



Oregon

Theodore R. Kubongoski, 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

06/30/2014

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

FROM: Plan Amendment Program Specialist

SUBJECT: City of Beaverton Plan Amendment
DLCD File Number 002-14

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

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Monday, July 14, 2014

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: Cassera Phipps, City of Beaverton
Gordon Howard, DLCD Urban Planning Specialist
Anne Debbaut, DLCD Regional Representative
Gary Fish, DLCD Transportation Planner

<paa> YA

DLCD FORM 2



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION



Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See OADR 660-018-0040). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use Form 4 for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use Form 5 for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use Form 6 with submittal of an adopted periodic review task.

Jurisdiction: City of Beaverton

Local file no.: **CPA2014-0004**

Date of adoption: 6/18/2014

Date sent: 6/23/2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 4/30/2014

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

Local contact (name and title): Cassera Phipps

Phone: 503-526-2247

E-mail: cphipp@beavertonoreon.gov

Street address: 4755 SW Griffith Drive

City: Beaverton

Zip: 97005

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

Amends Comprehensive Plan Volume I, Chapter 6 (Transportation Element): Figure 6.4 and Figure 6.6. Applicable statewide planning goals:

Amends Comprehensive Plan Volume IV (Transportation System Plan): Figure 3-2, Figure 4-11, Appendix D Figure 9. Applicable statewide planning goals:

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from Collector Street to Local Street 244 acres. A goal exception was required for this change.

Change from to acres. A goal exception was required for this change.

Change from to acres. A goal exception was required for this change.

Change from to acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address): see enclosed list of affected properties

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation:	Acres added:	Acres removed:
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Location of affected property (T, R, Sec., TL and address):

List affected state or federal agencies, local governments and special districts: Clean Water Services, Metro, Tri-Met, Tualatin Hills Park and Recreation District, and Washington County

Identify supplemental information that is included because it may be useful to inform DLCDC or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

**AFFECTED PROPERTIES ABUTTING OR REQUIRING ACCESS
FROM SUBJECT COLLECTOR STREETS (CPA2014-0004)**

TLID	SITE ADDRESS
1S1050000100	14570 SW WALKER RD
1S105D001200	15520 SW JAY ST
1S105D000700	
1S105CD00700	
1S105CD00600	
1S105CD00500	
1S105CD00200	
1S105CD00300	
1S105CD00400	
1S105CD00100	
1S105CA00700	1345 SW BURLINGTON DR
1S105CA00500	15757 SW JAY ST
1S105CA00400	
1S105CA00300	1255 SW BURLINGTON DR
1S105CA00200	1234 SW BURLINGTON DR
1S105CA00100	
1S105D001000	
1S105D000900	
1S105D001100	
1S105D000300	
1S105D000400	1 BOWERMAN DR
1S105CA01000	15300 SW KOLL PKWY
1S105DB00100	15150 SW KOLL PKWY
1S105DB00200	15100 SW KOLL PKWY
1S105AD06800	15050 SW KOLL PKWY
1S105AC00300	15025 SW KOLL PKWY
1S105AC00400	15075 SW KOLL PKWY
1S105AC00500	15125 SW KOLL PKWY
1S105AC00600	15275 SW KOLL PKWY

ORDINANCE NO. 4640

AN ORDINANCE AMENDING ORDINANCE NO. 4187, THE COMPREHENSIVE PLAN, BY ADOPTING THE CHAPTER SIX – TRANSPORTATION ELEMENT AND THE TRANSPORTATION SYSTEM PLAN UPDATE; CPA2014-0004, COLLECTOR STREET AMENDMENT BETWEEN SW JENKINS ROAD AND SW WALKER ROAD

- WHEREAS,** in April 2014, the City of Beaverton Community Development Department initiated a proposed update to the Transportation System Plan and Transportation Element of the Comprehensive Plan; and
- WHEREAS,** the proposed updates to the Comprehensive Plan Volume I, Chapter 6 Transportation Element include Figures 6.4 and 6.6; and
- WHEREAS,** the proposed updates to Comprehensive Plan Volume IV, Transportation System Plan include Figures 3-2 and 4-11; Appendix D Figure 9; and
- WHEREAS,** additional updates include any base layer network maps and figures to be modified to reflect the removal of a proposed collector designation and three designated collector streets; and
- WHEREAS,** on May 14, 2014, the Planning Commission conducted a public hearing at the conclusion of which the Planning Commission reached a determination to recommend to the Beaverton City Council adoption of the proposed updates to the Comprehensive Plan Volume I Chapter 6 Transportation Element and Volume IV Transportation System Plan as summarized in the Planning Commission Land Use Order No. 2349; and
- WHEREAS,** no appeal of the Planning Commission recommendation was filed with the City; and
- WHEREAS,** the City Council adopts and incorporates herein the Planning Division Staff Report dated May 7, 2014, and the Planning Commission Land Use order No. 2349 as the applicable criteria and findings which constitute an adequate factual basis for this ordinance. Now, therefore

THE CITY OF BEAVERTON ORDAINS AS FOLLOWS:


- Section 1.** The Comprehensive Plan Volume I, Chapter 6 Transportation Element is amended as set out in Exhibit "A" to this Ordinance, attached to and incorporated herein by this reference.
- Section 2.** The Comprehensive Plan Volume IV Transportation System Plan is amended as set out in Exhibit "A" to this Ordinance, attached to and incorporated herein by this reference.

First reading this 3rd day of June, 2014.

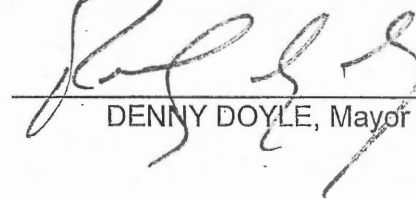
Passed by the Council this 17th day of June, 2014.

Approved by the Mayor this 18th day of June, 2014.

ATTEST:


CATHERINE JANSEN, City Recorder

APPROVED:


DENNY DOYLE, Mayor

Mayor Pro Tem

Comprehensive Plan Figures to be Amended

Upon approval of the amendment, the following items in the Comprehensive Plan and TSP would require modification to be consistent with the removal of the collector street designations:

Comprehensive Plan Volume I Chapter 6 (Transportation Element):

Figure 6.4 Functional Class Plan

- Remove green dashed line showing future collector between SW Jenkins Road and SW Jay Street
- Remove green dashed line showing future collector between SW Burlington Drive and SW Koll Parkway
- Remove green line from SW Koll Parkway as it extends northward to SW Walker Road
- Remove green line from SW Burlington Drive
- Remove green line from SW Jay street between SW 158th Avenue and SW Jenkins Road

Figure 6.6 Future Streets Where Right of Way is Planned for More Than Two Lanes

- Remove green line from Jay Street, between 158th Avenue and Jenkins Road

Comprehensive Plan Volume IV Transportation System Plan:

Figure 3-2 Adopted Functional Classification

- Remove green dashed line showing future collector between SW Jenkins Road and SW Jay Street
- Remove green dashed line showing future collector between SW Burlington Drive and SW Koll Parkway
- Remove green line from SW Koll Parkway as it extends northward to SW Walker Road
- Remove green line from SW Burlington Drive
- Remove green line from SW Jay Street between SW 158th Avenue and SW Jenkins Road

Figure 4-11 Adopted Functional Classification

- Remove green dashed line showing future collector between SW Jenkins Road and SW Jay Street
- Remove green dashed line showing future collector between SW Burlington Drive and SW Koll Parkway
- Remove green line from SW Koll Parkway as it extends northward to SW Walker Road
- Remove green line from SW Burlington Drive
- Remove green line from SW Jay Street between SW 158th Avenue and SW Jenkins Road

Appendix D Figure 9 Bicycle Needs

- Remove blue line from SW Jay Street between SW 158th Avenue and SW Jenkins Road

Change Log

- Add list of above edits

**BEFORE THE PLANNING COMMISSION FOR
THE CITY OF BEAVERTON, OREGON**

IN THE MATTER OF CPA2014-0004, A) ORDER NO. 2349
REQUEST TO AMEND THE COMPREHESIVE) APPROVING REQUEST
PLAN APPLICABLE TO PROPERTIES)
LOCATED WITHIN THE IMMEDIATE AREA)
OF KOLL PARKWAY, BURLINGTON DRIVE,)
AND JAY STREET (COLLECTOR STREET)
AMENDMENT BETWEEN SW JENKINS)
ROAD AND SW WALKER ROAD). CITY OF)
BEAVERTON, APPLICANT.

The matter came before the Planning Commission May 14, 2014, on a request for an amendment to the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV (Transportation System Plan)* in order to remove a proposed collector designation and three designated collector streets from the city Functional Classification map. The affected streets are Koll Parkway, Burlington Drive, and Jay Street. All of the affected streets are located north of SW Jenkins Road, eastward from SW 158th Avenue, and south of SW Walker Road. The City initiated this amendment for consistency with Washington County street classification designations. In addition to the Functional Classification map, base layer network maps and figures will be modified to reflect the proposed change.

Pursuant to Ordinance 4187 (Comprehensive Plan), Section 1.5.1, the Planning Commission conducted a public hearing and considered testimony and exhibits.

The Planning Commission adopts the Staff Report dated May 7, 2014, as to the applicable criteria contained in Section 1.5.1 of the Comprehensive Plan and findings thereon; now, therefore:

IT IS HEREBY ORDERED that CPA2014-0004 is RECOMMENDED FOR APPROVAL to the City Council based on the facts and findings of the Planning Commission on May 14, 2014.

Motion CARRIED by the following vote:

AYES: Nye, Kiene, Wilson, Winter, Overhage.
NAYS: None.
ABSTAIN: None.
ABSENT: Doukas and Stephens.

Dated this 22nd day of May, 2014.

To appeal the decision of the Planning Commission, as articulated in Land Use Order No. 2349, an appeal must be filed on an Appeal form provided by the Director at the City of Beaverton Community Development Department's office by no later than 5:00 p.m. on Monday, June 2, 2014.

PLANNING COMMISSION
FOR BEAVERTON, OREGON

ATTEST:


CASSERA PHIPPS
Assistant Planner

APPROVED:


KIM OVERHAGE
Chair


STEVEN A. SPARKS, AICP
Planning Division Manager

PLANNING COMMISSION MINUTES

May 14, 2014

CALL TO ORDER:

Chair Kim Overhage called the meeting to order at 6:30 p.m. in the Beaverton City Hall Council Chambers at 4755 SW Griffith Drive.

ROLL CALL:

Present were Chair Kim Overhage; Planning Commissioners Scott Winter, Jennifer Nye, Linda Wilson, and Greg Kiene. Planning Commissioner Ric Stephens and Mimi Doukas were excused.

Assistant Planner Cassera Phipps, Associate Transportation Planner Luke Pelz, AICP, and Recording Secretary Sheila Martin represented staff.

Chair Overhage, who presented the format for the meeting, called the meeting to order.

VISITORS:

Chair Overhage asked if there were any visitors in the audience wishing to address the Commission on any non-agenda issue or item. There were none.

STAFF COMMUNICATIONS:

Staff indicated that there were no communications at this time.

NEW BUSINESS:

A. BEAVERTON PREMIER STORAGE.

(Request for continuance to June 18, 2014)

1. CU2013-0007 – Conditional Use Three
2. DR2013-0087 – Design Review Three
3. PD2013-0001 – Parking Determination Two
4. TP2013-0010 – Tree Plan Two
5. SDM2014-0001 – Sidewalk Design Modification
6. SDM2014-0002 – Sidewalk Design Modification

1 The applicant requests Conditional Use, Design Review Three, Land
 2 Division, Parking Determination, Tree Plan Two, and Sidewalk Design
 3 Modifications approval for proposed construction of a new Self-Storage
 4 Facility. Conditional Use approval is requested for a Self-Storage
 5 Facility and to modify an existing Conditional Use for Beaverton
 6 Christian Church to reduce the amount of parking available to the
 7 church by 168 spaces. Design Review Three approval is requested for
 8 construction of two three-story buildings approximately 40 feet in
 9 height at the tallest point totaling approximately 139,900 square feet
 10 upon the subject site with associated site improvements. Land
 11 Division approval is requested for a Preliminary Partition of the
 12 subject site to consolidate six existing properties into one legal lot.
 13 Parking Determination approval is requested in order to establish the
 14 number of parking spaces needed to serve the proposed Self-Storage
 15 use. Tree Plan approval is requested for removal of three trees from a
 16 designated Significant Grove and removal of Community Trees and
 17 Landscape Trees in order to accommodate development of the subject
 18 site. Two Sidewalk Design Modification approvals are requested in
 19 order to leave existing right-of-way improvements in place along Menlo
 20 Drive and Allen Boulevard. A concurrent Engineering Design Manual
 21 Modification request has been submitted to the City Engineer for
 22 review.

23
 24 Commissioner Nye **MOVED** and Commissioner Kiene **SECONDED** a
 25 motion to **CONTINUE** CU2013-0007, DR2013-0087, LD2013-0011,
 26 PD2013-0001, TP2013-0010, SDM2014-0001, and SDM2014-0002 –
 27 Beaverton Premier Storage to a date certain of June 18, 2014.

28
 29 Motion **CARRIED** 5:0

- 30
 31 AYES: Nye, Kiene, Wilson, Winter and Overhage.
 32 NAYS: None.
 33 ABSTAIN: None.
 34 ABSENT: Doukas and Stephens.

35
 36 **B. COLLECTOR STREET AMENDMENT BETWEEN SW**
 37 **JENKINS ROAD AND SW WALKER ROAD.**

38 7. CPA2014-0004 – Comprehensive Plan Amendment.

39 The City proposes to amend the Transportation Element (Volume I,
 40 Chapter 6) and Transportation System Plan (Volume IV) of the
 41 Comprehensive Plan in order to remove a proposed collector
 42 designation and three designated collector streets from the city
 43 Functional Classification map. The affected streets are Jay Street,
 44 Burlington Drive, and Koll Parkway. All of the affected streets are

1 located north of SW Jenkins Road, eastward from SW 158th Avenue,
 2 and south of SW Walker Road.

3
 4 Chair Overhage briefly described the hearing process and applicable
 5 approval criteria for this proposal.

6
 7 Assistant Planner Cassera Phipps presented the Staff Report,
 8 introduced Associate Transportation Planner Luke Pelz and briefly
 9 described the proposal for this legislative Comprehensive Plan
 10 Amendment. She explained that if this proposal were approved, then
 11 the functional classification would change from Koll Parkway,
 12 Burlington Drive, and Jay Street from Collector to Local streets, and
 13 remove a future proposed Collector in the vicinity that would provide a
 14 north-south connection between Walker Road and Jenkins Road. She
 15 noted that the City is proposing this amendment for consistency with
 16 the 2020 Transportation Plan Element of the Washington County
 17 Comprehensive Plan.

