



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

01/27/2014

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

FROM: Plan Amendment Program Specialist

SUBJECT: Washington County Plan Amendment
DLCD File Number 017-13

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: Wednesday, February 12, 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: Paul Schaefer, Washington County
Jon Jinings, DLCD Community Services Specialist
Anne Debbaut, DLCD Regional Representative

<paa> YA



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

FOR DLCD USE

File No.: 017-13 (20102)
[17736]
Received: 1/22/2014

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 [OAR 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: Washington County

Local file no.: **13-402-PA**

Date of adoption: 1/15/14

Date sent: 1/22/2014

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): 11/26/13

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): Paul Schaefer, Senior Planner

Phone: 503-846-8817

E-mail: paul_schaefer@co.washington.or.us

Street address: 155 N First Avenue, Suite 350-14

City: Hillsboro

Zip: 97124-0372

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:

For a change to a comprehensive plan map:

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

Change from R-5 to GC 1.01 acres. A goal exception was **NOT** 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): 1S111DB 3200 and 3500

The subject property is entirely within an urban growth boundary (**YES**)

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:
Washington County, ODOT, and the City of Beaverton

Identify supplemental information that is included because it may be useful to inform DLCD 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.

1 BEFORE THE PLANNING COMMISSION

2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of a Proposed Plan) RESOLUTION AND ORDER
4 Amendment: Casefile 13-402-PA)
5 for Lithia Auto Stores) No. 2014-01

6 This matter having come before the Washington County Planning Commission
7 (Commission) at its meeting on January 15, 2014; and

8 It appearing to the Commission that the above named applicant applied to Washington
9 County for a Plan Amendment to change the plan designation for certain real property described in
10 the Notice of Public Hearing (Exhibit "A") attached hereto and by this reference made a part
11 hereof, from R-5 Residential (R-5) to General Commercial (GC); and

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

14 It appearing to the Commission that the findings in the Staff Report (Exhibit "B") and in
15 the Application (Exhibit "C") constitute appropriate findings demonstrating that the request for
16 Plan Amendment as set forth in Casefile 13-402-PA does meet the requirements of the
17 Comprehensive Framework Plan for the Urban Area for such a Plan Amendment, subject to certain
18 conditions of approval; and should be adopted by the Commission; it is therefore

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20 ///
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22 ///


1 RESOLVED AND ORDERED that Casefile No. 13-402-PA for a Plan Amendment for
2 property described in Exhibit "A" is hereby APPROVED subject to Conditions of Approval set
3 forth in Exhibit "B." The Commission further adopts the findings in Exhibit "B" as specifically
4 referenced herein and as summarized in the Summary of Decision (Exhibit "D").

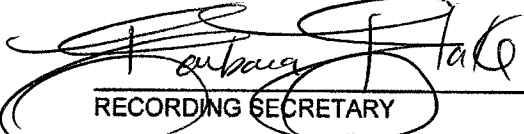
5
6
7 4 votes Aye, 3 votes Nay.

8
9
10 PLANNING COMMISSION FOR
WASHINGTON COUNTY, OREGON

11 
12 _____
CHAIRMAN

13 APPROVED AS TO FORM:

14 
Sr. Assistant County Counsel
for Washington County, Oregon

15 
16 _____
RECORDING SECRETARY



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

NOTICE OF PUBLIC HEARING

CASE FILE NO.: 13-402-PA
PROCEDURE TYPE III

CPO: 3

COMMUNITY PLAN: Raleigh Hills – Garden Home.

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

PROPOSED PLAN AMENDMENT:

Change the current R-5 District designation (Residential – 5 units per acre) to General Commercial District (GC)

Notice is hereby given that the Planning Commission will review the request for the above stated proposed plan amendment at a meeting on: **January 15, 2014 at 7:00 PM** in the auditorium of the Washington County Public Services Building, 155 North First, Hillsboro, Oregon.

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

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

FOR FURTHER INFORMATION, PLEASE CONTACT:

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

APPLICANT:

Lithia Support Services
Attn.: Mr. Jim Puckett, Regional Facilities Manager
2001 SW Jefferson Street
Portland, OR 97201

APPLICANT'S REPRESENTATIVE:

Keith Jones
Harper Houf Peterson Righellis, Inc.
205 SE Spokane Street, Suite 200
Portland, OR 97202

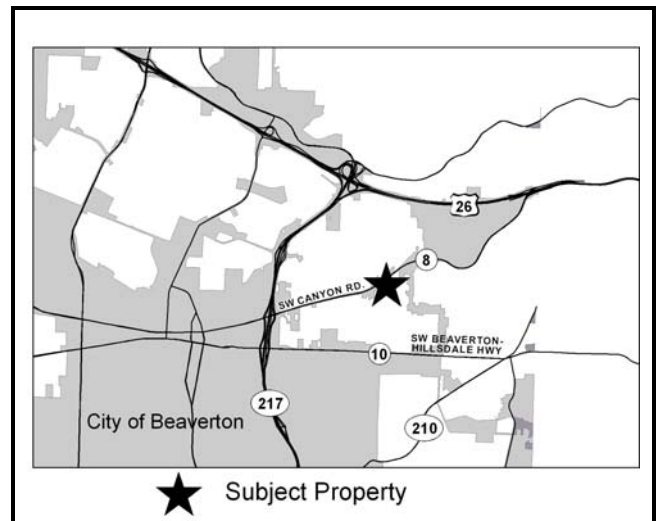
CONTACT PERSON: Keith Jones
Phone: 503-221-1131

OWNER:

Lithia Auto Stores
c/o BMW Portland
2001 SW Jefferson Street
Portland, OR 97201

PROPERTY DESCRIPTION:

ASSESSOR MAP NO(S): 1S1-11DB
TAX LOT NO(S): 3200 and 3500
SITE SIZE: 1.01 Acres
ADDRESS: 3485 SW 91st Avenue and 3480 SW 93rd Avenue
LOCATION: South of Canyon Road, between SW 91st and SW 93rd Avenue



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

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

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

RULES OF PROCEDURE

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

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

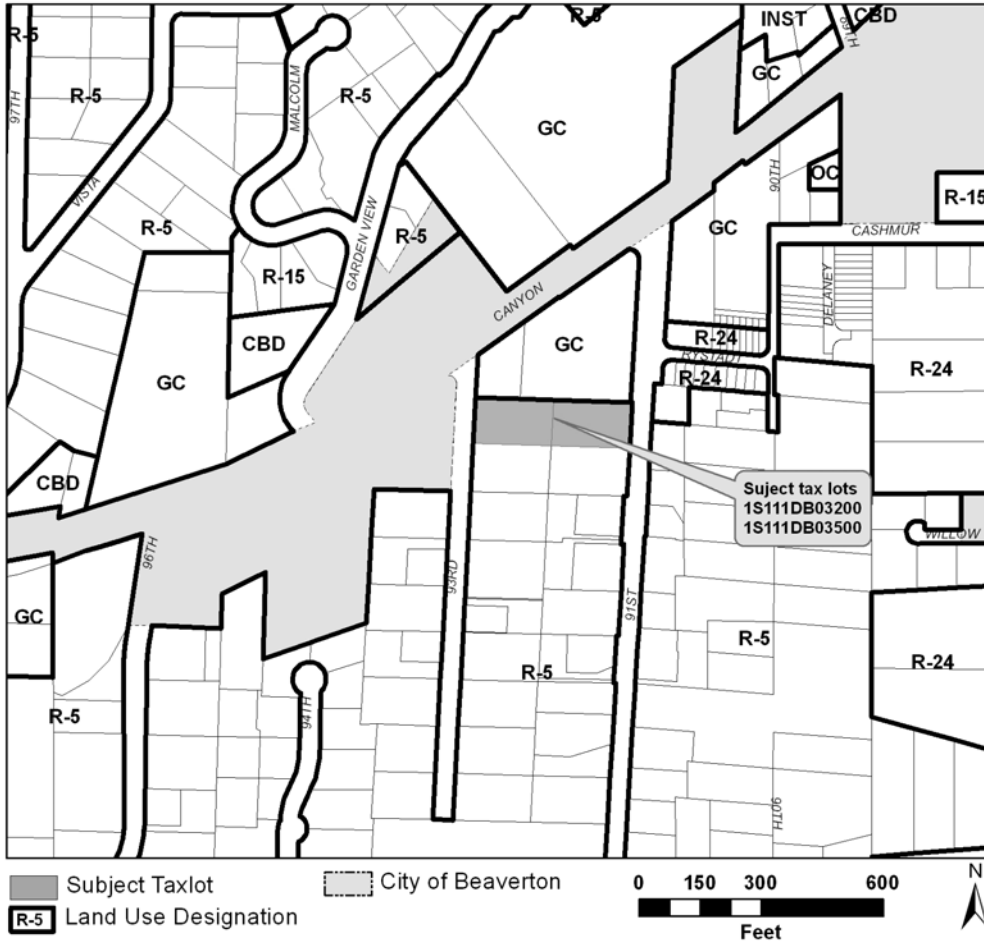
When the Review Authority reopens a record to admit new evidence or testimony, any person may raise new issues which relate to the new evidence, testimony or criteria for decision-making which apply to the matter at issue.

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

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

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

Case File Number: 13-402-PA
Tax Map: 1S111DB, Tax Lots 3200 and 3500



Applicable Land Use Districts:

R-5	(4-5 units per acre)
GC	(General Commercial District)

Applicable Goals, Policies & Regulations:

- A. Washington County Comprehensive Framework Plan for the Urban Area (Urban Plan) Policies and Implementing Strategies: 1, 2, 14, 18, 20, 21, 22, 23, 32 & 40
- B. Washington County Raleigh Hills-Garden Home Community Plan, General Design Elements 8, 9, 10, 11, and 15 and Subarea 3 requirements
- C. Washington County Community Development Code: Article III, Sections 302 (R-5) & 314 (GC) and Article IV, Section 421 (Flood Plain and Drainage Hazard Area Development)
- D. OAR 660-012-0060 – Transportation Planning Rule
- E. Washington County Transportation Plan Policies 1, 2, 4, 5, 6, 10, 12, 14, 15, and 19
- F. Metro Regional Urban Growth Management Functional Plan Policies (Title 1)
- G. Metropolitan Housing Rule – (OAR 660-007)



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

STAFF REPORT & RECOMMENDATION

PROCEDURE TYPE: III

COMMUNITY

CPO: 3 PLAN: Raleigh Hills-Garden Home

EXISTING LAND USE DISTRICT(S):

R-5 Residential (5 units per acre)

SITE SIZE: 1.01 acres

ADDRESS: 3485 SW 91st Avenue and 3480 SW 93rd Avenue

LOCATION: South of SW Canyon Road between 91st and 93rd Avenues

REQUEST: Remove the R-5 Residential plan designation and designate the parcels General Commercial (GC)

CASEFILE NO.: 13-402-PA

APPLICANT:

Lithia Auto Stores / Lithia Support Services

James Puckett

c/o BMW Portland

2001 SW Jefferson Street

Portland, OR 97201

OWNER:

Lithia Real Estate, Inc.

360 East Jackson Street

Medford, OR 97501

APPLICANT'S REPRESENTATIVE:

Harper Houf Peterson Righellis, Inc.

