT
15707 SW WALKER RD.
BEAVERTON, OR 97006

OWNER(S):
 NAME: David Richenstein
 ADDRESS: P.O. Box 69596
Portland, OR 97239
 PHONE: 503-242-9300

Property Desc.: Tax Map(s): _____ Lot Number(s): _____
1S19 AC 2000
 Site Size: 0.73 acres

Site Address: 13023 SW Jenkins Rd.
 Nearest cross street (or directions to site):
Edgemoor Ave.

PROPOSED PROJECT NAME: N/A - Not a development proposal

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Comprehensive Plan Amendment R-5 to R-15

EXISTING USE: Multi-family residential PROPOSED USE: Same

IF RESIDENTIAL: NO. OF DWELLING UNITS: 8 IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: _____ IF INSTITUTIONAL: NO. SQ. FT. _____
 SINGLE FAM. _____ MULTI-FAM. x 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).
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SERVICE LEVEL IS ADEQUATE TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
 Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.

This project is IN the THPRD.

This project is OUT of the THPRD.

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

This project IS NOT required to annex.

SIGNATURE: [Signature] POSITION: PLANNING DIRECTOR DATE: 3-9-12

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 Service Availability (Service Provider Letter)

PRE-APPLICATION DATE: _____

Service Provider: PLEASE RETURN THIS FORM TO: APPLICANT:

COMPANY: Hathaway Koback Connors LLP
 CONTACT: E. Michael Connors
 ADDRESS: 520 SW Yamhill St., Suite 235
Portland, OR 97204
 PHONE: 503-205-8401

- WATER DISTRICT: TV Water District
- FIRE DISTRICT: TV Fire District
- CITY OF: Beaverton
- CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):

NAME: David Richenstein
 ADDRESS: P.O. Box 69596
Portland, OR 97239
 PHONE: 503-242-9300

Property Desc.: Tax Map(s): _____ Lot Number(s): _____
1S19 AC 2000

Site Size: 0.73 acres
 Site Address: 13023 SW Jenkins Rd.
 Nearest cross street (or directions to site):
Edgemoor Ave.

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

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

PROPOSED PROJECT NAME: N/A - Not a development proposal

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Comprehensive Plan Amendment R-5 to R-15

EXISTING USE: Multi-family residential PROPOSED USE: Same

IF RESIDENTIAL: NO. OF DWELLING UNITS: 8 IF INDUSTRIAL/COMMERCIAL: TYPE OF USE: _____ IF INSTITUTIONAL: NO. SQ. FT. _____
 SINGLE FAM. _____ MULTI-FAM. X 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).

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.

 0806 3/13/12

Ty Darby, Deputy Fire Marshal
 Tualatin Valley Fire & Rescue
 North Operating Center

Date

SUMMARY OF DECISION – CASEFILE 12-098-PA

At its hearing on May 2, 2012, the Washington County Planning Commission voted to approve the plan amendment application (Washington County Casefile 12-098-PA) based upon the evidence in the record and subject to the following condition:

- 1) Any additional amount over and above the fee deposit submitted with this application which is determined to be owed 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 as previously signed by the owner. No development applications, including grading permits, shall be approved or issued on the subject site until any balance due is paid.

SUMMARY OF DECISION – CASEFILE 12-098-PA

At its hearing on May 2, 2012, the Washington County Planning Commission voted to approve the plan amendment application (Washington County Casefile 12-098-PA) based upon the evidence in the record and subject to the following condition:

- 1) Any additional amount over and above the fee deposit submitted with this application which is determined to be owed 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 as previously signed by the owner. No development applications, including grading permits, shall be approved or issued on the subject site until any balance due is paid.

mtv



DEPT OF

MAY 08 2012

LAND CONSERVATION
AND DEVELOPMENT

ATTN. PLAN AMENDMENT SPECIALIST

DEPT. OF LAND CONSERVATION & DEVELOPMENT
635 CAPITOL STREET N.E. - SUITE 150
SALEM, OR 97301-2540