18
 19 Concluding, Ms. Phipps recommended that the Commission forward a
 20 recommendation of approval to the City Council, and offered to
 21 respond to questions.

22
 23 **PUBLIC TESTIMONY:**

24
 25 No member of the public testified with regard to this proposal.

26
 27 The public portion of the Public Hearing was closed.

28
 29 Commissioners Winter, Nye, Wilson, Kiene, and Chair Overhage
 30 expressed their support of the application.

31
 32 Commissioner Nye **MOVED** and Commissioner Kiene **SECONDED** a
 33 motion to **RECOMMEND APPROVAL** to the City Council for
 34 adoption of CPA2014-0004 – Collector Street Amendment between SW
 35 Jenkins Road and SW Walker Road based on the facts and findings
 36 in the Staff Report dated May 7, 2014.

37
 38 Motion **CARRIED** 5:0

39
 40 AYES: Nye, Kiene, Wilson, Winter, and Overhage.
 41 NAYS: None.
 42 ABSTAIN: None.
 43 ABSENT: Doukas and Stephens.
 44

1 APPROVAL OF MINUTES:

2
3 Minutes for the meetings of April 30, 2014, were submitted.
4 Commissioner Nye **MOVED** and Commissioner Kiene **SECONDED** a
5 motion to **APPROVE** the minutes as amended.
6

7 Motion **CARRIED**.
8

9 MISCELLANEOUS BUSINESS:

10
11 The meeting adjourned at 6:46 p.m.



STAFF REPORT

HEARING DATE: May 14, 2014

TO: Planning Commission

STAFF: Cassera Phipps, Assistant Planner *CP AS*

PROPOSAL: **CPA2014-0004 (Collector Street Amendment between SW Jenkins Road and SW Walker Road)**

LOCATION: This amendment would directly apply to properties within the immediate area of Koll Parkway, Burlington Drive, and Jay Street.

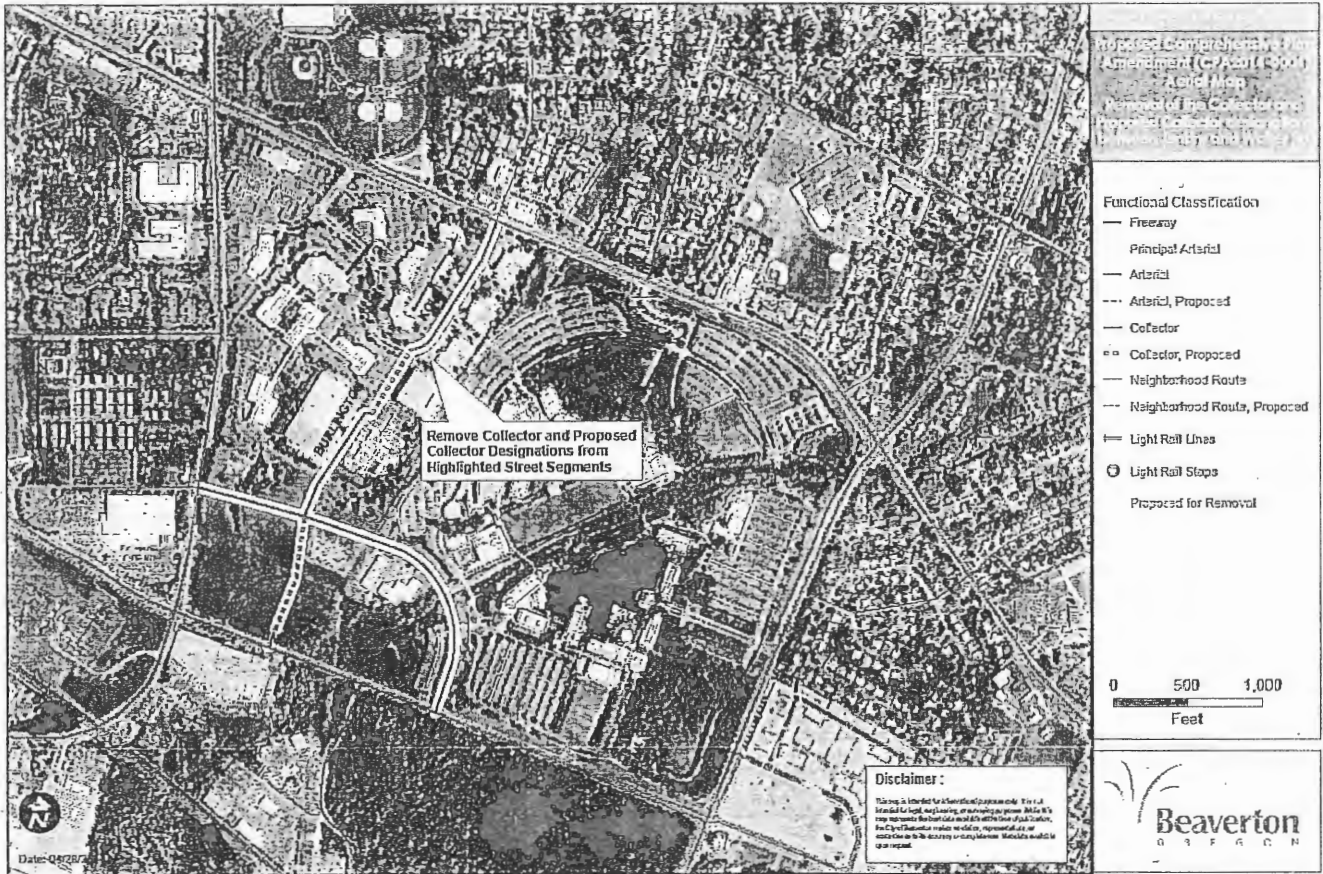
SUMMARY: The City proposes to amend the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV (Transportation System Plan)* in order to remove a proposed collector designation and three designated collector streets from the city Functional Classification map. The affected streets are Koll Parkway, Burlington Drive, and Jay Street. All of the affected streets are located north of SW Jenkins Road, eastward from SW 158th Avenue, and south of SW Walker Road. The City initiated this amendment for consistency with Washington County street classification designations. In addition to the Functional Classification map, base layer network maps and figures will be modified to reflect the proposed change.

APPLICANT: City of Beaverton
Attn: Planning Director
4755 SW Griffith Drive
Beaverton, OR 97076

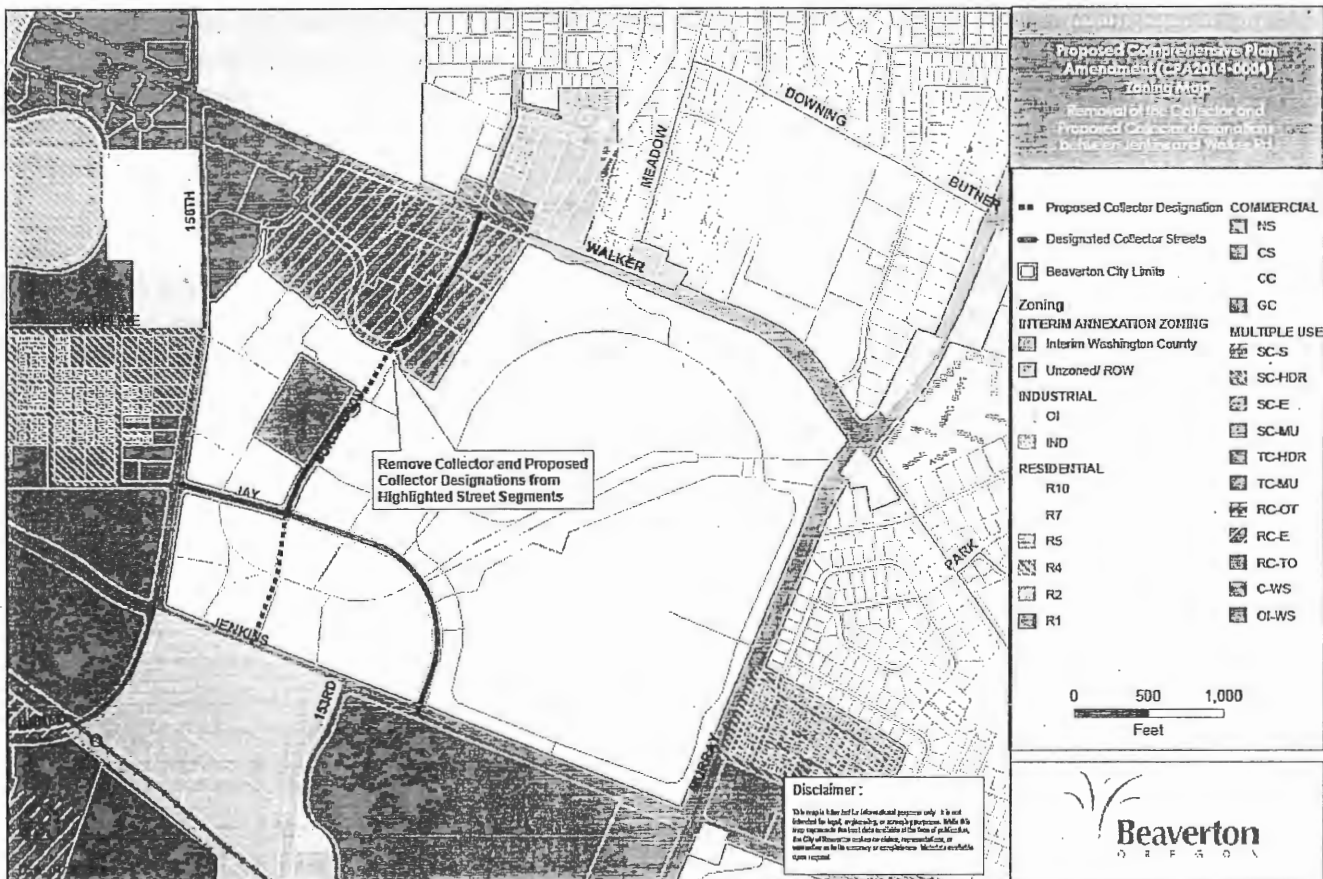
DECISION CRITERIA: Criteria for Legislative Comprehensive Plan Amendments are listed in Section 1.5.1 of the Comprehensive Plan.

RECOMMENDATION: **Staff recommends that the Planning Commission review and recommend approval of CPA2014-0004 (Collector Street Amendment between SW Jenkins Road and SW Walker Road) to the City Council with no associated conditions of approval.**

EXHIBIT 1: VICINITY MAPS



Path: S:\Nike Campus\Collector removal between Jenkins and Walker.mxd



Path: S:\Nike Campus\Collector removal zoning map.mxd

BACKGROUND

In April 2013, Washington County adopted Ordinance 760 (Exhibit 3), which amended the 2020 Transportation Plan Element of the Washington County Comprehensive Plan by removing the collector street designations from Koll Parkway, Burlington Drive, and Jay Street (east of Burlington Drive). Additionally, the Ordinance removed the north-south future collector designation that would provide a connection from Koll Parkway to Burlington Drive and extend south to Jenkins Road.

Consistency between the City's and County's Transportation Plans is necessary for the Regional Transportation Plan (RTP) consistency. The modelling network for the RTP is based on the local plans and consistency between the City and the County plans is required. Therefore, the City of Beaverton initiated this proposal to amend the *Comprehensive Plan for the City of Beaverton* and the *Beaverton Transportation System Plan* to remove a proposed collector designation and three designated collector streets from the city Functional Classification map to be consistent with the Washington County 2020 Transportation Plan. The affected streets are Koll Parkway, Burlington Drive, and Jay Street. If approved, these collector streets would revert to local street designations.

Burlington Drive and Jay Street are maintained by Washington County, though portions of these streets are within city limits. Koll Parkway is located within and maintained by the City of Beaverton. The designated future collector street is located entirely within unincorporated Washington County.

The vicinity maps above (Exhibit 1) show the existing functional classifications for Koll Parkway, Burlington Drive, and Jay Street. These roadways are identified as collectors in the TSP (Figure 6-4: Functional Classification). A north-south connection between SW Walker Road and SW Jenkins Road is shown as a dashed line on the vicinity maps. This roadway is identified as a future collector in the TSP, and is considered part of a long-term vision of the transportation system. The future proposed collector would connect Koll Parkway to Burlington Drive and extend south to Jenkins Road. The future collector is not identified in the TSP as a financially-constrained project that is expected to be reasonably funded and constructed by 2035, nor is it included in the high priority projects that the City expected to implement (Table 6-1: Action Plan).

The City of Beaverton contacted Washington County planning staff to review their analysis of potential transportation impacts to ensure that the functionality of the transportation system is not compromised by the proposed amendment. The results of the Washington County analysis show that removal of the proposed collector would not have significant impacts on the transportation system beyond the conditions that are currently documented in the TSP.

EXISTING CONDITIONS

<p>Current Development Surrounding Designated Collector Streets</p>	<p>Abutting Koll Parkway: Office (Woodside Corporate Park) Abutting Jay Street: Office and Undeveloped Lots Abutting Burlington Drive: Office, Child Care Facility and Industrial (Alliance Packaging)</p>	
<p>NAC</p>	<p>Five Oaks/Triple Creek Neighborhood Association Committee and Washington County Citizen Participation Organization 1</p>	
<p>Comprehensive Plan</p>	<p>Land Use: Station Community and Washington County Transit Oriented: Employment</p> <p>Street Functional Classification Plan: Proposed collector and three existing collector streets (Jay Street, Burlington Drive, and Koll Parkway)</p> <p>Transportation System Plan Improvements (Streets): Figure 6.4, Functional Classification shows a future street connection between Koll Parkway and Burlington Drive, extending south to Jenkins Road.</p> <p>Pedestrian Improvements: Figure 6.1, Pedestrian System Gaps & Priority Locations identifies the subject area as having low to moderate priority range for pedestrian connectivity. A planned trail connection is shown east of future collector and will not be impacted by the proposed amendment.</p> <p>Bicycle Improvements: Figure 6.2, Bicycle System Gaps & Priority Locations identifies the subject area in the low to moderate priority range for bicycle facility need. A planned trail connection is shown east of future collector and will not be impacted by the proposed amendment.</p>	
<p>Surrounding Uses</p>	<p>Zoning:</p> <p>North: Neighborhood Service</p> <p>South: Industrial & Station Community – Multiple Use</p> <p>East: Washington County Transit Oriented: Employment</p> <p>West: Station Community – Employment & Washington County Transit Oriented: Employment</p>	<p>Uses:</p> <p>Retail</p> <p>Industrial & undeveloped lots</p> <p>Office</p> <p>Office, Manufacturing & several undeveloped lots</p>

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2 List of text and figures associated with the amendment	CPA-9
3 A-Engrossed Washington County Ordinance 760, Adopted April 23, 2013	
4 Washington County Ordinance 760 Findings, dated March 19, 2013	
5 Washington County Ordinance 760 Board of Commissioners Staff Report, dated March 11, 2013	
6 Email from Bonneville Power Administration, dated April 30, 2014	
7 Letter from Bonneville Power Administration, dated April 22, 2014	

ANALYSIS AND FINDINGS
LEGISLATIVE COMPREHENSIVE PLAN AMENDMENTS

1.5 Criteria for Amending the Comprehensive Plan

The adoption by the City Council of any amendment to the Plan shall be supported by findings of fact, based on the record, that demonstrate the criteria of this Section have been met. The City Council and Planning Commission may incorporate by reference facts, findings, reasons, and conclusions proposed by the City staff or others into their decision.