Keith Jones

205 SE Spokane Street, Suite 200

Portland, OR 97202

ASSESSOR MAP NO.: 1S1 11DB

TAX LOT NO(S): 3200 and 3500

Casefile No. 13-402-PA

Staff Report for the January 15, 2014 Planning Commission Hearing

I. APPLICABLE REGULATIONS:

- A. LCDC Statewide Planning Goals 1, 2, 9, 10, 11, and 12
- B. Transportation Planning Rule (OAR 66-012-0060)
- C. Metropolitan Housing Rule (OAR 660-007)
- D. Urban Growth Management Functional Plan: Title 1
- E. Washington County Comprehensive Framework Plan Policies (and Implementing Strategies): 1, 2, 14, 18, 20, 21, 22, 23, 32, and 40
- F. Washington County Transportation Plan Policies 1, 2, 5, 6, 10, 12, 14, 15 and 19
- G. Raleigh Hills-Garden Home Community Plan: Overview and General Design Elements 8, 9, 11, and 15.

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H. Washington County Community Development Code:

1. Article III, Land Use Districts
Section 314 General Commercial District
2. Article IV, Development Standards
Section 421 Flood Plain and Drainage Hazard Area Development

II. AFFECTED JURISDICTIONS AND AGENCIES:

Washington County Department of Land Use and Transportation
Tualatin Valley Fire and Rescue (TVF&R)
West Slope Water District (WSWD)
Clean Water Services (CWS)
Washington County Sheriff
Tualatin Hills Park & Recreation (THPRD)
ODOT
Metro
TriMet

III. FINDINGS

1. General

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

Staff: The applicant is requesting that the current R-5 Residential plan designation for two parcels encompassing 1.01 acres (tax lots 1S1 11DB 3200 and 3500) be changed to General Commercial (GC).

Approval of the plan amendment would facilitate the expansion of the existing auto dealership's building (located on tax lot 3000) onto the subject property (tax lot 3200) and bring the existing adjacent auto dealership surface parking area lot located on tax lot 3500 into conformance with the Community Plan and Community Development Code.

Land Use History: In 1985 both parcels (3200 and 3500) were designated R-5 through the adoption of the Raleigh Hills-Garden Home Community Plan (Ordinances 292, 293, and 294, adopted May 21, 1985). The land on which the existing auto dealership is located was designated General Commercial at that time. Prior to that, in 1974 both parcels were zoned Urban Residential RU-4 (Minimum 7,000 square

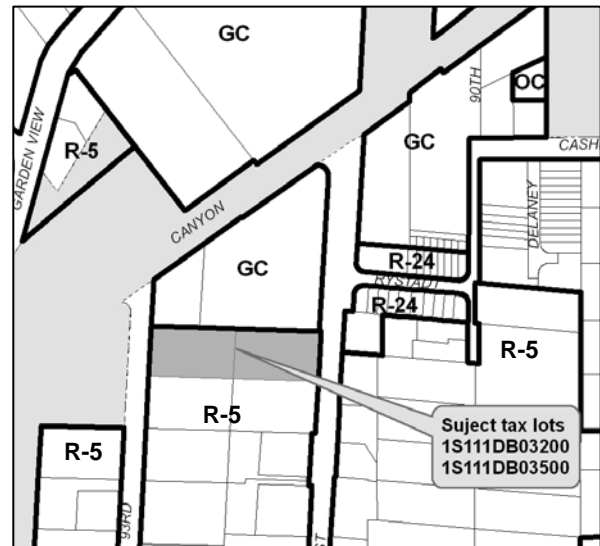


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foot lots), while the adjoining parcel (3000) was zoned General Extensive Commercial District (B-4).

In 1974, the property owner at the time obtained Conditional Use Permit approval (74-123-C) to develop tax lot 3500 with vehicle parking and storage (on a residentially zoned lot contiguous to an existing commercial district) in accordance with Section 1900-46 (Vehicle Storage and Vehicle Parking Buffer Area).

Provisions governing vehicle parking contained in Section 1900-46 were continued with the adoption of the 1985 Community Development Code, via Section 430-91. Section 430-91 allowed parking not in conjunction with a permitted use in all residential districts, including the R-5 District.



However, Ordinance No. 469, adopted in October 1995, removed Section 430-91 from all residential districts. Therefore, the existing parking constitutes a legal nonconforming use and approval of the plan amendment would result in the existing parking lot no longer being a legal nonconforming use.

Property Description: The properties are located one lot south of SW Canyon Road, between SW 91st and SW 93rd Avenues in unincorporated Washington County. They are identified as tax lots 3200 and 3500 on tax map 1S111DB. As noted above, the western parcel (tax lot 3500) is currently developed with surface parking for use by the adjacent auto dealership. Tax lot 3200 is currently developed with a detached single family dwelling unit that would be removed if the plan amendment is approved.

Neighboring Properties: The properties abut lands designated GC to the north (under same ownership), R-5 to the south, R-5 and R-24 to the east (across SW 83rd Avenue). Lands to the west across SW 91st Avenue are within the City of Beaverton and are designated Community Service Commercial. Surrounding properties are substantially developed.

The R-5 lands to the south and to the east support single family detached homes. The R-24 lands directly east, also across SW 93rd Avenue, are vacant; while R-24 lands northeast are developed with high density attached single family units. The commercial lands to the west across SW 91st Avenue support auto service uses (Auto body shop).

Written Testimony: Two letters pertaining to this request were received prior to the completion of the Staff Report. Written testimony submitted to this office after the completion of the Report and preparation of the Planning Commission (Commission) packet will be presented to the Commission for review and inclusion in the casefile at the public hearing.

a. Joe Corbitt (letter dated 1/6/14) opposes the plan amendment and the expansion of the existing auto dealership. Mr. Corbitt opposes the expansion for the following reasons:

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- **Congestion and safety** – *The expansion will cause increased traffic, including the parking of auto transport trailers in the turn lane on SW Canyon Road, and blocked road intersections*
- **Parking** – *The expansion will result in the loss of employee parking resulting in employees parking on neighborhood streets*
- **Noise impacts** – *More commercial noise generated from additional service bays will impact the neighborhood*
- **Light pollution** – *The expansion will result in additional light pollution into the neighborhoods.*

Staff: The requested plan amendment, if approved, is anticipated to facilitate the expansion of the adjacent auto dealership (Mini Cooper). However, no site development plans have been submitted at this time, but will be submitted as part of the subsequent land development application (if the plan amendment is approved). Site development plans are not required to be submitted with a plan amendment application.

The plan amendment will not directly result in any additional trips, a need for additional off-street parking, or result in any additional noise or light impacts on the neighborhood. These issues will be addressed during the development review process for the building expansion, again if the plan amendment is approved. In particular, Current Planning staff will review any subsequent development plans for compliance with Community Development Code, Article V. (transportation impacts and safety), Section 413 (Parking and Loading), Section 415 (Lighting), and Section 423 (Environmental Performance Standards, in particular Section 423-6, Noise).

It is worth noting that the Lighting Standards set forth in Section 415 are designed to protect against excessive glare and light spilling over to neighboring properties (413-5). Current Planning staff will ensure that all exterior lighting complies with Section 415. All developments are also required to comply with the State Department of Environmental Quality Standards relating to noise (423-6). Furthermore, as it pertains to noise, noise complaints are handled by the County Department of Health & Human Services, and not Current Planning staff. According to HHS staff they have no noise complaint files on the existing auto dealership (tax lot 3000).

Current Planning staff will also review site development plans to ensure that adequate off-street parking continues to be provided after the expansion and that the proposed expansion will not adversely impact existing roads. ODOT will also review the subsequent development review application due to the fact that Canyon Road is a state facility.

Notwithstanding the above, Policy 18 addresses many of these issues as they relate to the proposed new transition between existing R-5 lands and proposed new General Commercial lands. Staff has recommended certain Conditions of Approval designed to mitigate potential impacts between the new GC lands and existing R-5 lands to the south (see staff findings under Policy 18 below).

- b. Ron Lolich (letter dated 1/7/14)** *questioned if the application was consistent with statewide planning [goals].*

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Staff: The requested plan amendment as conditioned will be consistent with the County's Comprehensive Framework Plan for the Urban Area (CFP); and thus consistent with the statewide planning goals.

2. Statewide Planning Goals

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

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

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

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

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

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

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

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

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

Applicant: See applicant's Traffic Impact Study dated July 31, 2013 and Technical Memorandum addendum dated October 22, 2013.

Staff: In order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County requires a comparative analysis of a 'reasonable worst-case

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development' of a site under current and proposed land use designations. A 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site over the planning horizon of the adopted Transportation Plan (i.e., through year-2020).

The applicant provided a reasonable worst case analysis of potential impacts to the transportation system based upon assumed redevelopment of the subject site at maximum allowable density under both the R-5 and GC plan designations. According to the traffic analysis for the proposed plan designation, the intersections of SW Canyon Road and SW 93rd & SW 91st Avenues will operate within the performance standards required by ODOT and Washington County. No mitigation is therefore required. County and ODOT staff concur with the applicant's intersection analysis.

Staff further concurs with the applicant's transportation consultant that the proposal will not require any changes in functional classifications of roadways that are part of the surrounding transportation network or standards implementing a functional classification system. Impacts to the transportation system associated with the proposed plan amendment are minimal and will therefore comply with the adopted performance criteria found in the 2020 Transportation Plan.

Based on the above, staff finds that the proposed plan amendment will be consistent with the applicable requirements of Section -0060 of the State Transportation Planning Rule as well as the performance requirements of Washington County's 2020 Transportation Plan (see also Attachment "A").

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

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

Staff: The Metropolitan Housing Rule requires that the county maintain plan designations that allow for at least fifty (50) percent attached housing. Attached units are allowed in the R-5 District, subject to approval of a Planned Development, and limited to a duplex. Approval of the plan amendment and the elimination of the potential to redevelop tax lots 3200 and 3500 with three additional dwelling units (minimum that would be required) would have a negligible effect on the county's opportunity to 'allow' "at least fifty (50) percent of the housing as attached housing units". The R-5 District is not considered an "attached housing" district; therefore changing the plan designation to GC on the subject property could lead to a loss of detached units rather than attached units.

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5. Urban Growth Management Functional Plan

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

A. Title 1, Housing Capacity, states:

3.07.120 Housing Capacity

The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.

- A. A city or county may reduce the minimum zoned capacity of the Central City or a Regional Center, Town Center, Corridor, Station Community or Main Street under subsection D. or E. A city or county may reduce its minimum zoned capacity in other locations under subsections C., D. or E.
- B. Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use as defined in section 3.07.1010(hh). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.
- C. A city or county may reduce its minimum zoned capacity by one of the following actions if it increases minimum zoned capacity by an equal or greater amount in other places where the increase is reasonably likely to be realized within the 20-year planning period of Metro’s last capacity analysis under ORS 197.299:
 - 1. Reduce the minimum dwelling unit density, described in subsection B, for one or more zones;
 - 2. Revise the development criteria or standards for one or more zones; or
 - 3. Change its zoning map such that the city’s or county’s minimum zoned capacity would be reduced. Action to reduce minimum zoned capacity may be taken any time within two years after action to increase capacity.
- D. A city or county may reduce the minimum zoned capacity of a zone without increasing minimum zoned capacity in another zone for one or more of the following purposes:
 - 1. To re-zone the area to allow industrial use under Title 4 of this chapter or an educational or medical facility similar in scale to those listed in section 3.07.1340D(5)(b)(i) of Title 13 of this chapter; or
 - 2. To protect natural resources pursuant to Titles 3 or 13 of this chapter.

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E. A city or county may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a negligible effect on the city's or county's overall minimum zoned residential capacity.

Applicant: See pages 36 and 37 of the applicant's narrative.

Staff: The majority of the property is within the Corridor designation for Canyon Road (360-feet from the centerline of the road, Policy 40). The requested plan amendment is therefore subject to E. above (see staff findings under item B., Title 6 and item J, Policy 40 below).

Under the current designation, a minimum residential density of 4 units per acre is required and a maximum residential density of 5 units per acre is allowed. Retaining the current plan designation would most likely result in no more than 3-4 additional units (on tax lots 3200 and 3500). While continued operation of the legal nonconforming parking on tax lot 3500 would remove housing capacity of this parcel.

Staff finds that the loss of 3-4 additional units that would result if the plan amendment was approved would have a negligible effect on the county's overall designated residential capacity.

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

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

Staff: Although Title 6 is no longer a local government compliance requirement, it does provide incentives and support appropriate development in key 2040 geographic areas (Centers, Corridors, Main Streets and Stations Communities). The majority of the property is located within the Canyon Road Corridor (within 360 feet from the centerline of the road, Policy 40).

The County has not yet completed specific Corridor planning for any of the corridors, outside of station areas. However, Corridor planning efforts have been added as a Tier 2 Task on the draft 2014 Work Program. Corridor planning efforts would likely address land use and design related issues, such as residential densities & non-residential intensities (Floor Area Ratios), mixed-use development, and streetscapes (see staff findings under item J, Policy 40 below).

The existing auto dealership (adjacent parcel) is within reasonable walking distance of established transit services as well as a variety of existing office and retail businesses along this corridor. Expansion of the existing auto dealership could result in additional employees, which in turn could be supportive of the intent and purpose of Title 6 by increasing the number of workers in the Corridor. However, auto-related uses, though allowed in the General Commercial District are not considered to be transit-friendly. Yet,

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the anticipated development would consist of an expansion of the existing building on tax lot 3000. Approval of the plan amendment and subsequent building expansion would not likely prevent a future property from redeveloping the site, in particular the large surface parking areas, with a more transit-friendly mixed-use development (e.g., retail and office).

C. Title 7, Housing Choice

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

Staff: The focus of Title 7 is on maintaining and improving the supply of affordable housing throughout the region. For the reasons stated under Title 1 findings above, staff find that the proposed plan amendment would have a negligible effect on the county's ability to provide affordable housing consistent with the intent of Title 7.

6. Washington County Comprehensive Framework Plan for the Urban Area

A. Policy 1, the Planning Process, states:

It is the policy of Washington County to establish an ongoing Planning Program which is a responsive legal framework for comprehensive planning and community development and accommodates changes and growth in the physical, economic and social environment, in response to the needs of the County's citizens.

It is the policy of Washington County to provide the opportunity for a landowner or his/her agent to initiate quasi-judicial amendments to the Comprehensive Plan on a semi-annual basis. In addition, the Board of Commissioners, the Planning Director or the Planning Commission may initiate the consideration of quasi-judicial map amendments at any time deemed necessary and a landowner or his/her agent may initiate a quasi-judicial map amendment in a New Urban Area at any time during the year.

Applicable Implementing Strategy:

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

Where applicable, the proponent must also establish with the Review Authority compliance and conformance with the following:

- The provisions of Policies 40 and 41;
- The Community Plan Overview and sub-area description and design elements;

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- The policies, strategies and systems maps of the Transportation Plan; and
- The regional functional planning requirements established by Metro.

The proponent may also be required to demonstrate to the Review Authority that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that in no way precludes full application of the Growth Management Policies to development permits as provided in the Code.

Quasi-judicial and legislative plan amendments for property added to the Regional Urban Growth Boundary through an approved Locational or Minor Adjustment, to any plan designation other than the FD-10 or FD-20 Districts, shall include documentation that the land was annexed into the Urban Road Maintenance District, the Enhanced Sheriff Patrol District and, where applicable, the Tualatin Hills Park and Recreation District. Annexation into these districts shall be completed prior to the County's determination that a quasi-judicial plan amendment application is complete and prior to the County's adoption of a legislative plan amendment.

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

Staff: As the findings in this staff report demonstrate, the requested action complies with the applicable provisions of the Comprehensive Plan noted in Policy 1. f. (listed above). The two parcels are also located within the service boundaries of the Urban Road Maintenance District, Enhanced Sheriff Patrol District and the Tualatin Hills Park & Recreation District as required by Policy 1.

(f. continued)

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

2. A lack of appropriately designated suitable alternative sites within the vicinity for a proposed use. Factors in determining the suitability of the alternative sites are limited to one of the following:
 - a) Size: suitability of the size of the alternative sites to accommodate the proposed use; or
 - b) Location: suitability of the location of the alternative sites to permit the proposed use.

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

Staff: The applicant proposes to expand the existing auto dealership's building on tax lot 3000 (to the north) onto tax lot 3200, if the plan amendment is approved. Implementing strategy f.2. requires that the applicant demonstrate a lack of appropriately designated suitable alternative sites within the vicinity for a proposed use. Demonstrating this requires a market study of the surrounding area. However, in situations such as this where an

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applicant requests a plan amendment solely for the purpose of expanding an existing use, staff has historically narrowed down the market area to only adjoining parcels.

The property is bordered on all but one side by road right-of-way. The subject property is the only adjacent property, in particular tax lot 3200, which could support an expansion of the existing auto dealership's building. Therefore, staff finds that the requested plan amendment satisfies Policy 1.

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

B. Policy 2, Citizen Involvement, states:

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

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

Staff: A quasi-judicial plan amendment such as this must be considered through a Type III procedure. In accordance with Code Section 204-1, the County placed a legal notice of the hearing in a newspaper of general circulation (The Oregonian) at least ten days prior to the January 15, 2014 Planning Commission hearing date (published January 3, 2014). And pursuant to Code Section 204-4, a notice of the public hearing for this application was sent to all owners of record of property within 500 feet of the subject property. This notice was sent at least 20 days prior to the hearing (mailed December 20, 2013). Two letters of comment were submitted (see staff's response on pages 3 & 4 above, under Written Testimony).

A copy of the plan amendment application was also mailed to the representative for the local Citizen Participation Organization (CPO 3). Finally, the staff report was available to all interested parties seven days prior to the hearing as required by Code Section 203-6.2. Based upon these actions, the requirements of Policy 2 have been met.

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

C. Policy 14, Managing Growth, states:

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

Applicant: See pages 4 through 10 of the applicant's narrative.

Staff: Copies of statements of service availability from the service providers to the site are included in the applicant's submittal. These statements are from the West Slope Water District, Tualatin Valley Fire & Rescue (TVF&R), Clean Water Services (CWS), the Washington County Sheriff's Office, Tualatin Hills Park & Recreation District (THPRD), ODOT, and TriMet. Additionally, Canyon Road (Highway 8) is a state facility; therefore ODOT has reviewed the transportation analysis submitted with the plan amendment application (see ODOT letter dated December 19, 2013). ODOT concurs with the

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applicant's findings and conclusions that the requested action will have "no significant effect" on the transportation system.

Of the service providers commenting, only water (West Slope), sanitary sewer & drainage (CWS), and fire (TVF&R) are classified as critical services. Schools (BSD #48J) and police (Washington County Sheriff) constitute essential services, while transit service (TriMet) and parks (THPRD) are desirable services. All of the critical and essential services are or can be provided to serve the property as well as future development should the plan amendment be approved. The plan amendment satisfies Policy 14.

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

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

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

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

The Location Criteria for the existing R-5 Plan designation states: *"The R-5 District shall be applied to areas in Community Plans selected for low residential densities which are designated Urban in the 1973 Washington County Comprehensive Framework Plan, as amended and zoned RU-2, RU-4, or developed under the P-R district. Generally, R-5 areas should not be located on major traffic routes. If appropriate design features can protect the area from potential adverse impacts, adjacent land uses may include attached and detached residences (including manufactured dwellings), office and retail commercial, industrial, and institutional uses."* The two R-5 parcels are not located on major traffic routes: SW 93rd Avenue is a county Local Street; and SW 91st Avenue is a county Neighborhood Route. The Location Criteria for the proposed GC designation states: *"Limited to existing locations or areas specifically designated in the community planning process."*

According to the application, the auto dealership requires a larger site with a high degree of visibility. Conversion of the two R-5 parcels to GC will not necessarily increase the visibility of the existing dealership, since the proposed expansion would be at the rear of the building (and away from SW Canyon Road). Notwithstanding, the western parcel currently supports a legal nonconforming surface parking lot. This portion of the property has effectively been converted to commercial uses. Conversion of the R-5 lands to GC will permit the expansion of the existing auto dealership in essentially the same location as the existing auto dealership, consistent with this policy.

The parcels to the south of the property are also designated R-5. Location Criteria for the R-5 District states that *"if appropriate design features can protect the area from potential*

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adverse impacts, adjacent land uses [plan amendment property] may include attached and detached residences (including manufactured dwellings), office and retail commercial, industrial, and institutional uses.” The two parcels to the south each support a detached single family residence: the westernmost dwelling unit is about 50 feet from the north property line, while the other is about 30 feet from the property line.

The westernmost house is screened/buffered from the existing legal nonconforming parking lot by dense treed vegetation (mostly on the parcel to the south); while the easternmost residence is screened/buffered from the future expansion area by only a 6 foot tall chain link fence with inserts and some landscaping. While the applicant has indicated the building expansion will not encroach very far into tax lot 3200, they did not include any conceptual site plans or building elevations or proposed design features to demonstrate compliance with Policy 18.

In order to ensure that adequate design measures, in part in response to concerns expressed to date, are provided, staff recommends that, if the request is approved, that the future development application include the following design measures consistent with this policy: 1) A minimum Type 5 Screening and Buffering feature along the south property line (*Section 411 currently requires a Type 5 Screening and Buffering*); and 2) Minimum building heights of 35 feet within 35 feet of the south property line (*a building height limit of 35 feet matches that of the R-5 District; while the maximum building height in the GC District is 65 feet*).

Staff finds that the proposed change to GC will be consistent with the *Location Criteria* of Policy 18, when conditioned as described above.

E. Policy 20, Urban Area Economy, States:

It is the policy of Washington County to encourage and participate in activities which strengthen the local economy through:

- (1) Retention and expansion of existing businesses and industry;**
- (2) Provision of diverse employment opportunities;**
- (3) Education and training of the local labor force; and**
- (4) Continued diversification of the County's economic base.**

Implementing Strategies

The County will:

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

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

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Staff: Converting the R-5 property to General Commercial will allow the applicant to expand an existing business. As described previously, the western portion of the property has been effectively used for a commercial use (surface parking for the auto dealership) since 1974. For these reasons, the proposed plan amendment satisfies Policy 20.

F. Policy 21, Housing Affordability, states:

It is the policy of Washington County to encourage the housing industry to provide an adequate supply of affordable housing for all households in the unincorporated urban county area.

a. Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre, and at least 10 units per net buildable acre in New Urban Areas.

Applicant: See pages 12 through 14 of the applicant's narrative.

Staff: If both parcels redeveloped under the current plan designation, a minimum of 4 dwelling units would be required (3 new units, plus one existing); and a maximum of 5 dwelling units would be allowed (4 new units, plus one existing). However, as stated in staff's response to Title 1 of Metro's UGMFP above, staff considers a loss of 3-4 additional units that would result from the plan amendment as negligible. Staff does not believe that a loss of 1.01 acres of R-5 land (tax lots 3200 and 3500) and a loss of these additional dwelling units will adversely impact the county's ability to provide the average overall density of 8 units per acre. As a result, staff finds that the plan amendment would have a negligible effect on the county's overall planned residential capacity.

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

Urban plan amendments since 1989 have only resulted in a relatively small number of acres of residential land lost to non-residential plan designations. However, Casefile 07-049-PA, approved in 2007, resulted in an increase to housing capacity. This plan amendment increased housing units by a minimum of 91 units. That change resulted in 482 additional units countywide since 1989. That increase helps to offset the loss of units resulting from this request and the loss of 27 units resulting from the approval of Casefile 12-222-PA. This overall increase will also help offset the loss of 3-4 additional dwelling units that would result if this plan amendment is approved.