1.5.1. Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments:

A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;

Of the 19 Statewide Planning Goals, staff finds Goals 1, 2, 6, 9, 10, 11 and 12 are applicable to the proposed map amendment.

Goal 1: Citizen Involvement

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

This proposed amendment is subject to the public notice requirements of the City Charter and Comprehensive Plan. At the hearing, the Planning Commission considers written comments and oral testimony before they make a recommendation to City Council. The amendment procedures outlined in Comprehensive Plan Section 1.4 allow for proper notice and public comment opportunities on the proposed Comprehensive Plan amendment as required by this Statewide Planning Goal.

These procedures have been followed.

Goal 2: Land Use Planning

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

The City of Beaverton adopted its Comprehensive Plan, which includes text and maps in a three-part report (Ordinance 1800), in 1972. The City adopted a new Comprehensive Plan (Ordinance 4187) in January of 2002 that was prepared pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD). The proposed amendment does not affect the current Land Use Map, which was the subject of numerous public hearings and considerable analysis before adoption. Future developments in the city that may occur upon the parcels within the immediate area of the affected streets are expected to be or come into compliance with the Land Use Map.

Goal 6: Air, Water and Land Resources Quality

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

The *Comprehensive Plan for the City of Beaverton* addresses storm water and drainage, potable water, and sanitary services within Chapter 5 and addresses air quality, water quality and solid and hazardous wastes within Chapter 8. Future developments in the city that may occur upon the parcels within the immediate area of the affected streets are expected to maintain air, water, and land resource quality. The existing underground utilities located within the subject rights-of-way will not be impacted by the change in functional classification of the subject rights-of-way.

Goal 9: Economic Development

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

Statewide Planning Goal 9 states that, "Comprehensive plans for urban areas shall: ...3. Provide for at least an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses consistent with plan policies." The properties abutting the affected streets are designated for multiple-use development, which allow for a mix of industrial and commercial uses.

The affected properties are located within Enterprise Zone Area 1. The Beaverton Enterprise Zone has been designated as a local Enterprise Zone program by Business Oregon as of June 12, 2012. Enterprise Zones are designed to encourage business investment through property tax relief, in specific areas of the state. In exchange for locating or expanding into an Enterprise Zone, eligible (generally non-retail) businesses receive total exemption from the property taxes normally assessed on new plant and equipment, for a specified amount of time, which varies between the different zone programs.

An Enterprise Zone allows for eligible industrial-related businesses to make additional investments to improve employment opportunities, spur economic growth and diversify business activity. Eligibility is afforded to companies with a minimum of a \$1 million investment either through expansion, new development, and/or equipment for the development.

Since the proposal does not change zoning designations or impact Enterprise Zone eligibility of surrounding businesses, staff regards the proposal to remove the collector street designations as complying with the intentions expressed in Goal 9.

Goal 10: Housing

To provide for housing needs of citizens of the state.

Goal 10 requires that local jurisdictions inventory the supply of buildable lands and develop plans "...in a manner that insures the provision of appropriate types and amounts of land within urban growth boundaries. Such land should be necessary and suitable for housing that meets the housing needs of households of all income levels".

In January of 2002, pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD) the City adopted a Housing Element into its Comprehensive Plan (Ordinance 4187).

The City proposes an amendment which would still allow for future development opportunities of affected properties. The City's policies derived from this process were henceforth acknowledged to comply with Goal 10.

Goal 11: Public Facilities and Services

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

Availability of public facilities and services to serve properties in the immediate area of the affected streets was addressed at the time of development and is not an issue of significance. If future development of adjacent properties occurs in the future, site specific issues related to public facilities and services will be addressed during the development review process. Therefore, staff finds that the proposal is consistent with Goal 11.

Goal 12: Transportation

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

OAR (Oregon Administrative Rules) 660-012-000 through 660-012-0070, referred to as the TPR (Transportation Planning Rule), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP), adopted pursuant to OAR Division 12, fulfills the requirements for public facilities planning required under ORS (Oregon Revised Statute) 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Comprehensive Plan contains the City's adopted TSP, effective October 21, 2010. OAR 660-012-0060 requires local governments to review Comprehensive Plan and land use regulation amendments with regard to the effect of the amendment on existing or planned transportation facilities.

The OAR 660-012-0060 (1) (State Transportation Planning Rule (TPR)) contains standards by which to review "*amendments to functional plans, acknowledged comprehensive plans and to land use regulations*". The TPR states that such amendments "*which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.*"

The proposal is a minor amendment to the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan*. New development is not included with this application and changes to existing land use designations are not proposed. Future development of properties abutting or requiring access from the affected collector streets would likely require a land use application and Traffic Impact Analysis (TIA), reviewed per Beaverton Development Code or Washington County standards depending on jurisdiction. The future TIA would take into account the unique site characteristics of a future development proposal, multi-modal needs including pedestrian access, the associated impacts on the transportation system, and needed mitigation measures.

Prior to initiating the proposed amendment, the City of Beaverton contacted Washington County planning staff to review their analysis of transportation impacts to ensure that the functional integrity of the transportation system is not compromised by removal of the future collector. Washington County staff reviewed future (2035) conditions, both with and without removal of the future collector street. Under the 2035 “base” scenario, the current collector connections between Walker and Jenkins Roads are maintained. Under the 2035 “proposed” scenario, the collector connections between Walker and Jenkins Roads are removed.

Table 1. Anticipated Intersection Performance in 2035 (Washington County Ordinance No. 760 Board of Commissioners Staff Report, Dated March 11, 2013)

Intersection	2035 Transportation Plan Assumptions	2035 “Base” Scenario	2035 “Proposed” Scenario
158 th Avenue/Jenkins Road	5-lane 158 th , 5-lane Jenkins Road	0.89	0.89
158 th Avenue/Walker Road	5-lane 158 th , 5-lane Walker	1.20	1.25
Walker Road and Murray Boulevard	5-lane Walker, 5-lane Murray	1.13	1.20
Murray Boulevard and Jenkins Road	5-lane Murray, 5-lane Jenkins	1.11	1.09*

*resulting v/c lower due to traffic shifting to Walker Road in the model. Intersection still exceeds standard.

Washington County’s investigation of the possible transportation impacts associated with removing the future collector is shown in Table 1 and summarized as follows:

- o Under the 2035 “base” scenario, three of the four adjacent arterial intersections in the vicinity (158th Avenue/Walker Road, Walker Road/Murray Boulevard, and Murray Boulevard/Jenkins Road) are expected to exceed Washington County performance standards V/C of 0.99.
- o These same arterial intersections are expected to exceed the adopted level-of-service standard under the 2035 “proposed” scenario, where the collector connections between Walker and Jenkins are removed.
- o Between the base and proposed scenarios, V/C ratios increase at two of the adjacent arterial intersections: 4% increase at 158th/Walker and 6% increase at Walker/Murray.
- o No change is anticipated at the intersection of 158th Avenue/Jenkins Road.
- o Traffic volumes can fluctuate up to 10% on a daily basis, so minimal increases may not be perceptible for a driver who commutes daily on these roadways.

Washington County’s analysis revealed that eliminating the future collector connection had the potential to “significantly affect” three existing adjacent arterial intersections within the vicinity of the affected streets. The analysis found that eliminating the existing and proposed collector

facilities redistributed traffic within the vicinity to other facilities, increasing anticipated future peak-hour volumes on other facilities. However, three of these intersections were expected to exceed level-of-service standards under either scenario. There was no change under the "proposed" scenario at the fourth intersection.

The results of the Washington County analysis show that removing the future proposed collector would not have significant impacts on the transportation system beyond current conditions. Two of the three adjacent arterial intersections are located on Walker Road, which is scheduled for public improvements through the Washington County Major Street Transportation Improvement Program. This capital project will be designed and implemented to provide capacity to address the revised future conditions resulting from the proposed amendment. In addition, as future development occurs within the vicinity, intersection improvements can address the revised future conditions resulting from removal of the affected collector streets.

Staff concurs with Washington County's conclusion that existing motor vehicle performance standards can be maintained with a combination of existing funded transportation improvements (MSTIP) and improvements likely to be identified through the development process. Therefore, compliance with Statewide Planning Goal 12 is maintained with the proposed amendment.

Remaining Goals

Goal 3: Agricultural Lands

Goal 4: Forest Lands

These goals apply to rural unincorporated areas. The City of Beaverton is an urban incorporated area; therefore, the goals are not applicable.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

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

The proposal does not involve natural resources, scenic and historic areas, and open spaces. Therefore, this goal is not applicable.

Goal 7: Areas Subject To Natural Disasters and Hazards

To protect people and property from natural hazards.

The area related to this proposal is not subject to natural disasters and hazards. Therefore, this goal is not applicable.

Goal 8: Recreational Needs

The proposal does not involve locating necessary recreational facilities which include destination resorts or opportunities to satisfy the recreational needs to visitors and the citizens of the state. Therefore, this goal is not applicable.

Goal 13: Energy Conservation
To conserve energy.

The proposal does not involve energy conservation elements as such. Therefore, this goal is not applicable.

Goal 14 Urbanization

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

This goal applies to rural areas. The proposal is an urban incorporated area; therefore, the goal is not applicable.

Goal 15: Willamette Greenway

This goal applies to lands along the Willamette River. The Willamette River is not within, or adjacent to, the City of Beaverton, thus this goal is not applicable to the proposal.

- Goal 16: Estuarine Resources,**
- Goal 17: Coastal Shorelands,**
- Goal 18: Beaches and Dunes,**
- Goal 19: Ocean Resources**

These goals apply to oceanic or coastal resources. The City of Beaverton is more than 80 miles from oceanic or coastal resources; therefore, these goals do not apply to the City of Beaverton.

Summary Finding: Staff finds for the reasons identified above, the proposed amendment complies with Goals 1, 2, 6, 9, 10, 11, and 12 and finds Goals 3, 4, 5, 7, 8, 13, 14, and 15 through 19 are not applicable. Criterion 1.5.1.A is met.

B. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan;

The effective Titles of the Metro Urban Growth Management Functional Plan are not applicable to this proposal as this does not include a change in land use or zoning designations.

Summary Finding: Staff finds the proposed amendment complies with applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan.

C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans;

Chapters 1, 2, and 6, of the *Comprehensive Plan for the City of Beaverton* include policies that are applicable to this Comprehensive Plan Map Amendment. Staff finds that no other local plans are applicable to this proposal.

Chapter 1 Comprehensive Plan Amendment Procedures Element

Staff has complied with Chapter 1 by following the noticing procedures in City-Initiated Amendments. The Planning Commission will hold an initial hearing where public testimony and evidence will be entered into the record and used for the Planning Commission's deliberations. The Planning Commission will make a recommendation to City Council, who will follow appropriate procedures for adopting an ordinance implementing the Planning Commission's recommendation and incorporating their findings, unless an appeal of the Planning Commission decision is filed, in which case the Council will conduct a hearing on the appeal.

Finding: Staff finds that the proposal is a legislative amendment. Staff finds that the appropriate procedures in Chapter 1 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 1.

Chapter 2 Public Involvement Element

Chapter 2 of the Comprehensive Plan reiterates criteria from Chapter 1 and goes further to discuss public involvement programs for the City in compliance with Statewide Planning Goal 1, the City Council's Goal for citizen involvement and participation, and the Comprehensive Plan Public Involvement Goal. This application satisfies Chapter 2 by satisfying the applicable procedures within Chapter 1 of the Comprehensive Plan.

Finding: Staff finds that the appropriate procedures in Chapter 2 of the Comprehensive Plan have been met. Therefore, the proposed amendment is compatible with the relevant goals and policies found in Chapter 2.

Chapter 6 Transportation Element

6.2 Transportation Goals and Policies

The proposal amends the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan* in order to remove a proposed collector designation and three designated collector streets. The affected streets are located north of SW Jenkins Road, eastward from SW 158th Avenue, and south of SW Walker Road. In addition, base layer network maps and figures will be modified to reflect the proposed change. Any future development of the project area will require traffic impacts to be assessed by the applicant to demonstrate that traffic generation deriving from the development will not impose constraints upon the system.

Finding: Staff finds the proposal is consistent with the policies found in Chapter 6 of the City's Comprehensive Plan, as noted within the findings for Statewide Planning Goal 12 Transportation on page CPA-3, above. Implementation of the proposed amendment does not modify the projected provision of public facilities and services. The goals found in Chapter 6 of the City's

Comprehensive Plan are not expected to be adversely impacted by the proposal. Therefore, staff finds that the proposed amendment is compatible with the relevant goals and policies found in Chapter 6.

Summary Finding: Staff finds that the proposed Comprehensive Plan Map Amendment is generally consistent and compatible with the Comprehensive Plan. Thus, the requirements of Criterion 1.5.1.C are met.

D. If the proposed amendment is to the Land Use Map, there is a demonstrated public need, which cannot be satisfied by other property that now have the same designation as proposed by the amendment;

The City proposes to amend the *Comprehensive Plan Volume 1 Chapter 6 (Transportation Element)* and *Volume IV Transportation System Plan* in order to remove a proposed collector designation and three designated collector streets. The affected streets are located north of SW Jenkins Road, eastward from SW 158th Avenue, and south of SW Walker Road. This application does not involve any amendment to the Land Use Map.

Finding: Staff finds this criterion is not applicable.

SUMMARY

For the reasons identified above, staff finds the proposed amendment satisfies the approval criteria for a Legislative Comprehensive Plan Amendment pursuant to Section 1.5.1 of the *Comprehensive Plan for the City of Beaverton*.

CONCLUSION

Based on the facts and findings presented, staff concludes that proposal, CPA2014-0004 (**Collector Street Amendment between SW Jenkins Road and SW Walker Road**) meets the criteria for approval.

RECOMMENDATION

Based on the facts and findings presented, staff recommends the Planning Commission make a recommendation to City Council of **APPROVAL** for CPA2014-0004 (**Collector Street Amendment between SW Jenkins Road and SW Walker Road**) with no recommended conditions of approval.