The proposed Plan amendment does not preclude the county from complying with the intent of Plan Policy 21 relating to housing affordability. Staff finds that the proposed plan amendment complies with Policy 21 even though approval would result in a potential loss of additional 3-4 dwelling units.

G. Policy 22, Housing Choice and Availability, states:

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

Applicant: See pages 14 and 15 of the applicant's narrative.

Staff: This policy addresses the potential ratio of attached and detached dwelling units developed on vacant residential land in the urban unincorporated area. In the Final Periodic Review Order for the Urban Area, it was calculated that in 1989 the potential ratio was 52,416 (47.3%) single family residences to 58,426 (52.7%) multi-family residences, a difference of 6,010 dwelling units (5.4%). Urban plan amendments since 1989 have not changed this ratio significantly.

Approval of this plan amendment and the subsequent development review for the expansion of the existing structure would require the demolition of the existing dwelling unit and no new residential development. Approval of the proposed plan amendment does not support the intent of this policy (see discussion under Item F. (*Policy 21*) above). However, staff also believes that approval of the plan amendment would only negligibly reduce the housing choices in unincorporated Washington County.

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

H. Policy 23, Housing Condition, states:

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

Applicant: See pages 15 and 16 of the applicant's narrative.

Staff: Approval of the plan amendment and the subsequent development review for the expansion of the existing structure would require the demolition of the existing dwelling unit. Approval of the proposed plan amendment does not support the goals of this policy. However, staff does not believe that Policy 23, on balance, warrants denial of the requested plan amendment (see discussion under Item F. (*Policy 21*) above).

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

I. Policy 32, Transportation, states:

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

Applicant: See page 17 of the applicant's narrative.

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

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for a discussion of how the proposal conforms to the applicable standards and requirements of the TSP.

J. Policy 40, Regional Planning Implementation, states:

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

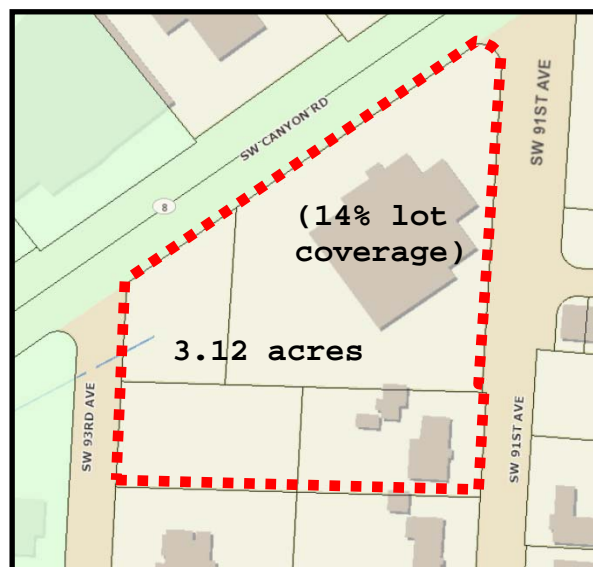
Design Type Characteristics

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

Applicant: See page 18 of the applicant's narrative.

Staff: Policy 40 was adopted through Ordinance 561, which applied the 2040 Growth Concept Design Types to all of the unincorporated, urban areas of Washington County. There are nine design types: Regional Center, Town Center, Town Center-Area of Interest, Station Community, Neighborhoods, Main Street, Transit Corridor and Employment or Industrial Areas. The property is located just south of SW Canyon Rd., between SW 91st and SW 93rd Avenues. The majority of the property is located within the Canyon Road Corridor (within 360 feet from the centerline of the road (Corridor Map, Policy 40). The existing auto dealership (adjacent parcel) is along a transit route.

Expansion of the existing auto dealership could result in additional employees which in turn could be supportive of the intent and purpose of Policy 40 by allowing an existing business located in the Corridor (auto dealership) to expand operations. Auto-related would not be considered transit-friendly or transit-supportive uses. However, the existing auto dealership is on land designated General Commercial; and furthermore, the County has not completed Corridor planning, outside of station areas. As stated previously, Corridor planning efforts have been added as a Tier 2 Task on the draft 2014 Work Program and would address land use and design related issues, such as residential densities & non-residential intensities (Floor Area Ratios), mixed-use development, and streetscapes.



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Consequently, in the short term, the expanded GC use could benefit from available transit service; while in the long term this and all owners of properties along Corridors would benefit from Corridor planning efforts identified in the draft 2014 Work Program.

In addition, as stated previously, approvals of the plan amendment and subsequent building expansion would not prevent the property owner from redeveloping the parcels with more transit-friendly uses in the future. The existing building on tax lot 3000 is only approximately 19,600 square feet; while all of the parcels, including tax lot 3002, combined encompass approximately 3.12 acres. The building, excluding the proposed expansion occupies only about 14% of the 3.12 acres. Consequently, the majority of the area of the parcels in question remains underdeveloped. The surface parking would support redevelopment in the future.

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

7. Washington County Transportation Plan

A. Policy 1, Travel Needs Policy, states:

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

Applicant: See pages 18 and 19 of the applicant's narrative.

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

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

B. Policy 2, System Safety Policy, states:

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

Applicant: See pages 19 and 20 of the applicant's narrative.

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

C. Policy 4, System Funding Policy, states:

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

Applicant: See pages 20 and 21 of the applicant's narrative.

Staff: TSP Policy 4 addresses the county's commitment to providing adequate and reliable funding for maintaining the county-wide transportation system. In reviewing the proposed Plan amendment, staff has determined that an approval of the applicant's request would not significantly affect the County's ability to carry out this plan policy (see also Attachment "A").

D. Policy 5, System Implementation and Plan Management Policy, states:

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

Applicant: See pages 21 and 22 of the applicant's narrative.

Staff: TSP Policy 5 addresses the county's commitment to providing a transportation system that accommodates local travel demand consistent with applicable performance standards for all modes of transportation. In reviewing the proposed Plan amendment, staff has determined that an approval of the applicant's request would not significantly affect the County's ability to carry out this plan policy (see also Attachment "A").

E. Policy 6, Roadway System Policy, states:

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

Applicant: See pages 22 and 23 of the applicant's narrative.

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

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

In reviewing the proposed Plan amendment against these policy elements, staff found that approval of the proposed Plan amendment would be consistent with TSP Policy 6 (see also Attachment "A").

F. Policy 10, Functional Classification Policy, states:

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

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Applicant: See pages 23 and 24 of the applicant's narrative.

Staff: The primary focus of TSP Policy 10 relates to the functional classification of the county roadway system. SW Canyon Road is designated as an Arterial on the County's 'Functional Classification System' and is currently constructed with a 5-lane cross section (two through travel lanes with a continuous center turn lane) and includes sidewalks and storm drainage. SW 91st Avenue is designated as a Neighborhood Route on the County's 'Functional Classification System', and SW 93rd Avenue is designated as a Local street.

Staff finds that (if approved) the proposed plan amendment would not create a need to revise the Functional Classifications of any of the three roadways and would not require changes to their current designs. The proposed Plan amendment is consistent with TSP Policy 10 (see also Attachment "A").

G. Policy 12, Transit Policy, states:

It is the policy of Washington County to encourage and support development of transit facilities and services that increase transit use in Washington County.

Applicant: See pages 25 and 26 of the applicant's narrative.

Staff: The primary focus of TSP Policy 12 is to support the provision of adequate levels of public transportation service. Strategy 12.5 under this Policy requires the County to *"Ensure that road improvements and private development in close proximity to major bus stops, commuter rail stations and existing and proposed light rail stations include appropriate features to support and complement existing and future transit services."*

The property is close to SW Canyon Road which is currently served by public transit (Tri-Met line 58). Any future redevelopment of the subject site would have the potential to increase transit ridership on this bus line. Staff finds that the proposed Plan amendment would support local transit and is therefore consistent with TSP Policy 12 (see also Attachment "A").

H. Policy 14, Pedestrian Policy, states:

It is the policy of Washington County to encourage and support greater pedestrian activity in the County by providing and maintaining an environment where walking is a safe, convenient and pleasant mode of travel.

Applicant: See pages 26 and 27 of the applicant's narrative.

Staff: The primary focus of TSP Policy 14 is to support a safe, convenient and pleasant pedestrian environment and to encourage walking as an alternative to automobile travel. Sidewalks exist along the street frontages of the adjoining parcel (with the existing auto dealership). Future development of the expanded structure would be subject to providing sidewalks along the street frontages of SW 91st and SW 93rd Avenues.

Continuation of sidewalks will increase pedestrian safety. However, to ensure that sidewalks are constructed along SW 93rd frontage, staff recommends this be made a condition in the recommended Conditions of Approval (noting that timing of construction is

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ted to the subsequent land use application for the building expansion). Staff finds that the proposed Plan amendment, as conditioned, will not impact the existing walking environment around the subject site and that the proposed amendment is therefore consistent with the intent and purpose of TSP Policy 14 (see also Attachment "A").

I. Policy 15, Bicycle Policy, states:

It is the policy of Washington County to encourage and support greater bicycling activity in Washington County by providing an environment in which bicycling is a safe and convenient mode of travel.

Applicant: See pages 27 through 29 of the applicant's narrative.

Staff: TSP Policy 15 encourages increased bicycling activity in Washington County through strategies supporting: coordination of the development of a county and regional bikeway system, connectivity of bicycle facilities that provide for convenient bicycle travel and development of projects designed to enhance the safety of bicycle travel. The properties front SW 93rd and SW 91st Avenues. Access (currently chain restricted) to SW 93rd Avenue exists (noting that vehicles generally access the street system via the existing auto dealership (tax lots 3002 and 3000).) The existing dwelling on tax lot 3200 currently accesses SW 91st Avenue. Sight distance to the south to/from tax lot 3200 is restricted due to a vertical curve.

There are currently no bike lanes on SW Canyon Road, SW 93rd or SW 91st Avenues. However; there are road signs warning motorists on SW 91st Avenue of bicycles on the roadway. Staff has determined that the proposed Plan amendment would not adversely impact the County's ability to carry out the strategies outlined in TSP Policy 15 and is therefore consistent with the intent and purpose of this Policy. It is very likely that, due to sight distance restrictions noted above, no new accesses will be allowed to tax lot 3200 in the future (see also Attachment "A").

J. Policy 19, Transportation Planning Coordination and Public Involvement Policy, states:

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

Applicant: See pages 29 through 31 of the applicant's narrative.

Staff: TSP Policy 19 promotes coordinated transportation planning between the County and other jurisdictions and agencies and providing opportunities for citizen participation. Staff have coordinated a review of the plan amendment with ODOT as well as provided the City of Beaverton with a notice of the requested action. Public hearing notice has been provided in the local newspaper as well as an individual mailed notice to surrounding property owners. In addition, the applicant, though not required, held a neighborhood meeting to inform the surrounding property owners of the future building expansion proposed if the plan amendment is approved.

Staff has determined that TSP Policy 15 has been complied with and the plan amendment is therefore consistent with the intent and purpose of this Policy (see also Attachment "A").

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8. Raleigh Hills-Garden Home Community Plan

- The site is not located in Subarea 3.
- The site is not located within an Area of Special Concern.
- The site is designated as a Significant Natural Resource (see General Design Element 1. below).

The following General Design Elements are considered relevant to this proposal:

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

Staff: Water Areas and Wetlands (light blue) are mapped on tax lot 3000 and 3002 (north of the property). This resource has been piped for a number of years. In 2003 the County approved through Casefile 03-147-D(C)/DHA the relocation of the pipe within the site so that the pipe would not be located underneath the building proposed in that development application. There are no known Goal 5 resources on the subject property.

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

Staff: Street improvements, including sidewalks, will be required to be completed as part of the subsequent building expansion.

9. *Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.*

Staff: Bicycle parking will be required to be provided as part of the subsequent building expansion.

11. *Proposed new commercial uses and expansion of existing uses along either Canyon Road or Beaverton-Hillsdale Highway shall be evaluated against the Community Plan goal to discourage strip commercial development. Designs shall include features such as shared*

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access, orientation, parking, signage and landscaping, as required by the Community Development Code, which mitigate the detrimental effects of commercial strip development.

Staff: Should the plan amendment be approved, the owner has indicated their intent to expand the existing auto dealership rather than construct a new commercial building. The primary auto-related uses to occur are new service bays. Staff does not consider the future building expansion to constitute 'strip commercial development' (see also staff findings under Policy 18 above governing design elements needed to mitigate GC lands next to R-5 lands).

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

Staff: No new access to SW Canyon Road is proposed at this time. Additionally, existing topographical constraints on SW 91st Avenue will restrict future access to SW 91st Avenue.

9. Washington County Community Development Code

A. Article III, Land Use Districts:

1) **Section 314, General Commercial District (GC):**

314-1 Intent and Purpose

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

Applicant: See page 35 and 36 of the applicant's narrative.

Staff: As discussed in the 'land use history' section of this report, the subject 1.01 acre site is designated R-5 on the Community plan and currently supports one detached single family dwelling unit. The adjoining parcel to the north is designated General Commercial. Staff finds that the portion of the property (tax lot 3200) is of sufficient size to accommodate the expansion of the structure (on tax lot 3000) and also the required landscaping and design elements (see also Policy 18 above).

Section 314-3 of the CDC lists uses in the GC District that may be permitted through a Type II procedure; these uses include auto dealerships as indicated in Section 314-3.5. Based upon these findings, staff finds that the proposed Plan change conforms to the standards of Section 314.

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B. Article IV, Development Standards:

1) **Section 421, Flood Plain and Drainage Hazard Area Development**

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

Staff: As discussed previously, the mapped drainage hazard area and wetlands existing on the property to the north (tax lot 3000) are now and have been piped for many years. Notwithstanding, the piped resource is not located on the subject property.

IV. SUMMARY AND CONCLUSIONS

The requirements applicable to this urban plan amendment were discussed with the applicant and his representative at a pre-application conference held on April 18, 2013. The application materials submitted in support of the applicant's request reasonably addressed each of the applicable standards discussed at the pre-application conference and included in the conference notes distributed to the applicant at this conference.

As outlined in this staff report, staff finds that the proposed Plan amendment meets all of the applicable requirements. Staff further finds that the proposed General Commercial (GC) plan designation is appropriate for the proposed location as it will allow for the expansion of an existing commercial business.

V. RECOMMENDATION

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

- 1) Any additional amount over and above the fee deposit submitted with this application which is determined to be owed the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner. No development applications, including grading permits, shall be approved or issued until any balance due is paid.
- 2) Buildings within 35 feet of the south property line of tax lots 3200 and 3500 shall be no taller than 35 feet in height.
- 3) A minimum Type 5 Screening and Buffering shall be provided along the entire south property lines of tax lots 3200 and 3500 prior to final approval/building occupancy of the building expansion.
- 4) Sidewalks shall be constructed along the street frontages of SW 93rd and SW 91st Avenues as part of the subsequent building expansion and completed prior to issuance of final approval/building occupancy of the building expansion.
- 5) The applicant shall record the conditions of approval in the Records Division of the Department of Assessment and Taxation and provide a copy of the recorded document to Long Range Planning within 60 days of the approval of the plan amendment. The applicant

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January 7, 2014
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shall also provide a copy of the recorded document to Current Planning with the development application for the building expansion.

Staff's recommendation is based on the findings in this staff report and in Attachment "A".

S:\PLNG\WPSHARE\Plan Amendments\Casefiles\2013\13-402-PA\Staff Reports\Staff-Rpt_Lithia_NEWFINAL.doc

Attachment "A"

December 24, 2013

**TRANSPORTATION REPORT
CASEFILE NO. 13-402-PA**

Applicant: Lithia Support Services

Location: Between 91st Avenue and 93rd Avenue, one lot south of Canyon Road

Tax Map/Lot: 1S1 11DB Tax Lots 3200 and 3500

Site Size: 1.01 acres

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

FINDINGS

A. General:

1. The proposed plan amendment would change the plan designation on the subject parcel from R-5 (Residential 5 Units per Acre) to GC (General Commercial).
2. The subject property is located between 91st Avenue and 93rd Avenue, one lot south of Canyon Road. SW 91st Avenue is designated a Neighborhood Route. SW 93rd Avenue is designated a Local. Both SW 91st and 93rd Avenues are under Washington County jurisdiction while SW Canyon Road is under the jurisdiction of Oregon Department of Transportation (ODOT). The applicant states that the proposed plan amendment will allow for the expansion of the existing auto dealership.
3. The following standards are applicable to this request and are addressed in this staff report:
 - a. OAR 660, Division 12, Oregon Transportation Planning Rule:
Section 060 - Plan and Land Use Regulation Amendments
 - b. Washington County 2020 Transportation Plan Policies:
 - 1.0 Travel Needs Policy
 - 2.0 System Safety Policy
 - 4.0 System Funding Policy
 - 5.0 System Implementation and Management Policy
 - 6.0 Roadway System Policy
 - 10.0 Functional Classification Policy
 - 12.0 Transit Policy
 - 14.0 Pedestrian Policy
 - 15.0 Bicycle Policy
 - 19.0 Transportation Planning Coordination and Public Involvement Policy

B. Oregon Transportation Planning Rule

1. The Oregon Transportation Planning Rule, OAR 660-012-0060, requires an analysis of the impact of a proposed plan amendment on the planned transportation system

to determine whether the proposal will 'significantly affect' the planned transportation system in the area.

2. Pursuant to the OAR, the proposed plan amendment would 'significantly affect' SW 91st Avenue, SW 93rd Avenue and/or the surrounding transportation network if it does any of the following as measured at the end of the planning period identified in the adopted TSP (year-2020) – note that the county is using a planning horizon of year - 2033 in evaluating this plan amendment:
 - Changes the functional classification of an existing or planned transportation facility;
 - Changes the standards implementing a functional classification system;
 - Allow types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility; or
 - Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the Transportation System Plan or comprehensive plan; or
 - Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the Transportation System Plan or comprehensive plan.
3. Considering the criteria above, in order to determine if a plan amendment will result in a 'significant impact' on transportation facilities, the County generally requires a comparative analysis of a reasonable worst-case development of a site under current and proposed land use designations. A 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site over the planning horizon of the adopted Transportation Plan.
4. The county evaluates roadway performance based on the volume to capacity ratios (V/C), measured at signalized intersections. Table 5 of the 2020 Transportation Plan sets forth the applicable performance criteria for plan amendment requests. For this plan amendment, performance of the SW 91st Avenue and SW Canyon Road, 91st Avenue and Beaverton-Hillsdale Highway intersections were considered (see findings below). Evaluation and traffic analysis of unsignalized intersections is not required by the 2020 Transportation Plan.
5. The applicant provided a traffic analysis with the plan amendment request. This traffic information has been reviewed by both transportation planning and traffic engineering staff. According to the traffic analysis, with the proposed plan amendment, the subject site, under a reasonable worst-case scenario, could generate approximately 180 additional trips in the PM peak compared to current zoning on the nearby roadway system. The analysis is based on a build-out of a fast-food restaurant with drive-thru on each parcel. The applicant's proposed zoning analysis uses ITE code 934 (Fast-Food Restaurant with a Drive-Thru) for the basis of the reasonable worst case scenario.
6. The applicant's traffic analysis indicates that with the proposed plan amendment, the nearest signalized intersections (SW 91st Avenue and SW Canyon Road, 91st Avenue and Beaverton-Hillsdale Highway) will function with V/C ratios of 0.90 (LOS D) and a V/C ratio of 0.75 (LOS C) respectively in the PM Peak Hour in year 2033. The county's performance measures identify a V/C ratio of 0.99 (LOS E) as the

minimum acceptable threshold. Therefore, the transportation system impacts associated with the proposed plan amendment will comply with the adopted performance criteria found in the 2020 Transportation Plan.

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

C. Washington County Comprehensive Framework Plan For The Urban Area

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

A quasi-judicial plan amendment to the Community Plan Maps, including the implementing tax maps, shall be granted only if the Review Authority determines that the proponent has demonstrated that the proposed designation conforms to the locational criteria of the Comprehensive Framework Plan, the Community Plan Overview and the sub-area description and design elements, complies with the regional plan, *and demonstrates that the potential service impacts of the designation will not impact the built or planned service delivery system in the community. This is a generalized analysis that is no way precludes full application of the Growth Management Policies to development permits as provided in the Code.*

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

D. Washington County 2020 Transportation Plan

The proposed plan amendment is subject to ten policies from the County's 2020 Transportation Plan, which are listed and addressed below.

1.0 TRAVEL NEEDS POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO PROVIDE A MULTI-MODAL TRANSPORTATION SYSTEM THAT ACCOMMODATES THE DIVERSE TRAVEL NEEDS OF WASHINGTON COUNTY RESIDENTS AND BUSINESSES.

STAFF: As explained above in this report, the proposed plan amendment is not expected to have a detrimental impact on the capacity or level of service on any of the transportation facilities in the impact area. No impact to the existing transit service is expected. Redevelopment of the two parcels will result in frontage improvements on 91st and 93rd Avenues including the installation of sidewalks. The proposal therefore does not conflict with Policy 1.0.

2.0 SYSTEM SAFETY POLICY

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

STAFF: Any traffic safety impacts associated with potential future development on the subject property will be subject to the traffic safety regulations set forth in the Community Development Code and Resolution and Order 86-95 which implement Policy 2.0.

4.0 SYSTEM FUNDING POLICY

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

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

5.0 SYSTEM IMPLEMENTATION AND MANAGEMENT POLICY

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

STAFF: Significant impacts on capacity or roadway safety are not anticipated under the proposed plan designation. The applicant's traffic impact study demonstrates that all intersections will operate within acceptable levels of service and that the majority of traffic will come directly from Canyon Road. The proposal is therefore consistent with Policy 5.0.

6.0 ROADWAY SYSTEM POLICY

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

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

10.0 FUNCTIONAL CLASSIFICATION POLICY

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

STAFF: The proposed plan amendment will not affect the Functional Classification of any nearby street or highway, nor will it result in land uses that are inconsistent with those identified in the Transportation Plan.

12.0 TRANSIT POLICY

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

STAFF: Any future development on the subject property will be subject to the regulations for neighborhood circulation set forth in the Community Development Code. Redevelopment of the two parcels will result in frontage improvements on 91st and 93rd Avenues including the installation of sidewalks improving connectivity from the south to transit service on Canyon Road. The proposal therefore does not conflict with Policy 12.0.

14.0 PEDESTRIAN POLICY

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

STAFF: Any future development on the subject property will be subject to the regulations for neighborhood circulation and public facilities set forth in the Community Development Code. Redevelopment of the two parcels will result in frontage improvements on 91st and 93rd Avenues including the installation of sidewalks improving the pedestrian environment. The proposal therefore does not conflict with Policy 14.0.

15.0 BICYCLE POLICY

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

STAFF: Any future development on the subject property will be subject to the regulations for neighborhood circulation and public facilities set forth in the Community Development Code. 91ST Avenue is designated as a Neighborhood Route and 93rd Avenue is a local street. Table 6 of the Transportation Plan indicates that bike lanes are not required on Neighborhood Routes or local streets. The proposal therefore does not conflict with Policy 15.0.