EXHIBIT 2: TEXT AND FIGURES ASSOCIATED WITH AMENDMENT

Upon approval of the amendment, the following items in the Comprehensive Plan and TSP would require modification to be consistent with the removal of the collector street designations:

Comprehensive Plan Volume I Chapter 6 (Transportation Element):

Figure 6.4 Functional Class Plan

- Remove green dashed line showing future collector between SW Jenkins Road and SW Jay Street
- Remove green dashed line showing future collector between SW Burlington Drive and SW Koll Parkway
- Remove green line from SW Koll Parkway as it extends northward to SW Walker Road
- Remove green line from SW Burlington Drive
- Remove green line from SW Jay street between SW 158th Avenue and SW Jenkins Road

Figure 6.6 Future Streets Where Right of Way is Planned for More Than Two Lanes

- Remove green line from Jay Street, between 158th Avenue and Jenkins Road

Comprehensive Plan Volume IV Transportation System Plan:

Figure 3-2 Adopted Functional Classification

- Remove green dashed line showing future collector between SW Jenkins Road and SW Jay Street
- Remove green dashed line showing future collector between SW Burlington Drive and SW Koll Parkway
- Remove green line from SW Koll Parkway as it extends northward to SW Walker Road
- Remove green line from SW Burlington Drive
- Remove green line from SW Jay Street between SW 158th Avenue and SW Jenkins Road

Figure 4-11 Adopted Functional Classification

- Remove green dashed line showing future collector between SW Jenkins Road and SW Jay Street
- Remove green dashed line showing future collector between SW Burlington Drive and SW Koll Parkway
- Remove green line from SW Koll Parkway as it extends northward to SW Walker Road
- Remove green line from SW Burlington Drive
- Remove green line from SW Jay Street between SW 158th Avenue and SW Jenkins Road

Appendix D Figure 9 Bicycle Needs

- Remove blue line from SW Jay Street between SW 158th Avenue and SW Jenkins Road

Change Log

- Add list of above edits



WASHINGTON COUNTY OREGON

April 5, 2013

To: Citizen Participation Organizations and Interested Parties

From: Andy Back, Manager *AB*
Planning and Development Services

Subject: **PROPOSED A-ENGROSSED ORDINANCE NO. 760**

On February 4, 2013, you were notified about initial public hearings for proposed Land Use Ordinance No. 760 before the Planning Commission on March 6, 2013, and the Board of County Commissioners (Board) on March 19, 2013. On April 2, 2013, the Board ordered substantive amendments to this ordinance. These changes have been incorporated into proposed **A-Engrossed Ordinance No. 760** and are summarized below.

Ordinance Purpose and Summary

A-Engrossed Ordinance No. 760 amends the 2020 Transportation Plan and the Sunset West Community Plan by modifying and expanding Area of Special Concern (ASC) #11 in the community plan and making limited amendments to the Community Development Code to modify standards that will apply to ASC #11. Changes in the ordinance include amending the ASC map and text, as well as amending transportation designations shown both in the community plan and the 2020 Transportation Plan. These changes are needed to remove elements defined through the 1998 approval of the Sequent Master Plan, which identified the future development of a corporate campus for that specific company. Sequent no longer owns the properties, and this ordinance proposes to remove the Sequent Master Plan elements.

Who Is Affected

Owners of properties located in the proposed ASC #11 of the Sunset West Community Plan and properties adjacent to affected roads.

What Land is Affected

Properties located in the proposed ASC #11 of the Sunset West Community Plan and properties adjacent to affected roads.

Originally-filed Ordinance No. 760 Provisions

As originally filed, Ordinance No. 760 proposed the following amendments to the 2020 Transportation Plan and the Sunset West Community Plan:

1. Amends the Functional Classification System Map in the 2020 Transportation Plan to remove Collector and Proposed Collector designations on SW Jay Street, SW Burlington Drive and SW Koll Parkway in and near ASC #11 identified in the Sunset West Community Plan
2. Removes the "2/3 Lanes" designation for a portion of SW Jay Street on the Lane Numbers Map in the 2020 Transportation Plan
3. Removes the Special Area Collector and Proposed Special Area Collector designations from SW Jay Street, SW Burlington Drive and SW Koll Parkway on the Special Area Street Overlay – Willow Creek, Merlo and Elmonica Areas map in the 2020 Transportation Plan
4. Deletes the text describing ASC #11 in the Sunset West Community Plan

**Department of Land Use & Transportation · Planning and Development Services
Long Range Planning**

155 N First Avenue, Ste. 350 MS 14 · Hillsboro, OR 97124-3072
phone: (503) 846-3519 · fax: (503) 846-4412 · TTY: (503) 846-4598 · www.co.washington.or.us

5. Removes the "Non-local streets and non-special area local streets" designation for Jay Street, SW Burlington Drive and SW Koll Parkway shown on the Functional Classification Map in the Sunset West Community Plan
6. Removes ASC #11 as shown in the Areas of Special Concern Map in the Sunset West Community Plan
7. Amends the Washington County Special Area Streets, Street Corridor & Arterial Access Designations map of the Sunset West Community Plan to reflect the removal of Special Area Street designations and Pathway Connection Points

Proposed A-Engrossed Ordinance No. 760 Provisions

Proposed A-Engrossed Ordinance No. 760 retains all the provisions above, except Nos. 4 and 6, which are modified as follows:

- Item 4: The proposed A-Engrossed ordinance replaces the existing ASC #11 text relating to the Sequent master plan with text reflecting the current property owner's interest in preserving the ability to develop a unified and cohesive campus-style development that incorporates the former Sequent properties. The amended ASC also proposes to allow for additional height for buildings and campus wayfinding elements that are not within close proximity to residential districts as well as flexibility for placement of required street trees.
- Item 6 in the original ordinance proposed to remove ASC #11 from the Sunset West Community Plan Areas of Special Concern Map. Rather than delete the ASC, the proposed A-Engrossed ordinance expands ASC #11 to include both the original ASC and adjacent properties under the same ownership.

In addition, the following changes are proposed to the Community Development Code (CDC):

- Section 375, Table B (Dimensional Requirements for Transit Oriented Districts) is amended to allow flexibility for greater building heights in the Transit Oriented: Employment (TO:EMP) District when authorized by a community plan.
- Section 431-4 (Circulation System Design) is amended to allow exceptions to the block length standards for campus development.
- Section 431-11 (Signs) is amended to permit signs in the TO:EMP District subject to standards for Industrial District signs.

Public Hearings - Time and Place

Board of County Commissioners

April 16, 2013
10:00 am

April 23, 2013
6:30 pm

Hearings will be held in the Shirley Huffman Auditorium in the Charles D. Cameron Public Services Building, 155 N. First Avenue, Hillsboro, Oregon.

On April 23, 2013, the Board may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If it is adopted on April 23, the ordinance would become effective on May 23, 2013.

**2020 Transportation
Plan Policies Amended**

- Policy 10, Functional Classification Policy:
 - Functional Classification System Map
 - Lane Numbers Map
 - Special Area Street Overlay Map – Willow Creek, Merlo and Elmonica Areas

**Urban Community
Plan(s) Amended**

- Sunset West Community Plan:
 - Area of Special Concern #11 text
 - Area of Special Concern Map
 - Transportation Functional Classification Map
 - Special Area Streets, Street Corridor & Arterial Access Designation Map

**Community
Development Code
Standards Amended**

- Section 375 Transit Oriented Districts
- Section 431 Transit Oriented Design Principles, Standards and Guidelines

**How to Submit
Comments**

Submit oral or written testimony to the Board at one of the public hearings. Written testimony may be mailed or faxed to the Board in advance of the public hearings in care of Long Range Planning. **We are unable to accept e-mail as public testimony.**

Washington County, Department of Land Use & Transportation
Planning and Development Services, Long Range Planning
155 N. First Ave., Suite 350-14, Hillsboro, OR 97124-3072
Fax: 503-846-4412

Staff Contact

Aisha Willits, Principal Planner
155 N. First Ave., Suite 350-14, Hillsboro, OR 97124-3072
Telephone: 503-846-3961 Fax: 503-846-4412
e-mail: aisha_willits@co.washington.or.us

**Proposed Ordinance is
available at the
following locations:**

- Washington County, Department of Land Use & Transportation Planning and Development Services, Long Range Planning
155 N. First Ave., Hillsboro, OR 97124-3072
Telephone: 503-846-3519
- www.co.washington.or.us/LUT/Divisions/LongRangePlanning/2013-land-use-ordinances.cfm
- Cedar Mill Community Library and Tigard Public Library
- Citizen Participation Organizations (CPOs) Call 503-821-1128 for a directory of CPOs.

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Public Hearing – Fourth Reading and Fourth Public Hearing
Land Use & Transportation; County Counsel (CPO 1)

Agenda Title: PROPOSED A-ENGROSSED ORDINANCE NO. 760 – AN
ORDINANCE AMENDING THE 2020 TRANSPORTATION PLAN,
THE SUNSET WEST COMMUNITY PLAN, AND THE
COMMUNITY DEVELOPMENT CODE RELATING TO AREA OF
SPECIAL CONCERN #11

Presented by: Andrew Singelakis, Director of Land Use & Transportation
Alan Rappleyea, County Counsel

SUMMARY:

A-Engrossed Ordinance No. 760 proposes to amend the 2020 Transportation Plan, the Sunset West Community Plan, and the Community Development Code by modifying Area of Special Concern (ASC) #11. A-Engrossed Ordinance No. 760 is posted on the county's land use ordinance web page at the following link:

<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/2013-land-use-ordinances.cfm>

After the Board's initial public hearing for Ordinance No. 760 on March 19, 2013, the hearing was continued to April 2 to allow for further conversations with the property owner about potential changes to the ASC. On April 2, the Board directed engrossment of the ordinance to include changes that would enlarge the area of the ASC and also provide additional flexibility for future development on the properties included in the ASC. The hearing was continued to April 16, 2013 for the first required hearing for the engrossed ordinance.

On April 16, the Board held the hearing for A-Engrossed Ordinance No. 760 and continued the hearing to April 23, 2013 for the second required hearing for the engrossed ordinance. A staff report will be provided to the Board prior to the April 23 hearing and posted on the above land use ordinance web page. Copies of the report will also be available at the Clerk's desk prior to the hearing.

Consistent with Board policy, testimony about the ordinance is limited to two minutes for individuals and five minutes for a representative of a group.

DEPARTMENT'S REQUESTED ACTION:

Read A-Engrossed Ordinance No. 760 by title only and conduct the second public hearing on the engrossed ordinance. At the conclusion of the hearing, adopt A-Engrossed Ordinance No. 760.

COUNTY ADMINISTRATOR'S RECOMMENDATION:

I concur with the requested action.

ADOPTED

Agenda Item No. 3.a.
Date: 04/23/13

FILED

APR - 4 2013

Washington County
County Clerk

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

A-ENGROSSED ORDINANCE 760

An Ordinance Amending the Washington
County 2020 Transportation Plan Element of the
Comprehensive Plan, the Sunset West
Community Plan, and the Community
Development Code Relating to Area of Special
Concern #11

The Board of County Commissioners of Washington County, Oregon ("Board") ordains
as follows:

SECTION 1

A. The Board recognizes that the Transportation Plan Element of the
Comprehensive Plan (Volume XV) was adopted on October 25, 1988, by way of Ordinance
Nos. 332 and 333, and subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432,
450, 463, 470, 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556,
588, 601, 609, 611, 626, 627, 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739, 744,
749, and 750.

B. The Board recognizes that the Sunset West Community Plan was adopted by
Ordinance No. 242 and subsequently amended by Ordinance Nos. 278, 280, 292, 294, 348,
366, 418, 420, 485, 503, 526, 531, 532, 551, 552, 553, 588, 610, 620, and 717.

C. The Board of County Commissioners of Washington County, Oregon,
recognizes that the Community Development Code Element of the Comprehensive Plan
(Volume IV) was readopted with amendments on September 9, 1986, by way of Ordinance No.
308, and subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363, 372-378, 380,

1 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434, 436, 437,
2 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504, 506-512,
3 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583, 588,
4 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638, 642,
5 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677, 682-686, 692, 694-698, 703,
6 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739, 742-745, and 754-758.

7 D. Subsequent ongoing planning efforts of the County indicate a need for changes
8 to the Transportation Plan, the Sunset West Community Plan, and the Community
9 Development Code to reflect changes and enable anticipated and coordinated future
10 development, in addition to any other housekeeping changes. The Board takes note that the
11 changes are necessary for the benefit, safety, and general welfare of the residents of
12 Washington County, Oregon.

13 D. Under the provisions of Washington County Charter Chapter X, the Department
14 of Land Use and Transportation has carried out its responsibilities, including preparation of
15 notices, and the County Planning Commission has conducted one or more public hearings on the
16 proposed amendments and has submitted its recommendations to the Board. The Board finds
17 that this Ordinance is based on those recommendations and any modifications made by the Board
18 are a result of the public hearings process.

19 E. The Board finds and takes public notice that it is in receipt of all matters and
20 information necessary to consider this Ordinance in an adequate manner, and finds that this
21 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan
22 adoption as set forth in Chapters 197 and 215 of the Oregon Revised Statutes, the Washington

1 County Charter, the Washington County Community Development Code, and the Washington
2 County Comprehensive Plan.

3 SECTION 2

4 The following Exhibits, attached and incorporated herein by reference, are hereby
5 adopted as amendments to the following documents:

- 6 1. Exhibit 1 (3 pages): Amend the Functional Classification System Map in the
7 Washington County 2020 Transportation Plan to remove the road designations as
8 shown;
- 9 2. Exhibit 2 (4 pages): Amend (1) the Sunset West Community Plan by modifying
10 text relating to Area of Special Concern #11, as reflected, (2) the Transportation
11 Functional Classification Map in the Sunset West Community Plan to modify
12 certain roads, as reflected, (3) the Areas of Special Concern Map in the Sunset
13 West Community Plan, as reflected, and (4) the Washington County Special Area
14 Streets, Street Corridor and Arterial Access Designations map of the Sunset West
15 Community Plan to reflect the removal of Special Area Street designations and
16 Pathway Connection Points, as reflected; and
- 17 3. Exhibit 3 (5 pages): Amend the Community Development Code Section 375
18 TRANSIT ORIENTED DISTRICTS and Section 431 TRANSIT ORIENTED
19 DESIGN PRINCIPLES, STANDARDS AND GUIDELINES, as reflected.

20 SECTION 3

21 All other Comprehensive Plan provisions that have been adopted by prior ordinance,
22 which are not expressly amended or repealed herein, shall remain in full force and effect.

1 SECTION 4

2 All applications received prior to the effective date shall be processed in accordance with
3 ORS 215.427.

4 SECTION 5

5 If any portion of this Ordinance, including the exhibits, shall for any reason be held
6 invalid or unconstitutional by a body of competent jurisdiction, the remainder shall not be
7 affected thereby and shall remain in full force and effect.