19.0 TRANSPORTATION PLANNING COORDINATION AND PUBLIC INVOLVEMENT POLICY

IT IS THE POLICY OF WASHINGTON COUNTY TO COORDINATE ITS TRANSPORTATION PLANNING WITH LOCAL, REGIONAL, STATE AND FEDERAL AGENCIES AND TO PROVIDE OPPORTUNITIES FOR CITIZENS TO PARTICIPATE IN PLANNING PROCESSES.

STAFF: Policy 19 provides that all plan amendments be reviewed for consistency with the applicable provisions of the Transportation Planning Rule (OAR 660-012-0060). This request has been reviewed and determined to be consistent with the applicable provisions of the Transportation Planning Rule (see findings in Section B., above). Notification has been provided to affected local, regional and state agencies. The plan amendment request is therefore consistent with Policy 19.0.

CONCLUSION

Based on the findings in this report, staff concludes that this plan amendment proposal will not "significantly affect" a transportation facility as defined in OAR 660, Division 12.



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

PLAN AMENDMENT PRE-APPLICATION CONFERENCE SUMMARY

PRE-APPLICANT:
 Lithia Support Services
 Jim Puckett, Regional Facilities Manager
 Portland Area Lithia Dealerships

EXHIBIT C
Casefile 13-402-PA
Page 1

PROPERTY OWNER:
 Lithia Real Estate Incorporated
 360 E Jackson Street
 Medford, OR 97501

PROPERTY OWNER (1S111DB03200):
 Alice Hinds
 3485 SW 91st Avenue
 Portland, OR 97225

PROCEDURE TYPE III
 CPO: 3

COMMUNITY PLAN: Raleigh Hills – Garden Home

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

PROPERTY DESCRIPTION:
 ASSESSOR MAP NO(S): 1S1 11DB
 TAX LOT NO(S): 3200 and 3500
 SITE SIZE: 1.01 acres
 ADDRESS: 3485 SW 91st Avenue and 3480 SW 93rd Avenue
 LOCATION: Between 91st and 93rd Avenues, one lot south of Canyon Road

PROPOSED PLAN AMENDMENT:
 General Commercial (GC)

DATE OF PRE-APPLICATION CONFERENCE: 4/18/13 PRE-APPLICANT PHONE: 503-781-3506 / jpuckett@lithia.com
 STAFF MEMBER: Paul Schaefer, Senior Planner

APPLICATION SUBMITTAL DEADLINE AND OTHER APPLICABLE REQUIREMENTS:
FEBRUARY 15 (generally) for SPRING/SUMMER HEARINGS - AUGUST 15 (generally) for FALL/WINTER HEARINGS

(NOTE: AN APPLICATION WILL NOT BE SCHEDULED FOR A PUBLIC HEARING UNTIL IT IS ACCEPTED AS COMPLETE. A COMPLETE APPLICATION ADDRESSES ALL APPLICABLE PROVISIONS OF THE VARIOUS COMPREHENSIVE PLAN ELEMENTS AND OTHER APPLICABLE REQUIREMENTS, AND HAS ALL NECESSARY FORMS FILLED OUT COMPLETELY AND CORRECTLY, AND INCLUDES THE SPECIFIED FEE DEPOSIT AND THE CONTRACT SIGNED BY THE OWNER AGREEING TO PAYMENT OF ALL COSTS ASSOCIATED WITH APPLICATION PROCESSING.)

APPLICABLE POLICIES AND REGULATIONS
URBAN COMPREHENSIVE FRAMEWORK PLAN OR RURAL/NATURAL RESOURCE PLAN CONSIDERATIONS:
 DEMONSTRATE CONFORMANCE WITH THE FOLLOWING POLICIES AND APPLICABLE IMPLEMENTING STRATEGIES UNDER THESE POLICIES: 1 (f) 2, 2, 14, 18 (GC), 20, 21, 22, 23, 32, and 40 (Transit Corridor)

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

COMMUNITY PLAN CONSIDERATIONS (URBAN AREA ONLY):
 DEMONSTRATE CONFORMANCE WITH THE Raleigh Hills – Garden Home COMMUNITY PLAN OVERVIEW, GENERAL DESIGN ELEMENT NUMBER(S) 8, 9, 11, and 15, THE DESCRIPTION OF SUBAREA 3 and PRESCRIPTIONS FOR AREA OF SPECIAL CONCERN N/A

COMMUNITY DEVELOPMENT CODE CONSIDERATIONS:
 APPLICABLE LAND USE DISTRICT SECTIONS (PURPOSE AND PERMITTED USES): 302 (R-5 Residential) & 314 (General Commercial)

PHYSICAL LIMITATIONS OF SITE (SECTIONS 421, 422): 421, Water Areas and Wetlands (light blue)

OTHER CONSIDERATIONS:
 Metro Urban Growth Management Functional Plan Titles (Title 1), Oregon Administrative Rules, including the State Transportation Planning Rule (OAR 660-012-0060):

GENERAL INFORMATION

PREVIOUS CASE FILES: 74-123-C (Conditional use permit to park vehicles in a residential district).

OUTSTANDING CONDITIONS AND VIOLATIONS:

OTHER INTERESTED AGENCIES AND ORGANIZATIONS:

City of Beaverton, ODOT

HANDOUTS DISTRIBUTED

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

DOCUMENTS TO BE SUBMITTED WITH APPLICATION

NUMBER OF COPIES

- 18 PRE-APPLICATION SUMMARY
- 18 PLAN AMENDMENT APPLICATION FORM
- 18 WRITTEN EXPLANATION, JUSTIFICATION (Submit one copy for initial completeness review)
- 1 FEE CONTRACT (SIGNED)
- 1 WASHINGTON COUNTY TAX MAP(S) (must be obtained from Assessment & Taxation Department and red-stamped) _____
- 1 ELECTRONIC VERSION OF ALL APPLICATION MATERIALS (Submit after the application is accepted)

SERVICE PROVIDER LETTERS

- | | | | |
|----|---------------|----|---|
| 18 | SHERIFF | 18 | PARK |
| 18 | FIRE | 18 | TRANSPORTATION: Traffic Impact Statement (TIS) and/or Traffic Analysis (Contact the Current Planning Division to determine whether a TIS is necessary – 503-846-8761) |
| 18 | SCHOOL | 18 | TRI-MET |
| 18 | SEWER | 18 | ODOT - CONTACT <u>Marah Danielson, 503-731-8258</u> |
| 18 | PUBLIC WATER | | |
| 18 | SURFACE WATER | | OTHER_____ |

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

MAILING LIST AND MAP FOR PROPERTIES IN AN ADJACENT COUNTY

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



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

CASEFILE NO. _____

EXHIBIT C
 Casefile 13-402-PA
 Page 3

APPLICANT NAME AND ADDRESS:
 James Puckett
 Lithia Auto Stores
 C/o BMW Portland
 2001 SW Jefferson Street Portland, OR 97201

PLAN AMENDMENT APPLICATION

PROCEDURE TYPE III (QUASI-JUDICIAL PUBLIC HEARING)

CPO: #3 - (West Slope, Raleigh Hills, Garden Home)

COMMUNITY PLAN: Garden Home

EXISTING LAND USE DISTRICT(S):

Residential (R-5)

PROPERTY DESCRIPTION

ASSESSOR MAP NO(S): 1S111DB
 TAX LOT NO(S): 3200 and 3500
 SITE SIZE: 1 acre
 ADDRESS: 3485 SW 91st Avenue / 3480 SW 93rd Avenue
 LOCATION: Near Canyon Road between 91st and 93rd Avenue

APPLICANT'S REPRESENTATIVE AND ADDRESS:
 Keith Jones
 Harper Houf Peterson Righellis Inc. (HHPR)
 205 SE Spokane Street Suite 200 Portland OR 97202

OWNER'S NAME AND ADDRESS:
 Same as applicant

APPLICANT PHONE: (503) 525-6205

OWNER PHONE: _____

ALSO NOTIFY: Keith Jones HHPR (503) 221-1131
 keithi@hhpr.com

PROPOSED PLAN AMENDMENT: Amend zoning and comprehensive plan map from residential R-5 to General Commercial (GC)

DATE OF PRE-APPLICATION CONFERENCE:
 (Attach copy of summary) 4/18/13

STAFF MEMBER: Paul Schaefer

EXISTING USE OF THE SITE: Auto dealership parking (Tax Lot 3500) Single-family house (Tax Lot 3200)

LIST ASSESSOR MAP AND TAX LOT NUMBERS OF ALL CONTIGUOUS LOTS OR PARCELS UNDER IDENTICAL OWNERSHIP:
 1S111DB 3000 and 3002

LIST ALL PREVIOUS DEVELOPMENT REQUESTS, LAND USE ACTIONS AND DATES OR PREVIOUS ACTIONS RELATING TO THE SUBJECT PROPERTY:

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

James Puckett 9.17.13
 OWNER CONTRACT PURCHASER DATE
 FACILITIES MANAGER

FOR LITHIA MOTORS, INC.
 OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

OWNER CONTRACT PURCHASER DATE

NOTES:

- ◆ THIS APPLICATION MUST BE SIGNED BY ALL THE OWNERS OR ALL THE CONTRACT PURCHASERS OF THE SUBJECT PROPERTY, AS DEFINED BY THE COMMUNITY DEVELOPMENT CODE, SECTION 100-149.
- ◆ IF THIS APPLICATION IS SIGNED BY THE CONTRACT PURCHASER(S), THE CONTRACT PURCHASER(S) IS (ARE) CERTIFYING THAT THE CONTRACT VENDOR HAS BEEN NOTIFIED OF THE APPLICATION.
- ◆ THE APPLICANT OR A REPRESENTATIVE SHOULD BE PRESENT AT ALL PUBLIC HEARINGS.
- ◆ NO APPROVAL WILL BE EFFECTIVE UNTIL THE APPEAL PERIOD HAS EXPIRED.
- ◆ AN APPROVAL OR DENIAL OF THIS REQUEST MAY BE OVERTURNED ON APPEAL.

Mini of Portland

Quasi-Judicial Comprehensive Plan Amendment and Rezone

Owner: Lithia Real Estate Inc.
360 E Jackson Street
Medford, OR 97501

Applicant/Owner Rep.: James Puckett
Lithia Auto Stores
c/o BMW Portland
2001 SW Jefferson Street
Portland, OR 97201
JPUCKETT@LITHIA.COM
(503) 525-6205

Planner: Harper Houf Peterson Righellis, Inc.
205 SE Spokane Street, Suite 200
Portland, OR 97202

Planner/Contact: Keith Jones, AICP, LEED AP ND
keithj@hhpr.com
(503) 221-1131

Traffic Engineer: Lancaster Engineering
321 SW Fourth Avenue
Suite 400
Portland, OR 97204

Todd Mobley, PE, PTOE
todd@lancasterengineering.com
(503) 248-0313

Site Location: 3485 SW 91st Avenue / 3480 SW 93rd Avenue

Tax Lots: Tax Map 1S111DB, Tax Lots 3200 and 3500

Parcel Size: Two parcels 0.5 acres each

Zoning: R-5 Residential (5 units per acre)

Summary of Request: Type III quasi-judicial plan map amendment to rezone two 0.5-acre lots from R-5 Residential (5 units per acre) to General Commercial (GC).