8 SECTION 6

9 The Office of County Counsel and Department of Land Use and Transportation are
10 authorized to prepare planning documents to reflect the changes adopted under Section 2 of this
11 Ordinance, including deleting and adding textual material and maps, renumbering pages or

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1 sections, and making any technical changes not affecting the substance of these amendments as
2 necessary to conform to the Washington County Comprehensive Plan format.

3 SECTION 7

4 This Ordinance shall take effect thirty (30) days after adoption.

5 ENACTED this 23rd day of April, 2013, being the fourth reading and
6 fourth public hearing before the Board of County Commissioners of Washington County,
7 Oregon.

8 BOARD OF COUNTY COMMISSIONERS
9 FOR WASHINGTON COUNTY, OREGON

10 **ADOPTED**

Andy Doyle
11 CHAIRMAN

Ana D. Nayola
12 RECORDING SECRETARY

13 READING

PUBLIC HEARING

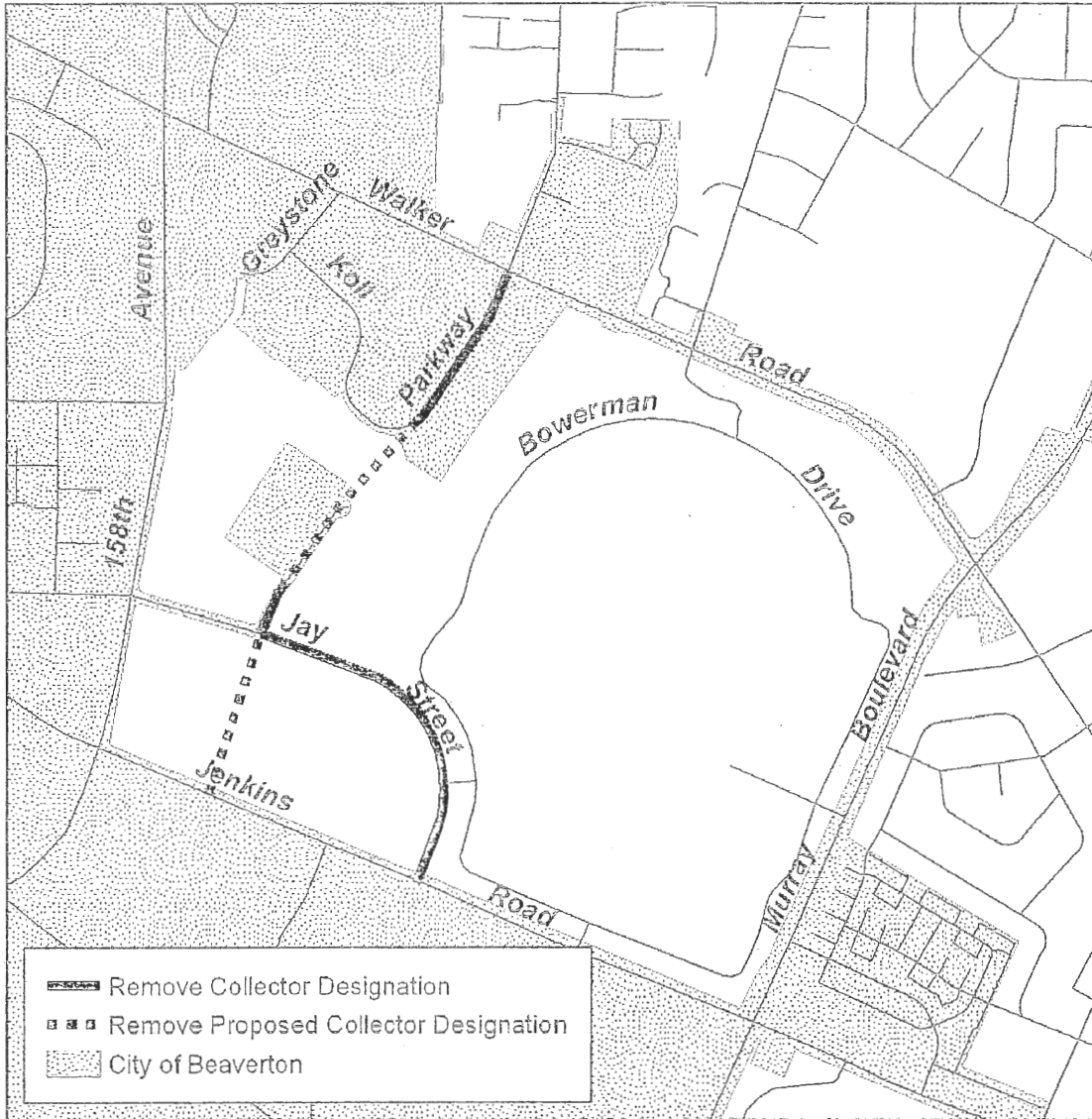
14 First 03/19/13
15 Second 04/02/13
16 Third 04/16/13
17 Fourth 04/23/13
18 Fifth _____
19 Sixth _____

First 03/19/13
Second 04/02/13
Third 04/16/13
Fourth 04/23/13
Fifth _____
Sixth _____

20 Dwyck, Malinowski,
21 VOTE: Aye: Schouten, Terry, Rogers
22 Recording Secretary: Ana D. Nayola

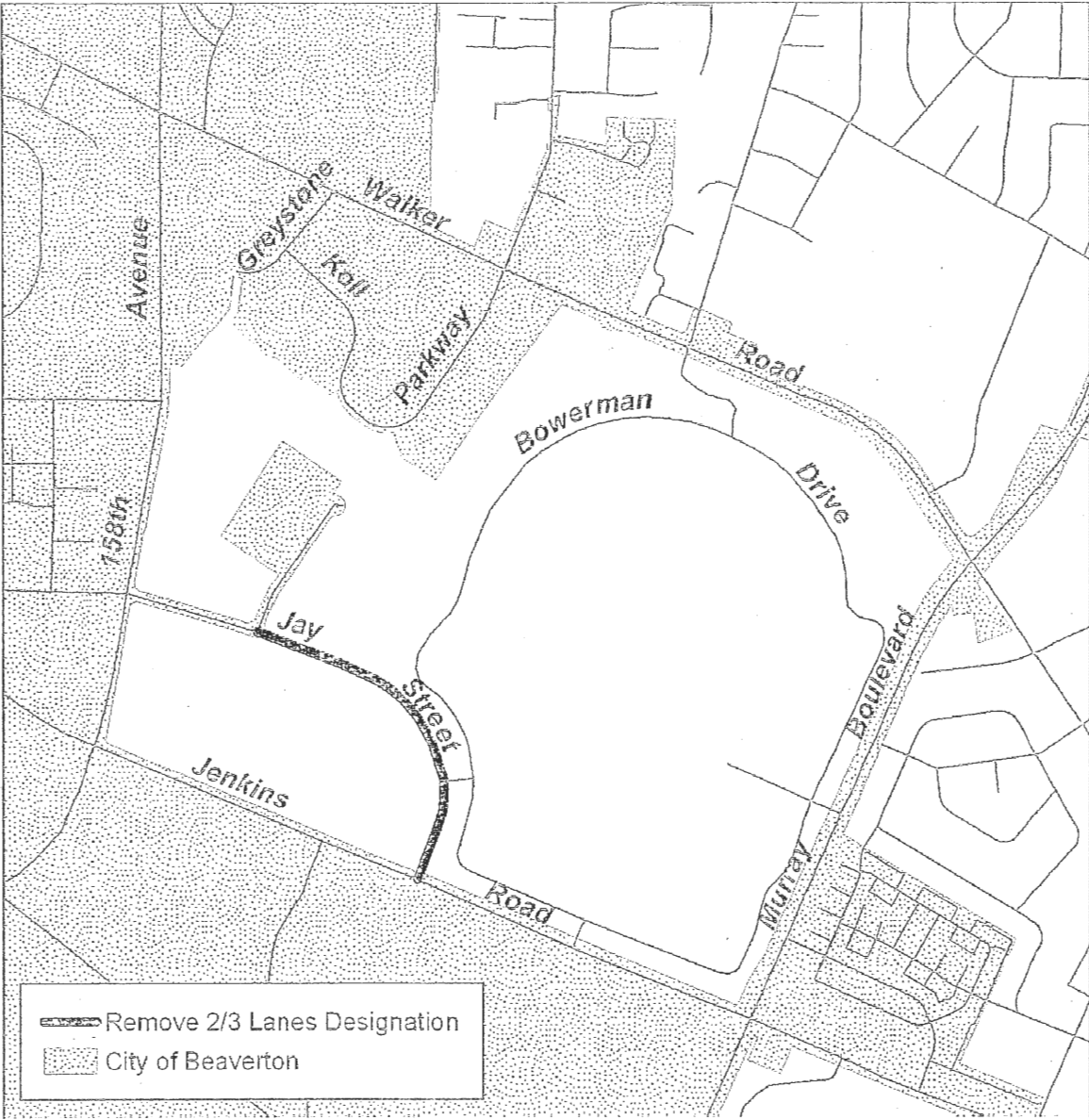
Nay: none
Date: 04/23/13

Amend the Functional Classification System Map in the Washington County 2020 Transportation Plan to remove the road designations shown below.



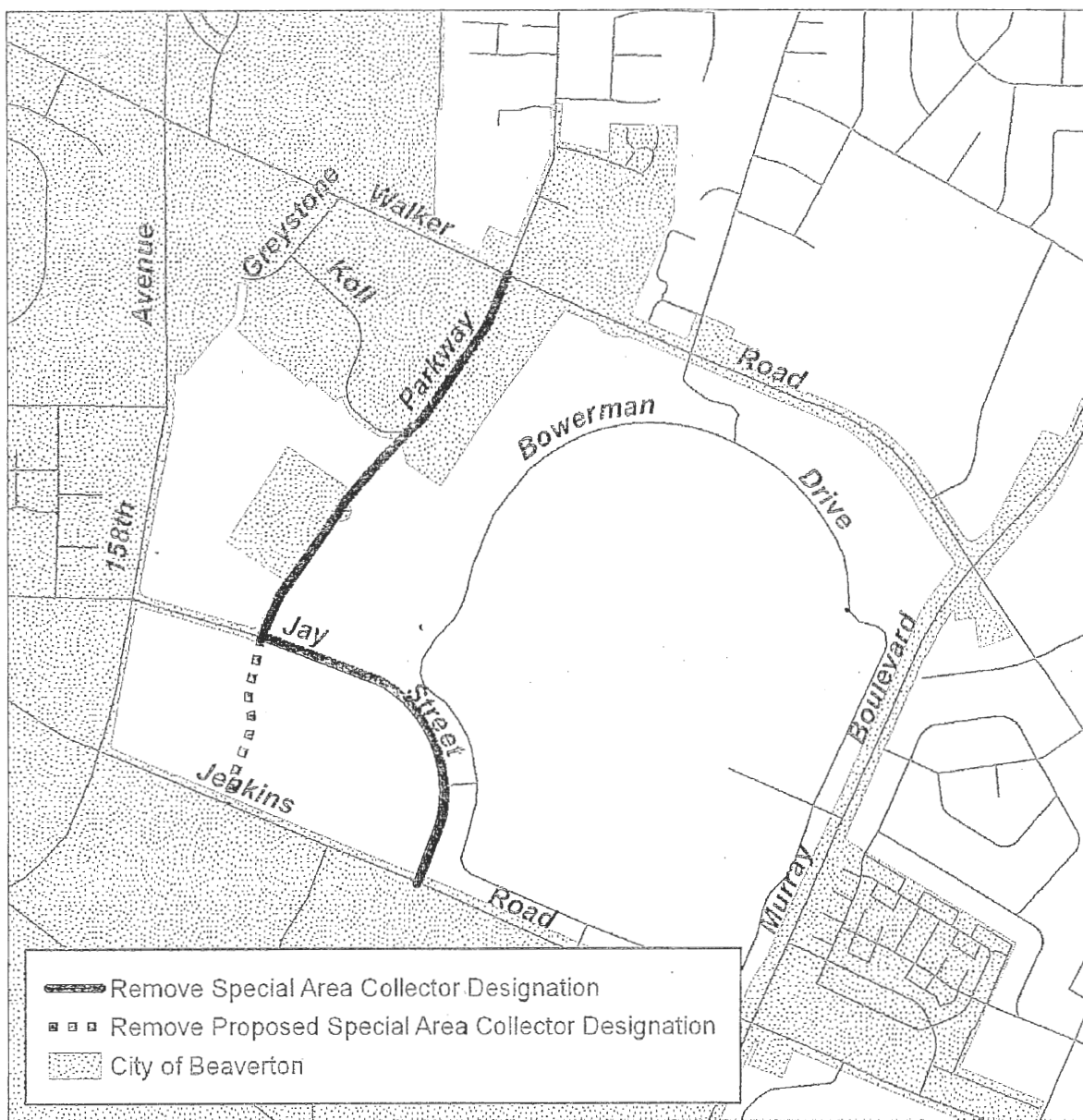
Note: Amendments to Map shown in bold solid or dashed line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

Amend the Lane Numbers Map in the Washington County 2020 Transportation Plan to reflect removal of the lane numbers designation for Jay Street, as reflected below.



Note: Amendments to Map shown in bold solid or dashed line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

Amend the Special Area Street Overlay – Willow Creek, Merlo and Elmonica Areas map in the Washington County 2020 Transportation Plan to reflect the removal of Special Area Street designations, as reflected below.



Note: Amendments to Map shown in bold solid or dashed line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

The text relating to Area of Special Concern #11 in the Sunset West Community Plan is amended as shown below:

Area of Special Concern #11

~~This area is the focus of the Sequent Master Plan. In order to achieve a unified campus for Sequent corporate activities, Jay Street between 158th Avenue and Burlington Drive may be vacated. However, a connection for public vehicle access to 158th Avenue will be maintained, through a public easement providing two travel lanes, until the proposed Special Area Minor Collector (Burlington Drive/Koll Parkway between Walker Road and Jenkins Road) is approved through the master plan process and dedicated, connected and constructed to a Special Area Minor Collector standard.~~

~~Prior to occupancy of any new building approved for development in Area of Special Concern #11 after the effective date of this ordinance, if Jay Street between 158th and Burlington is vacated, the property owner shall make improvements to the 158th/Walker and 158th/Jenkins intersections that would result in a year 2015 PM peak hour critical volume capacity ratio equal to or better than the 2015 PM peak hour critical volume capacity ratio at these intersections if Jay Street were not vacated.~~

~~In addition to the standards of Section 408 of the Community Development Code, the Sequent Master Plan shall identify off-street pathways within Area of Special Concern #11. The pathways shall have these additional features: pedestrian-scale lighting, trees spaced no more than 30 feet on one side, and pedestrian-scale amenities spaced no more than every one hundred (100) feet (including but not limited to street furniture, plantings, distinctive paving, drinking fountains, and sculpture). Off-street pathways shall not be constructed of asphaltic concrete. Construction phasing of the off-street pathways shall be determined through the Master Plan process. The pathways shall connect Points A and B and Points A and C identified on the Community Plan Map and shall be no longer than 1.1 times the shortest distance between the points.~~

~~In conjunction with site development, a Pedestrian Plaza shall be constructed by the property owner at the intersection of the off-street pathway and the 158th/Jenkins intersection. In addition to the standards of Section 380 of the Community Development Code, the pedestrian plaza shall be, at a minimum, 500 square feet in area, with a minimum dimension of 20 feet.~~

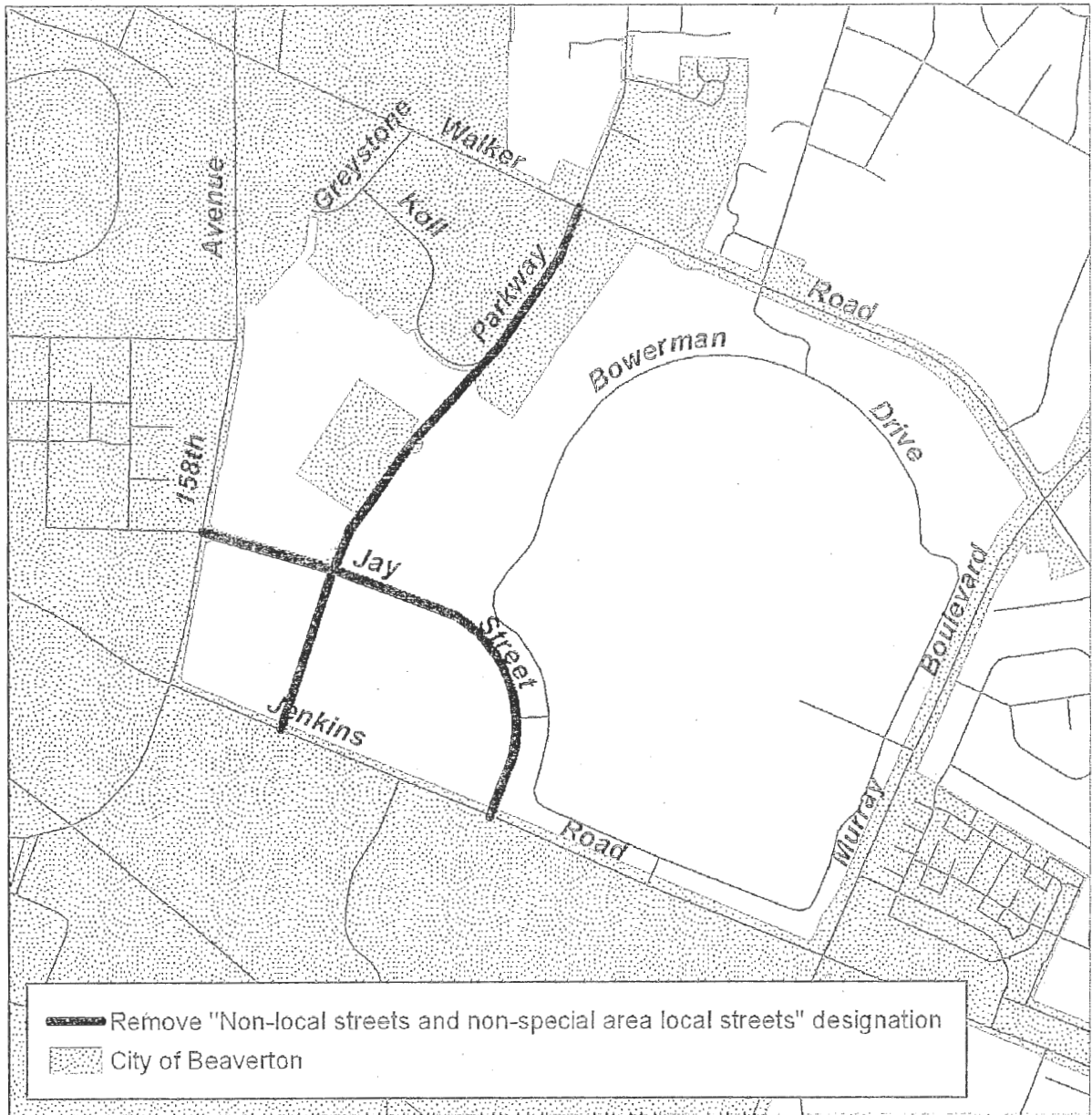
Area of Special Concern #11

This area includes the existing world headquarters campus of Nike, Inc. and additional adjacent land, all of which is located in the TO:EMP (Transit Oriented Employment) district. This Area of Special Concern is intended to ensure the capability of the subject properties to accommodate future corporate campus development.

On portions of the subject properties that are 500 feet or more from the nearest residentially-designated property, buildings may be constructed up to 110 feet in height and up to five signature campus wayfinding elements having a maximum height of 160 feet may be constructed. The wayfinding elements shall not be occupiable structures, and each may incorporate identity features up to a maximum of 100 square feet per face.

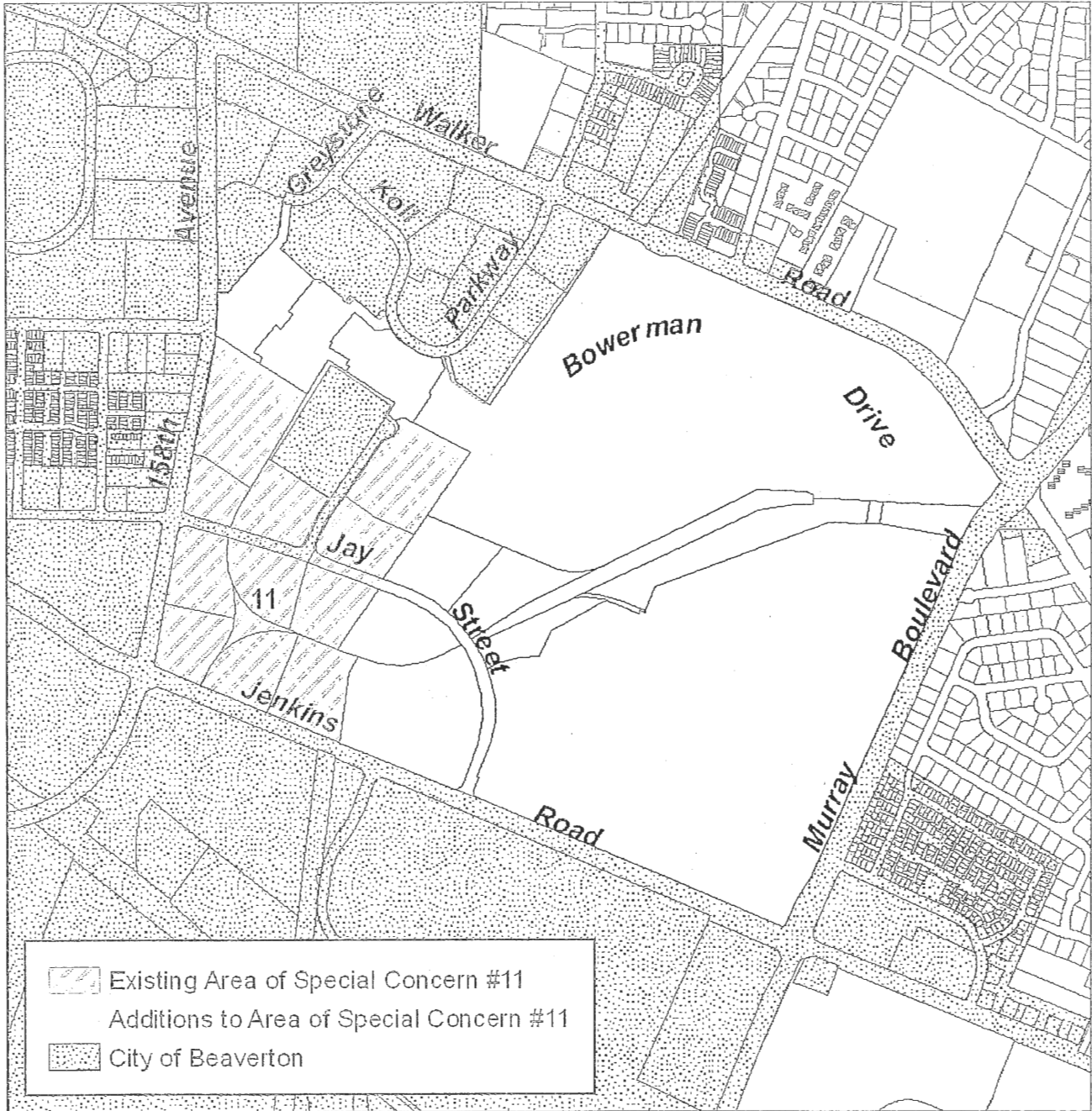
In order to ensure a consistent campus perimeter landscape design, required street trees along Walker Road, Murray Boulevard, Jenkins Road, 158th Avenue, Jay Street and Burlington Drive shall be located a minimum of two feet from the back of the adjacent street curb, and a maximum of 100 feet from the back of the adjacent street curb. While the minimum quantity of trees adjacent to these streets shall not be, on average, less than one (1) tree per 30 linear feet of street frontage, spacing may be varied, and trees may be grouped in clusters.

Amend the Transportation Functional Classification Map in the Sunset West Community Plan to modify certain roads, as reflected below.



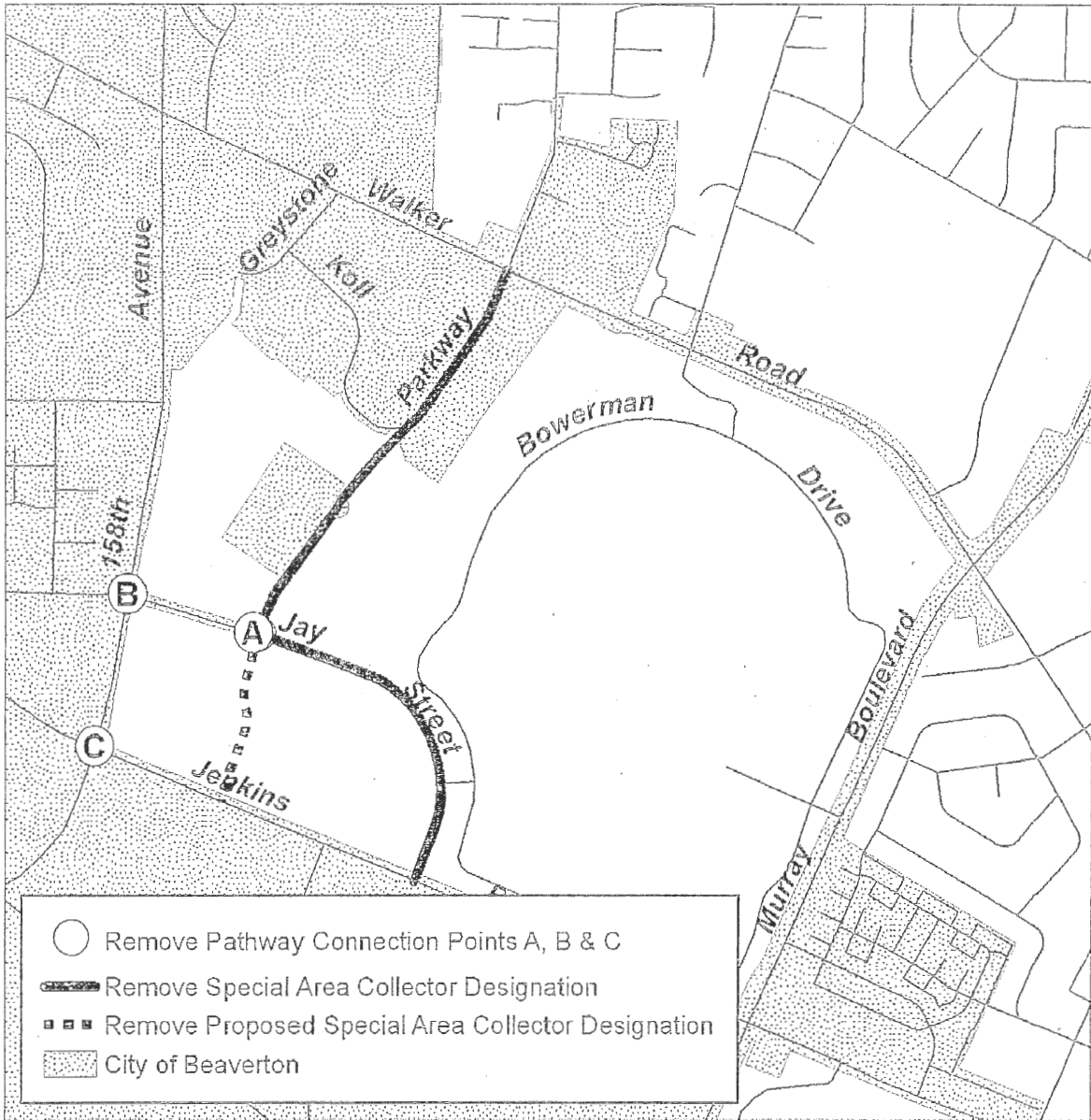
Note: Amendments to Map shown in bold solid or dashed line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

Amend the Areas of Special Concern Map in the Sunset West Community Plan to reflect the changes shown below.



abcdef Proposed additions
abcdef Proposed deletions

Amend the Washington County Special Area Streets, Street Corridor & Arterial Access Designations map of the Sunset West Community Plan to reflect the removal of Special Area Street designations and Pathway Connection Points, as reflected below.



Note: Amendments to Map shown in bold solid or dashed line; other features not amended by this exhibit remain in effect as shown on the Plan Map.

Community Development Code Section 375 TRANSIT ORIENTED DISTRICTS is amended to reflect the following:

Table B. Dimensional Requirements for Transit Oriented Districts

DEVELOPMENT DIMENSION	DISTRICT								
	TO:RC	TO:BUS	TO:EMP	TO:R9-12	TO:R12-18	TO:R18-24	TO:R24-40	TO:R40-80	TO:R80-120
Minimum Lot Area	None	None	None	2000 sq. ft.	2000 sq. ft.	None	None	None	None
Minimum Average Lot Width	None	None	None	24 feet	20 feet	None	None	None	None
Minimum Average Lot Depth	None	None	None	60 feet	60 feet	None	None	None	None
Minimum Building Height:									
- within 1300' of a station platform or within a Regional Center	20 feet	20 feet	None	None	None	None	None	None	None
- beyond 1300' from a station platform	None	None	None	None	None	None	None	None	None
- within a designated Town Center Core, as defined by an adopted Community Plan	20 feet at street corners	20 feet	None	None	None	None	None	None	None
- within a designated Town Center but outside a Town Center Core, as defined by an adopted Community Plan	None	None	None	None	None	None	None	None	None
Maximum Building Height (B)	60 feet	80 feet (A)	80 feet (A)	40 feet	40 feet	50 feet	60 feet (F)	80 feet	80 feet
Yard Depth									
- frontage minimum (C)	None	None	None	10 feet	10 feet	10 feet	None	None	None
- frontage maximum (D)	10 feet	10 feet	None	15 feet	15 feet	15 feet	10 feet (G)	10 feet	10 feet
- interior minimum (E)	None	None	None	None	None	None	None	None	None
- interior maximum	None	None	None	None	None	None	None	None	None

- (A) Except where a community plan specifies a higher maximum height.
- (B) Where a building fronts on a pedestrian street, a ten (10) foot setback from the front façade is required for all floors above the third. Normal building appurtenances and projection such as spires, belfries, cupolas,

abcdef Proposed additions
 abedef Proposed deletions

chimneys, ventilators, elevator housings or other roof-mounted structures may extend above the height limit. Building height may be limited pursuant to Section 431-8.