Report Date: September 20, 2013



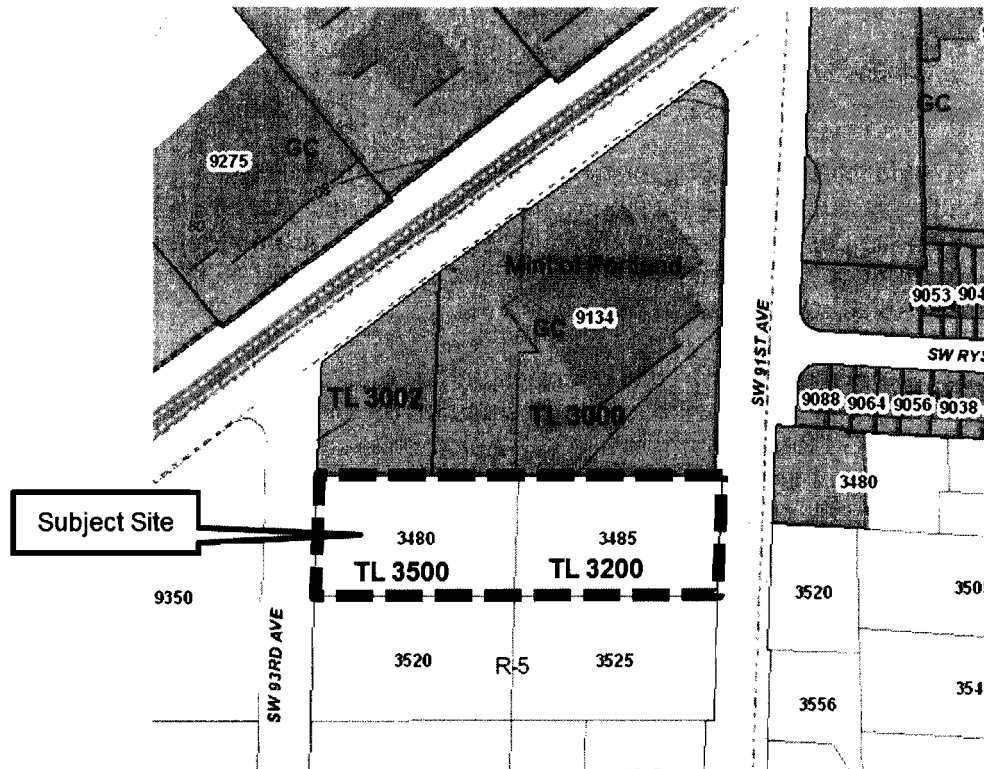
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I. DESCRIPTION OF PROPOSAL

Proposal

The applicant Lithia Auto Stores (Lithia) proposes to rezone two unincorporated urban Washington County 0.5-acre parcels at the south end of the existing Mini of Portland dealership on Canyon Road (9134 SW Canyon Road – Portland). The applicant proposes to rezone the parcels from R-5 Residential (5 units per acre) to General Commercial (GC). The two parcels are identified on the map below.



Approval Request

The applicant Lithia Auto Stores (Lithia) requests approval of a Type III quasi-judicial plan amendment to rezone one acre of property from R-5 Residential (5 units per acre) to General Commercial (GC). The Type III application is decided by the Planning Commission and requires a public hearing.

II. RESPONSE TO APPLICABLE POLICIES

WASHINGTON COMPREHENSIVE PLAN VOLUME II - URBAN COMPREHENSIVE FRAMEWORK PLAN FOR THE URBAN AREA

POLICY 1 – The Planning Process

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

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

Response: This policy states that in order to change the comprehensive plan and rezone the property, a finding must be made that there are no suitable designated alternative sites within the vicinity. "Suitable designated alternative site" and "vicinity" are not defined by the Policy, however, the policy does give "factors" that are used in determining "suitability" of alternative sites and include "size" and "location."

The dealership is existing and currently operates on three parcels. Two of the parcels (Tax Lots 3000 & 3002 – 9134 SW Canyon Road) are designated on the Raleigh Hills Community Plan – Land Use Map A as General Commercial (GC). Automobile sales showrooms, lots and service facilities are a permitted use in the zone (Community Development Code - Section 314-3.5). The dealership use further meets the purpose or "characterization" of the GC zone as stated in the Comprehensive Plan. Policy 18 of the Comprehensive Plan states that the permitted use list is limited to "truly auto" oriented activities. The dealership is an auto-oriented use consistent with the permitted uses list in the zone and the Comprehensive Plan purpose or characterization statement.

There are two 0.5-acre R-5-zoned parcels that abut the south property line of the dealership's GC-zoned parcels. The R-5 zone does not allow dealership uses and is primarily limited to single-family residential uses. The R-5 parcel to the southwest of the dealership GC-zoned parcels (Tax Lot 3500 – 3480 SW 93rd Ave.) has been associated with the dealership use for many years and historically used to park auto dealership inventory. The use of this parcel to park cars is considered by the County to be a legal nonconforming use. The other R-5 parcel to the southeast of the GC-zoned parcels is currently occupied by a single-family residential house. The applicant requests to designate both these abutting R-5 parcels as General Commercial (GC) so all four dealership parcels are GC and the dealership use permitted on all four parcels. All four parcels would give an adequately sized site for the dealership of 3.11 acres.

The two GC-zoned parcels (Tax Lots 3000 & 3002 – 9134 SW Canyon Road) are surrounded on three sides by roads including Canyon Road, 91st Avenue and 93rd Avenue. The only place the dealership can expand is to the south on the two abutting R-5 parcels, as proposed under this amendment and rezone request. Therefore there are no other alternative suitable sites for which the existing dealership can expand since there is no other place for the dealership to expand except onto the two abutting 0.5-acre R-5-zoned parcels. Further, the dealership is already using one of two parcels (Tax Lot 3500 – 3480 SW 93rd Ave.) as a legal non-conforming use making a rezone of these parcels even more suitable given the historical dealership use of one of these parcels. Therefore the proposal complies with this policy as there are no other suitable designated alternative sites where the dealership can expand except the two abutting R-5-zoned parcels as proposed.

POLICY 2 – Citizen Involvement

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

Implementing Strategies:

The County will:

- a. *Provide information on planning issues and policies in a clear and understandable form.*
- b. *Seek and encourage continued citizen involvement through the Citizen Participation Organization (CPO) Program. The County will strengthen that program by:*
 1. *Offering support and technical assistance;*
 2. *Maintaining the Committee for Citizen Involvement (CCI) to assist in the evaluation and implementation of the citizen involvement program;*
 3. *Working with CCI and CPO members while developing the Community Plans by providing them the opportunity, information and assistance necessary for their involvement; and*
 4. *Providing opportunities for citizen involvement during the formulation, revision and amendment of the Comprehensive Plan and all its constituent parts, including the Comprehensive Framework Plan, Community Plans, Community Development Code, capital improvement plans, and functional plans (e.g., transportation, parks and recreation).*
- c. *Utilize an open process for selecting members to serve on the Planning Commission and other advisory committees by providing an opportunity for any citizen of the County to become aware of and apply for membership.*

Summary Findings and Conclusions

Comprehensive planning requires, and depends on, an informed citizenry. For the plan to reflect the needs and values of the citizens of Washington County, citizen participation is essential. This meaningful involvement is necessary throughout the planning process and is an integral part of the ongoing planning program.

Involvement of County citizens in the development of the three major pieces of the Comprehensive Plan - the Comprehensive Framework Plan, Community Plans, and the Community Development Code - has been changed as work on the Plan progressed from broad policy discussions to site-specific community planning. This was done in order to make involvement more meaningful to the individual as well as to interest groups.

The Comprehensive Framework Plan (CFP) was developed by staff using information gained from County residents attending Town Hall meetings and Planning Department Open Houses, filling out questionnaires, and responding to a series of Comprehensive Plan Update newsletters. Once presented to the Planning Commission and the Board of County Commissioners, the CFP was the subject of numerous public hearings. The Board of County Commissioners adopted the CFP by Resolution & Order on June 8, 1982.

Citizen involvement is provided on a regular basis through Citizen Participation Organizations (CPO's) that were established in the County in 1974 with the intent of providing direct citizen access to the decision-making process. In order to meet the requirements of LCDC Goal 1, the Board of County

Commissioners in 1975 designated the CPO leaders group as the Committee for Citizen Involvement (CCI). This Board action made the CCI responsible for evaluating Washington County's program and process for citizen involvement in planning. In 1980 the Board reaffirmed the County's commitment to the CPO program and set forth the philosophy, scope, purpose and structure of the program through adopting Resolution and Order No. 80-108 (included in the Appendix).

The program as it pertained to the community planning process was modified in June 1982 when the Board adopted the Revised Work Program Schedule for completion of the urban portion of the Comprehensive Plan. Under the modified program the responsibility for preparing plans was given to the County. The Board of County Commissioners Stated in the work program that LCDC Goal 1 would be addressed by seeking the assistance of citizens and CPO's at town hall meetings.

Through this modified program updated Community Plans have been prepared for Aloha-Reedville-Cooper Mountain, Bethany, Bull Mountain, Cedar Hills-Cedar Mill, Sherwood and West Union. The County informed the public of the start of the community planning process through the mailing of 35,000 newsletters to property owners inside the UGB in May 1982. Citizens have been provided numerous opportunities to be informed about the plans and to assist staff in developing the Community Plans, including a series of Town Hall meetings, Citizen Participation Organization meetings, newsletters, and individual contacts with the Planning Department staff.

In 1986, by adopting Resolution and Order No. 86-58 (included in the Appendix), the Board again affirmed the County's commitment to citizen participation in County government and declared its intent to broaden the scope of CPO activities to include advising and consulting with the Board on matters beyond Land Use Planning including housing, parks, open space and recreation, human resource delivery systems, water and sewage disposal systems, and other matters affecting the livability of the community. To reflect this broader scope of activities, and the CPO role as a vehicle for communication between governments and citizens, the acronym CPO was redefined as Citizen Participation Organization.

In 2001, the Board adopted a Resolution and Order No. 2001-75 that updated the CPO boundary map and established a process for the creation of new CPOs and the alteration of CPO boundaries. This Resolution and Order is included in the appendices as Appendix E.

Response: The quasi-judicial map amendment will be noticed per the requirements of the Community Development Code Section 204-4 including a noticed mailed to all property owners within 500 feet, the citizen participation organization (CPO) and a newspaper of general circulation. Interested parties will be allowed to enter comments into the record and testify at the public hearing during the time the record is left open.

POLICY 14 – Managing Growth

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

Implementing Strategies

The County will:

- a. *Support the regional Urban Growth Boundary and procedures for its amendment as acknowledged by the Oregon Land Conservation and Development Commission.*

Response: Does not apply to this proposal. The site is in the urban growth boundary.

- b. *Categorize urban facilities and services into three categories: Critical, Essential and Desirable.*
 1. *Critical facilities and services are defined as: Public water, public sanitary sewers, fire protection, drainage, and access on Local roads and Neighborhood Routes. These facilities and services are addressed in adopted urban service agreements. Urban service agreements address who are the long-term providers of these services and facilities. An inability to provide an adequate level of Critical services in conjunction with the proposed development will result in the denial of a development application.*

Response: The site is serviced by critical facilities as indicated below:

Public Water – The site is served by West Slope Water District. West Slope Water has signed the “Service Provider Letter” indicating that adequate service is available. The signed Service Provider Letter was provided with this request.

Sanitary Sewer – Clean Water Services (CWS) provides sanitary sewer service to the site. CWS has signed the “Service Provider Letter” indicating that adequate service is available. The signed Service Provider Letter was provided with this request.

Fire Protection – Tualatin Valley Fire & Rescue (TVF&R) provides fire protection to the site. TVF&R has signed the “Service Provider Letter” indicating that adequate service is available. The signed Service Provider Letter was provided with this request.

Drainage - Clean Water Services (CWS) provides storm sewer service to the site. CWS has signed the “Service Provider Letter” indicating that adequate service is available. The signed Service Provider Letter was provided with this request.