- (C) Except as necessary to comply with Section 418, accommodate utility lines and easements.
- (D) Required maximum frontage yard dimensions: (1) shall apply to at least 50% of the first floor of a building facing a pedestrian street, as defined in Section 431-3.8; and (2) may be exceeded where the applicant demonstrates and the Review Authority finds that larger yards are needed to mitigate noise and vibration impacts of transportation operations.
- (E) No minimum interior yard setback is required for transit oriented district except as necessary to comply with the screening and buffering standards of Sections 411 and 431 and the standards of the Uniform Building Code or the Conference of American Building Officials (CABO) Code, whichever is applicable.
- (F) A modification to the maximum building height may be approved subject to Section 375-7.32.b. Such modification may exceed the required sixty (60) foot building height maximum by no more than fifty (5) feet for a total of one hundred-ten (110) feet.
- (G) A modification to the maximum front yard depth may be approved subject to Section 375-7.32.c.



abcdef Proposed additions
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Community Development Code Section 431 TRANSIT ORIENTED DESIGN PRINCIPLES, STANDARDS AND GUIDELINES is amended to reflect the following:

431-4 Circulation System Design

The design and location of the circulation system in a community is the key element for determining pedestrian orientation, connectivity and the arrangement of land uses. These principles and standards apply to the design and location of the circulation system in transit oriented districts.

431-4.1 Principles:

- A. Pedestrian routes in a Transit Oriented District shall, to the extent practicable, directly connect major activity centers (concentrations of employment and households, major public buildings and spaces, institutional uses and parks & common open spaces, and shopping areas) and transit stops, particularly light rail stations;
- B. Block dimensions and perimeters shall be at an urban rather than a suburban scale;
- C. Provide accessways and greenways, as needed, to supplement pedestrian routes along pedestrian streets; and
- D. Provide clearly marked and well-designed pedestrian street, driveway, loading area and surface parking lot crossings.

431-4.2 Standards:

- A. In addition to the standards of this subsection, development in a transit-oriented district shall be subject to the requirements of Section 408, Section 409, and Article V. In the event of a conflict between the requirements of Sections 408, 409, and Article V, the requirements of Section 431-4 shall control.
- B. Other Community Development Code provisions that apply to Collectors shall apply to Special Area Collectors; provisions that apply to Neighborhood Routes shall apply to Special Area Neighborhood Routes; and provisions that apply to Local Streets shall apply to Special Area Local Streets and Special Area Commercial Streets. In the case of a conflict, specific Special Area street provisions shall control.
- C. Blocks
 - (1) Block perimeters for blocks with more than four sides, as defined by public or private streets, accessways or greenways, shall not exceed sixteen hundred (1600) feet measured along the nearside curb line of the public or

private street or the centerline of the defining accessway or greenway. These standards shall not be used to provide direct connections to collector roads where indirect connections are specifically shown in the community plan.

- (2) Block lengths for streets, accessways and greenways shall not exceed three hundred thirty (330) feet between public or private streets, accessways or greenways, measured along the nearside curb line of the public or private street or the centerline of the accessway or greenway. These standards shall not be used to provide direct connections to collector roads where indirect connections are specifically shown in the community plan.
- (3) Except for specific transportation facilities identified in the community plan, the Review Authority may modify these standards based on findings that strict compliance with the standards is not reasonably practicable due to:
 - (a) Topography;
 - (b) The standards of Sections 421 and 422;
 - (c) Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - (d) Railroads;
 - (e) Traffic safety concerns;
 - (f) The functional and operational need to create a large building;~~or~~
 - (g) The provisions of Significant Natural Resources as identified in the Community Plan;~~or~~
 - (h) Campus Development.

Modifications shall be the minimum necessary to address the constraint.

431-11 Signs

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

431-11.1 Principles:

- A. Signs in Transit Oriented District communities shall be located and scaled to the function of the pedestrian street on which they front.

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

431-11.2 Standards:

- A. In the TO:BUS and TO:RC Districts, the standards of Article IV - Section 414-2 shall apply, except as noted in Section 431-11.3.
- B. In all transit oriented residential districts the standards of Article IV - Section 414-1 shall apply.
- C. In the TO:EMP District, the standards of Article IV – Section 414-3 shall apply.

EXHIBIT A

FINDINGS FOR ORDINANCE NO. 760
AN ORDINANCE AMENDING THE WASHINGTON COUNTY 2020
TRANSPORTATION PLAN AND THE SUNSET WEST COMMUNITY PLAN
ELEMENTS OF THE COMPREHENSIVE PLAN RELATING TO REMOVAL OF
AREA OF SPECIAL CONCERN #11

March 19, 2013

GENERAL FINDINGS

Ordinance No. 760 amends the 2020 Transportation Plan and the Sunset West Community Plan to remove Area of Special Concern #11 in the Elmonica Subarea of the community plan. Changes include removal of the Area of Concern map and text, as well as transportation designations shown both in the Sunset West Community Plan and the 2020 Transportation Plan. These changes were needed to remove elements defined through the 1998 approval of the Sequent Master Plan, which identified the future development of a corporate campus for that specific company. Sequent no longer owns the affected properties, and this ordinance therefore removes the Sequent Master Plan elements to allow improved flexibility for development by a subsequent owner or owners.

Key Ordinance Provisions

- Amends the Functional Classification System Map in the 2020 Transportation Plan to remove Collector and Proposed Collector designations on SW Jay Street, SW Burlington Drive and SW Koll Parkway in and near Area of Special Concern #11 identified in the Sunset West Community Plan, resulting in “local street” designations for all three roadways
- Removes the “2/3 Lanes” designation for a portion of SW Jay Street on the Lane Numbers Map in the 2020 Transportation Plan
- Removes the Special Area Collector and Proposed Special Area Collector designations from SW Jay Street, SW Burlington Drive and SW Koll Parkway on the Special Area Street Overlay – Willow Creek, Merlo and Elmonica Areas map in the 2020 Transportation Plan
- Deletes the text describing Area of Special Concern #11 in the Elmonica Subarea of the Sunset West Community Plan
- Removes the “Non-local streets and non-special area local streets” designation for Jay Street, SW Burlington Drive and SW Koll Parkway shown on the Functional Classification Map in the Sunset West Community Plan
- Removes Area of Special Concern #11 as shown in the Areas of Special Concern Map in the Sunset West Community Plan
- Amends the Washington County Special Area Streets, Street Corridor & Arterial Access Designations map of the Sunset West Community Plan to reflect the removal of Special Area Street designations and Pathway Connection Points

Because the ordinance would make changes that do not affect compliance with Oregon's Statewide Planning Goals (Goals), it is not necessary for these findings to address the Goals with respect to each amendment. The Board of County Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Wetlands), 18 (Beaches and Dunes) and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed because these resources are not located within Washington County.

GOAL FINDINGS

The purpose of the findings in this document is to demonstrate that Ordinance No. 760 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OAR) requirements, Metro's Urban Growth Management Functional Plan (UGMFP) and the Washington County Comprehensive Plan. The Washington County Comprehensive Plan was adopted to implement the aforementioned planning documents and was acknowledged by the State of Oregon. The county follows the post-acknowledgement plan amendment (PAPA) process to update the Comprehensive Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No Goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the maps and text of the Comprehensive Plan implicate a Goal compliance issue. The following findings are provided to demonstrate ongoing compliance.

Goal 1 - Citizen Involvement

Washington County has an acknowledged citizen involvement program that provides opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has utilized these requirements for the adoption of Ordinance No. 760.

Goal 2 - Land Use Planning

Statewide Planning Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Comprehensive Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Development Code (CDC), Transportation Plan, Community Plans, and Urban Planning Area Agreements. Washington County utilized this process to adopt Ordinance No. 760. Notice was coordinated with all affected governmental entities and no comments were received regarding the ordinance.

Goal 9 – Economic Development

Goal 9 requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of citizens. Policy 20 in the CFP and Policies 15, 16, 20 and 21 in the Rural/Natural Resource Plan set out the county's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion.

Ordinance No. 760 contributes to a healthy economy in Washington County by removing development requirements encumbering twelve properties in the Beaverton area, one of the state's largest cities. The design elements and planned transportation facilities in the county's Comprehensive Plan were originally adopted to facilitate the planned construction of a corporate campus. The campus was never built and the land was subsequently sold. Over the past several years, county staff has received inquiries regarding the development potential of the properties. The specific provisions intended to serve the previous property owner were not consistent with the development plans of these parties. The parties contemplating the site ultimately rejected it, largely due to the need for comprehensive plan amendments to remove the requirements imposed on the properties. Ordinance No. 760 removes regulations and transportation requirements that have historically impeded the development of this site.

Plan compliance with Goal 9 is maintained with the amendments made by Ordinance No. 760. The amendments are consistent with the county's acknowledged policies and strategies for strengthening the local economy as required by Goal 9.

Goal 11 - Public Facilities and Services

Goal 11 requires a plan for the orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Policies 15, 25, 26, 27, 28, 29, 30 and 31 of the CFP, and Policy 22 of the Rural/Natural Resource Plan address the provision of public facilities and services in the urban and rural areas of unincorporated Washington County.

The CDC requires that adequate public facilities and services be available for new development. Plan compliance with Goal 11 is maintained with the amendments made by Ordinance No. 760. The amendments are consistent with the county's acknowledged policies and strategies for the provision of public facilities and services as required by Goal 11.

Goal 12 - Transportation

Goal 12 requires the provision and encouragement of a safe, convenient, multi-modal and economic transportation system. Policy 32 of the CFP, Policy 23 of the Rural/Natural Resource Plan, and in particular the Washington County 2020 Transportation Plan, describe the transportation system necessary to accommodate the transportation needs of Washington County through the year 2020. Implementing measures are contained in the 2020 Transportation Plan, the Sunset West Community Plan and the CDC.

Though Ordinance No. 760 does not alter existing land use designations or levels of development permitted within the subject area, it does eliminate one existing collector and one proposed collector within a designated Transit Oriented district from the Transportation Plan.

Therefore, utilizing the Metro regional travel demand model, county staff analyzed the associated future 2035 traffic conditions with and without the existing and proposed collector facilities to establish a “reasonable worst-case” development scenario. No land use changes beyond growth assumed in the area by the Metro 2035 allocations were contemplated because Ordinance No. 760 does not change land use designations.

The analysis found that eliminating the connections had the potential to “significantly affect” [as defined in OAR 660-012-0060(1)(c)(A)] three existing intersections within the vicinity of the properties subject to this plan amendment. The analysis found that eliminating the existing and proposed collector facilities redistributed traffic within the vicinity to other facilities, increasing anticipated future peak-hour volumes on other facilities. Three of the intersections were expected to exceed level of service standards under either condition; there was no change at the fourth intersection.

Two of the three affected intersection are along Walker Road, which is scheduled for a public improvement project through the Washington County Major Street Transportation Improvement Program. Staff believes that the improvements scheduled for Walker Road can be designed and implemented to adequately address the revised future conditions resulting from changes adopted by Ordinance No. 760. The arterial-to-arterial intersection of Murray Boulevard and Jenkins Road was recently improved as a condition of development occurring on the north-east corner. Staff believes that as future development occurs within the vicinity, additional improvements to the intersection can address the revised future conditions proposed by Ordinance No. 760. All of these roadways will continue to operate within their arterial functional classification.

The removal of Area of Special Concern #11 alters the requirements of development on the subject properties. In general, most of these requirements are redundant with the requirements for development within Transit Oriented districts as defined by the CDC Section 431. CDC Section 431-5 calls for land development actions within a district of this category to demonstrate compliance with development standards that meet the same goals as Area of Special Concern #11. The change allows development to demonstrate compliance with the CDC rather than prescribed treatments identified in Area of Special Concern #11.

Plan compliance with Goal 12 is maintained with the amendments made by Ordinance No. 760. The amendments are consistent with the county’s acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the Transportation Planning Rule or TRP, implemented via OAR Chapter 660, Division 12).

Findings of Compliance with Metro’s Urban Growth Management Functional Plan for Ordinance No. 760

Title 8 - Compliance Procedures

Title 8 sets forth Metro’s procedures for determining compliance with the Urban Growth Management Functional Plan. Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to Comprehensive Plans.

Title 8 requires jurisdictions to submit notice to Metro at least 45 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan. Consistent with Title 8, staff sent a copy of proposed Ordinance No. 760 to Metro on January 18, 2013, 46 days prior to the first evidentiary hearing. Metro provided no comments on Ordinance No. 760.

The findings in this document demonstrate that the amendments made by this ordinance are in compliance with the UGMFP.


Findings of Compliance with Metro’s Regional Transportation Functional Plan
Ordinance No. 760 amends the Washington County Transportation System Plan consistent with the Title 2 “Development and Update of Transportation System Plans” of the Regional Transportation Functional Plan (RTFP) Sections 210, 220 and 230. The evaluation of transportation needs utilized the Metro 2035 land use allocations and travel demand forecasts, consistent with mobility corridors #19, #22 and #24. Ordinance No. 760 does not add any additional transportation facilities or make changes to existing facilities that would be inconsistent with the Regional Transportation Plan (RTP). Staff has identified that existing motor vehicle performance standards can be maintained with a combination of existing funded transportation improvements (which are identified on the Financially Constrained RTP), and intersection improvements likely to be identified through the development review process. As described in the Goal 12 findings above, the multimodal transit oriented district requirements will continue to be met through the application of the CDC Section 431. Therefore, Ordinance No. 760 is consistent with the RTFP.



WASHINGTON COUNTY OREGON

March 11, 2013

To: Washington County Board of Commissioners

From: Andy Back, Manager 
Planning and Development Services

Subject: **PROPOSED LAND USE ORDINANCE NO. 760 - An Ordinance Amending the 2020 Transportation Plan and the Sunset West Community Plan Relating to Removal of Area of Special Concern #11**

STAFF REPORT

For the March 19, 2013 Board of Commissioners Hearing
(The public hearing will begin no sooner than 10:00 am)

I. STAFF RECOMMENDATION

Conduct the public hearing; at the conclusion of the hearing adopt Ordinance No. 760 as filed.

II. PLANNING COMMISSION RECOMMENDATION

The Planning Commission (PC) held its public hearing on Ordinance No. 760 on March 6, 2013. Following the staff report, an opportunity for public testimony was provided; there was no one present to testify. The PC deliberated on the ordinance and voted 4-2 to recommend the Board of County Commissioners (Board) adopt Ordinance No. 760 as filed.

The 4-2 final vote followed a 3-3 vote on a motion that would have recommended that the Board engross the ordinance to address a concern raised by commissioners about the potential loss of a future north-south pedestrian connection that would provide the shortest walking distance from a developed office park at the southeast corner of Walker Road and 158th Avenue (in the city of Beaverton) to the Merlo light rail station. The motion also included a request that the Board order engrossment of the ordinance to change the designation of Jay Street to a neighborhood route rather than local street designation.

Following its action on the ordinance, the PC voted 6-0 in a separate motion to request that staff share with the Board its concerns about preserving as direct a route as practicable between the office park and the light rail station. The PC did not make specific recommendations on how the

county might require such a connection, but pointed out the importance of making a pedestrian connection that is “as short as practicable,” rather than simply requiring “access” across the properties subject to Ordinance No. 760 and the unincorporated urban lands directly north of the properties.

The PC also asked staff to speak with the property owner to ascertain further information regarding its request to downgrade Jay Street to a local street designation. Staff will provide an update on its outreach to the property owner at the Board’s March 19 hearing.

III. OVERVIEW

Ordinance No. 760 proposes to amend the 2020 Transportation Plan and the Sunset West Community Plan to remove Area of Special Concern (ASC) #11 in the Elmonica Subarea of the community plan. Changes include removal of the Area of Concern map and text, as well as transportation designations shown both in the community plan and the 2020 Transportation Plan. The ASC is located in urban unincorporated Washington County, on twelve tax lots at the northeastern quadrant of the intersection of SW 158th Avenue and SW Jenkins Road.

These changes are needed to remove elements defined in 1998 relating to the Sequent Master Plan, which identified the future development of a corporate campus for that specific company. The community plan text described street connections, possible roadway vacations, intersection improvements, off-street pathways, and pedestrian improvements that would be required when the properties developed. The property has not developed. Sequent no longer owns the properties, and it is not anticipated that the current or subsequent owners will develop the properties exactly as described in the community plan. Further, the current owner of the affected properties has requested the removal of the ASC and certain transportation elements to ensure greater site flexibility for future development.

On January 15, 2013, the Board authorized staff to file this land use ordinance in order for public hearings to be held in March 2013.

IV. BACKGROUND

Elements of the Sequent Master Plan were added to the Sunset West Community Plan and the Transportation Plan in 1998 through the adoption of Ordinance No. 503. The Sequent Master Plan was intended to identify improvements to serve the approximately 3,500 employees expected to work on the site upon full build-out of the Sequent corporate campus.

The primary focus of Ordinance No. 503 was the reclassification of a portion of Jay Street and the extension and redesignation of Burlington Drive/Koll Parkway between Walker Road and Jenkins Road as a Special Area Minor Collector. The ordinance also required Sequent to improve the 158th/Walker and 158th/Jenkins intersections so they would operate adequately.

Bicycle and pedestrian connections beyond what would normally be required by the Community Development Code were also included in the ordinance.

In the years since elements of the Sequent Master Plan were incorporated into the Sunset West Community Plan and Transportation Plan, staff has received inquiries from prospective property owners regarding the development of these properties. The specific provisions intended to serve Sequent were not consistent with the development plans of these parties. The parties contemplating the site ultimately rejected it, largely due to the need for comprehensive plan amendments to remove the requirements imposed by the Sequent Master Plan. This ordinance removes regulations and transportation requirements that have historically impeded the development of this site.

Ordinance Notification

Ordinance No. 760 and an accompanying summary were mailed to citizen participation organizations (CPOs) and interested parties on February 4, 2013. A display advertisement regarding the proposed ordinance was published in *The Oregonian* on February 14, 2012 and in the *Hillsboro Argus* on February 15, 2013. Individual Notice 2013-1 describing proposed Ordinance No. 760 was mailed to 252 people on the General Notification List on February 20, 2013. A copy of this notice was also mailed to the Planning Commission at that time.

V. ANALYSIS

Per Transportation System Plan policies, the changes proposed in Ordinance No. 760 require an evaluation of future conditions at key intersections in the vicinity, based on the county's currently adopted level-of-service standard. The currently adopted level-of-service standard for urban Washington County within a Station Community and along Corridors is a volume-to-capacity (v/c) ratio of no greater than 0.99, or by the performance grade of intersection operations of E.

In order to evaluate the potential impacts, staff from the Traffic Engineering section of the county's Engineering and Construction Services Division reviewed existing and future (2035) conditions, both with and without the changes identified in Ordinance No. 760.

Under the "base case" scenario, where the current plan's collector connections between Walker and Jenkins Roads are maintained, the 158th Avenue/Jenkins Road intersection continues to function adequately in 2035. However, the intersections at 158th Avenue/Walker Road, Walker Road/Murray Boulevard and Murray Boulevard/Jenkins Road are expected to experience greater delay in the peak period than identified as acceptable within the current Washington County level-of-service standard.

Under the "proposed" scenario, where the collector connections between Walker and Jenkins Roads are removed from the plan, future performance at the adjacent arterial intersections is not

expected to be materially different. The same intersections are anticipated to exceed the currently adopted level-of-service standard.

The table below indicates the anticipated intersection performance in 2035 under both the “base” and “proposed” scenarios.

Intersection	2035 Transportation Plan Assumptions	2035 “Base” Scenario	2035 “Proposed” Scenario
158 th Avenue/Jenkins Road	5-lane 158 th , 5-lane Jenkins Road	0.89	0.89
158 th Avenue/Walker Road	5-lane 158 th , 5-lane Walker	1.20	1.25
Walker Road and Murray Boulevard	5-lane Walker, 5-lane Murray	1.13	1.20
Murray Boulevard and Jenkins Road	5-lane Murray, 5-lane Jenkins	1.11	1.09*

*resulting v/c lower due to traffic shifting to Walker Road in the model. Intersection still exceeds standard.

Between the base and proposed scenarios, v/c ratios increase at two of the intersections by 4% (158th/Walker) and 6% (Walker/Murray). However, traffic volumes can fluctuate up to 10% on a daily basis, therefore the actual change would likely not be perceptible for a driver who commutes daily on these roadways.

Throughout the county, there are a number of arterial roadways that experience significant delay during the PM peak hour (exceed currently adopted level-of-service standards). Additional lanes or intersection improvements may be proposed to address the need for greater capacity of certain roadways, but this approach must always be balanced against the need to maintain community livability.

As an example, Murray Boulevard was identified as a “deficiency area” when the current Transportation Plan was adopted in 2002. It was recognized at the time that future congestion would be expected to exceed our adopted performance standard throughout this corridor. During the 2002 planning effort, staff assessed the impact of widening Murray Boulevard to seven lanes (from the current five-lane designation). The assessment showed that in future years, Murray would continue to be significantly congested even if widened to seven lanes. At that time staff found it was impracticable to recommend widening beyond five lanes, and thus identified the Murray corridor as a deficiency area.

Subsequent analysis has revealed the same situation is to be expected along Walker Road, which will soon be improved to a five-lane facility through this area. The details of this capital improvement project are still being identified. Initial survey work has been completed, and preliminary engineering analysis has begun. Construction is anticipated to begin in spring of 2014. This capital project will provide some of the capacity anticipated in the level-of-service

calculations above. Future intersection improvements may also improve on the level-of-service calculations above.

Legislative findings reflecting the results of staff's transportation analysis will be prepared. Current and near-term transportation projects in the area will be evaluated to determine whether additional improvements can be made to mitigate any anticipated near-term safety or capacity deficiencies in the vicinity. Future development of the subject properties and properties in the vicinity will also be required to comply with county transportation impact analysis requirements, and developers may be required to provide transportation system improvements.

Additionally, the county seeks to manage long-term traffic congestion with a variety of tools that include transportation demand management (TDM) strategies, improved active transportation connections and access to transit as well as implementation of Advanced Traffic Management Systems (ATMS). ATMS use adaptive corridor signal management systems to constantly adapt signal timing in response to changing traffic conditions. The county has installed these systems and has found them effective in reducing travel times on Tualatin-Sherwood Road in Tualatin and Cornell Road in Hillsboro. Portions of Murray Boulevard and Walker Road have already been identified as candidates for future ATMS implementation.

The current Transportation System Plan update process will evaluate larger system needs for the county's arterial roadway network. The update effort is also expected to include a reconsideration of the county's current v/c performance standard, and the potential for adoption of new multi-modal performance measures. Any decision to increase the planned capacity of area roadways is more appropriate as part of the broader Transportation System Plan update process.

If Ordinance No. 760 is adopted, the Collector and Special Area Collector designations will be removed from affected portions of Jay Street, Koll Parkway, and Burlington Drive; these roads will revert to local street designations. Though pathway designations are removed from these properties, subsequent development applications on the properties will be required to comply with Community Development Code requirements adopted since 1998 that require a higher level of bicycle and pedestrian connectivity. The properties, which are designated Transit Oriented Employment (TO:EMP) District, will also be subject to the *Transit Oriented Design Principles, Standards, and Guidelines* in Section 431 of the CDC, including standards addressing streetscapes for pedestrians.

Summary of Proposed Changes

Ordinance No. 760 proposes the following changes:

- Amends the Functional Classification System Map in the 2020 Transportation Plan to remove Collector and Proposed Collector designations on SW Jay Street, SW Burlington Drive and SW Koll Parkway in and near Area of Special Concern #11 identified in the Sunset West Community Plan

- Removes the “2/3 Lanes” designation for a portion of SW Jay Street on the Lane Numbers Map in the 2020 Transportation Plan
- Removes the Special Area Collector and Proposed Special Area Collector designations from SW Jay Street, SW Burlington Drive and SW Koll Parkway on the Special Area Street Overlay – Willow Creek, Merlo and Elmonica Areas map in the 2020 Transportation Plan
- Deletes the text describing Area of Special Concern #11 in the Elmonica Subarea of the Sunset West Community Plan
- Removes the “Non-local streets and non-special area local streets” designation for Jay Street, SW Burlington Drive and SW Koll Parkway shown on the Functional Classification Map in the Sunset West Community Plan
- Removes Area of Special Concern #11 as shown in the Areas of Special Concern Map in the Sunset West Community Plan
- Amends the Washington County Special Area Streets, Street Corridor & Arterial Access Designations map of the Sunset West Community Plan to reflect the removal of Special Area Street designations and Pathway Connection Points.

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Cassera Phipps

From: Clark, James L (CONTR) - TERR-3 <jlclark@bpa.gov>
Sent: Wednesday, April 30, 2014 7:43 AM
To: Cassera Phipps
Subject: RE: Beaverton case file CPA2014-0004

Hi Cassera,

Thank you for the clarification on the proposed amendment.
Bonneville Power Administration doesn't object to the changes as explained.

Sincerely,
Jim Clark

David Evans & Associates, Inc
Right-of-Way Agent | Real Property Field Services | TERR-3
Bonneville Power Administration | Department of Energy
503-230-5605 Office | 503-758-3883 Mobile
503-230-5513 Fax | E-mail: jlclark@bpa.gov

From: Cassera Phipps [<mailto:cphipps@beavertonoregon.gov>]
Sent: Tuesday, April 29, 2014 2:54 PM
To: Clark, James L (CONTR) - TERR-3
Subject: Beaverton case file CPA2014-0004

Hi Jim,

I'm writing to follow up on our phone conversation this afternoon. The proposed amendment to the city's Comprehensive Plan would remove the "collector" street designation from three streets (Koll Parkway, Burlington Drive, and Jay Street), and eliminate a future collector street that would provide a connection between Walker Road and Jenkins Road. Washington County went through a similar process last year. As we discussed, no physical improvements are proposed as part of this application.

Should future development (fencing, grading, building expansion, etc.) occur in this area, a land use application or site development permit would be required for physical improvements. I should note that the majority of surrounding properties are located outside Beaverton city limits and fall under the jurisdiction of Washington County.

Please feel free to contact me with any questions or concerns.

Best regards,

Cassera Phipps
Assistant Planner | Planning Division
City of Beaverton | PO Box 4755 | Beaverton, OR 97076-4755
p: 503.526.2247 | f: 503.526.3720 | www.beavertonoregon.gov



Department of Energy
Bonneville Power Administration
PO Box 3621
Portland, OR 97208-3621

RECEIVED

APR 24 2014

City of Beaverton
Planning Services

April 22, 2014

In reply refer to: TERR-3

City of Beaverton Case File No: CPA2014-0004

Attn: Cassera Phipps
City of Beaverton Planning Commission
PO Box 4755
Beaverton, OR 97076

Dear Ms Phipps:

Bonneville Power Administration ("BPA") has received and reviewed the City of Beaverton Planning Commission's Type 4 Notice of CPA Proposed removal of a collector designation and three designated collector streets and its relationship to BPA's transmission line rights-of-way traversing the property located in Section 5 of Township 1 South, Range 1 West, Willamette Meridian, Washington County, State of Oregon.

BPA does have concerns with the proposed development since it traverses BPA's rights-of-way. BPA requests the following statement be included as a condition of approval to help ensure public safety and reliable operation of BPA's facilities.

Portions of the property are encumbered by easements for high voltage transmission lines owned by Bonneville Power Administration ("BPA"). BPA acquired rights for these easements that limit the landowner's use of these areas. All activities planned within the BPA easements, including fences, roadways, and utilities need to be reviewed and approved by BPA prior to their occurrence. Do not build, dig or plant within the BPA easement areas without first contacting BPA. Information regarding land uses and the process for reviewing proposed uses within BPA's easements may be obtained by calling (800) 836-6619.

Applications must be submitted to BPA for any use or improvements proposed within our rights-of-way. For your convenience I attached an application. Please note that the landowners must coordinate and obtain BPA's permission to work within BPA's easement area. This letter **does not grant permission** to work within BPA's easement.

Your cooperation in this matter is greatly appreciated and helps to minimize later disputes or unnecessary strained relationships with the public when incompatible

activities must be modified or removed from the easement boundaries. If you have any questions regarding this request or need additional information, please feel free to contact me at (503) 230-5605 or toll free at (800) 836-6619.

Sincerely,



Jim Clark
Right-of-Way Agent

Enclosure: BPA Right-of-Way Application

cc: City of Beaverton
PO Box 4755
Beaverton, OR 97076
cphippis@beavertonOregon.gov

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City of Beaverton
4755 SW Griffith Drive
PO Box 4755
Beaverton, OR 97076

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