Access on Local Roads and Neighborhood Routes – Both parcels directly front public streets, therefore this critical services is provided to the site.

All critical facilities are currently provided, therefore this proposal complies with this portion of the policy.

2. *Essential facilities and services are defined as: Schools, Arterial (including State highways) and Collector roads, transit improvements (such as bus shelter and turnouts, etc.), police protection, street lighting and on-site pedestrian facilities in the public right-of-way. These facilities and services are addressed in adopted urban service agreements. Urban Service agreements address who are the long-term providers of these services and facilities. Failure to ensure the availability of an adequate level of all Essential services within five (5) years from occupancy may result in the denial of a development application. The Review Authority may condition the approval to limit the period of time to a period shorter than five (5) years depending upon the degree of impact that the proposal has on the inadequate facilities or services and the risks to public safety in the interim period.*

The development application will be denied when the Essential facilities and or services cannot be ensured within the required time period unless the following findings of fact can be made. All exceptions to the public facility and service standards shall require a public hearing:

- a) *The particular inadequate facility(ies) or service(s) is not necessary for the particular proposal within the aforesaid five (5) year period;*
- b) *The approval of the development application will not substantially interfere with the ability to later provide the particular inadequate facility(ies) or service(s) to anticipated uses in the vicinity of the subject property;*
- c) *The approval of the development application without the insurance of the particular inadequate facility(ies) and service(s) will not cause a danger to the public or residents in the vicinity of the subject property; and*
- d) *It is shown that the applicant has exhausted all practical methods within the ability of the applicant to ensure the provision of the unacceptable facility(ies) and service(s).*

Response: The site is serviced by essential facilities as indicated below:

Schools – The site is served by Beaverton School District. Beaverton School District has signed the “Service Provider Letter” indicating that they do not expect any impacts to schools. The signed Service Provider Letter was provided with this request.

Arterial (including State highways) and Collector roads – Neither of the lots proposed to be rezoned under this request front an arterial or collector street. Tax Lot 3500 fronts 93rd Avenue, a local street and Tax Lot 3200 fronts 91st Avenue a Neighborhood Route. The subject site is approximately 100 feet from Canyon Road at its closest point. Canyon Road is an Oregon Department of Transportation (ODOT) facility. Due to the site’s proximity to Canyon Road, the applicant has communicated with ODOT in scoping the applicant’s traffic study. Further ODOT has signed the service provider letter indicating that ODOT must review the traffic impact study prior to making a determination. The applicant has provided ODOT with a copy of the applicant’s study.

Transit Improvements (such as bus shelter and turnouts, etc.) - Neither of the lots proposed to be rezoned under this request front a transit route. Bus line #58 runs on Canyon Road. This bus line is within 300 feet of the subject site. A “Transit Availability Statement” was completed and submitted with this application. According to the “Transit Availability Statement” TriMet will be noticed of the application since the site is within 300 feet of a transit stop and will be given an opportunity to comment on the application. Given that the subject site does not directly front a transit line, and because the proposal is for a rezone of the property only, it is not likely that TriMet will comment or that TriMet will require anything of this proposal as a non-development action.

Police Protection – The site is served by the Washington County Sheriff. The sheriff has signed the “Service Provider Letter” indicating that service level is adequate. The signed Service Provider Letter was provided with this request.

Street lighting and on-site pedestrian facilities in the public right-of-way – The subject site has approximately 115 feet of frontage on 93rd Avenue and 115 feet of frontage on 91st Avenue. Both frontages are not fully improved with sidewalks. This proposal is a non-development action and only changes the zoning of the property. It is assumed that when these lots are redeveloped both frontages will need to be improvement to current County-standard, or to a minimum acceptable standard based on existing conditions. There is no evidence or reason to believe that site cannot be upgraded to meet a minimum level of safety and comply with County standards in regards to street lighting and pedestrian facilities.

All essential facilities are currently provided, the proposal complies with this portion of the policy.

- 1. Desirable facility(ies) and service(s) are defined as: Public mass transportation service, parks and recreation facilities, bicycle facilities and off-site pedestrian facilities. These facilities and services are addressed in adopted urban service agreements. Urban service agreements address who are the long-term providers of these services and facilities. These are facilities and services that may be expected in a reasonable time frame from the occupancy of a development. Requiring new development to annex to a park provider is an acceptable way to promote the availability of park and recreation facilities. A development application may be conditioned to facilitate desirable facilities and services based upon specific findings.*

Response: The site is serviced by TriMet and is within the Tualatin Hills Park and Recreation District. The district has signed a service provider letter indicating that services are adequate for the proposal.

All desirable facilities are currently provided, the proposal complies with this portion of the policy.

- c. *Rely upon standards established by the appropriate special service district and adopted County Standards as the measurement of acceptability for the service provided by the service provider. The information obtained from the service provider shall be treated as a rebuttable presumption as to the ability to provide an adequate level of the facility or service. However, the evidence that can rebut it must be compelling evidence based upon objective data in order to controvert the determination of the service provider. Specific standards for implementation will be identified in the Community Development Code as well as acceptable methods for assuring availability of required public services and facilities.*

Response: All service provider letters have been obtained from service providers proving that the site is adequately served. No compelling evidence exists that contradicts the determination made by the service provider letters. The proposal complies with this portion of the policy.

- d. *Require that the cost of providing the required County urban services for a particular land use proposal shall be borne by the applicant or benefited properties unless otherwise authorized by the Board of County Commissioners. Methods to assure needed improvements that address development impacts may include but are not limited to improvements by an applicant, planned capital improvements by a public agency, fees, and annexation to a park district.*

Response: There are no costs associated with this proposal to change the comprehensive plan and zone map from R-5 to G-C. Future redevelopment of these parcels and associated costs such as constructing frontage improvements, water treatment facilities, extending utilities, paying and system development charges will be the responsibility of the owner or developer of these parcels. The proposal complies with this portion of the policy.

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

Response: Since the subject site is within the urban growth boundary and has been dedicated to urban uses for many years, growth management standards are not deemed to be applicable to this proposal.

- f. *Establish clear and objective criteria for the issuance of all development permits. These criteria will consider:*
1. *Consistency with the Comprehensive Plan and appropriate Community Plans,*
 2. *Adequacy of public facilities and services as required in the growth management strategy, and*
 3. *Consistency with development standards contained in the Community Development Code.*

Response: This portion of the policy is not deemed applicable to the proposal. This is an action to be taken by the County and not the applicant, further this proposal is a non-development action and does not involve issuance of development permits.

- g. *Use, and encourage other public service providers to use, the following priority list to guide the investment of public monies in public facilities and services:*
1. *Solve existing health, safety and welfare problems.*
 2. *Facilitate infill development or new development which is contiguous to existing.*
 3. *Promote commercial and industrial economic development opportunities.*
 4. *Extend services to outlying, undeveloped areas designated for residential development in the Comprehensive Plan.*

Response: This proposal complies with this policy as it will facilitate infill development contiguous to existing development. Further, the eventual build out of the parcel as commercial will stimulate the economy through additional commercial development. The applicant plans to expand the dealership onto these parcels creating additional jobs and increasing the tax base meeting the intent of this policy.

Summary Findings and Conclusions

A healthy, livable urban environment is achieved in part through the provision of public facilities and services prior to or concurrent with development at a level adequate to serve the expected demand. The major urban facilities and services that have been impacted the most by the demands of the County's growth are the County road system, police protection, schools, and park and recreation services. Providers of other services and facilities, such as sewers and water lines, have in general been able to keep pace with the rapid growth of recent years and still provide adequate service to existing customers.

The County needs to make sure that, despite cutbacks in general revenue sharing and Federal and State funding for capital facility construction, future growth does not occur without the necessary supporting services. This can be accomplished through managing growth, using adequate service availability as a key element in the development review process.

Response: The proposal to rezone the property from residential to commercial will reduce potential demand on the "impacted" services including schools and, park and recreation services since new residential dwelling units that use these services will not be built. It is likely that a commercial use of the property especially an auto dealership that typically provides its own security will reduce demand on public law enforcement. The applicant has prepared a traffic impact study that addresses impacts to the road system and demonstrates that surrounding roads will continue to operate at acceptable levels of service. Therefore services are currently available to support the proposal and the proposal complies with this policy.

POLICY 18 – Plan Designations and Locational Criteria for Development

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

[...]

General Commercial (GC)

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

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

Response: The proposed dealership requires a larger site with a high degree of visibility consistent with the policy. Since access from the site can be accommodated by lower classification streets (91st and 93rd Avenue) direct access to Canyon Road, an arterial, is not needed consistent with the policy. Canyon Road has an existing development pattern of auto service uses, and it is logical to recognize this established use in the corridor and allow an existing business to expand consistent with the established commercial development pattern.

The dealership is an auto-oriented use consistent with the permitted uses list in the Washington County Community Development Code.

The Raleigh Hills Community Plan – Land Use Map A designates the property directly north of the subject lots as well as lots to the east and west along Canyon Road as General Commercial (GC). The two lots proposed for rezoning to GC under this proposal will abut Canyon Road GC-zoned property. Further, the western subject parcel, although not currently zoned GC, is being used as part of the dealership as a legal non-conforming GC-use. Therefore the proposal to rezone the two parcels to GC is consistent with location criteria that aims to limit GC uses to existing locations since the subject property abuts GC property and half of the property is already commented to a GC use.

The proposal complies this policy.

POLICY 20 – Urban Area Economy

It is the policy of Washington County to encourage and participate in activities which strengthen the local economy through:

- (1) Retention and expansion of existing businesses and industry;**
- (2) Provision of diverse employment opportunities;**
- (3) Education and training of the local labor force; and**
- (4) Continued diversification of the County's economic base.**

Implementing Strategies

The County will:

- a. Clarify and streamline the development review process in the Community Development Code. Development standards will take into account the availability of technology which can mitigate possible negative impacts of business and industrial uses, impact which can affect the location and conduct of those uses.*
- b. Help create a healthy climate for economic development by designating an adequate amount of serviced commercial and industrial land to ensure choice in the regional market place. The supply will be subject to periodic review to ensure that the economy is not harmed due to the fact that there is not enough land or that the size and location of remaining land does not meet market needs.*
- c. Take advantage of Federal and State programs, which may become available for construction of public facilities and services or for other assistance needed to support economic development in the County.*

Specific County actions will include continued participation in the Federal Community Development Block Grant program.

Summary Findings and Conclusions

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

Response: The proposal is consistent with this policy's objective of ensuring there is adequate commercial land. When planning for and designating land for future growth a lot of assumptions and best guesses are used since the economy changes rapidly and is constantly evolving. In this case, the County has the opportunity to directly assist an existing business in expanding its existing location directly boosting the economy with added jobs and tax base. The proposal complies with this policy.

POLICY 21 – Housing Affordability

It is the policy of Washington County to encourage the housing industry to provide an adequate supply of affordable housing for all households in the unincorporated urban County area.

Implementing Strategies

The County will:

- a. *Provide for an average overall density for new housing constructed in the urban unincorporated area of at least 8 units per net buildable acre, and at least 10 units per net buildable acre in New Urban Areas.*
- b. *Streamline the development review process to reduce the regulatory costs associated with land development, while improving the quality of review.*
- c. *Through a regulatory process in the Community Development Code, permit the creation of a second dwelling unit within detached dwellings where the structural characteristics are deemed by the Planning Director to allow such an adaptation and where such a change will not adversely affect the neighborhood.*
- d. *Review design and development standards for residential projects as part of an effort to reduce unnecessary housing costs while maintaining housing and neighborhood quality.*
- e. *Review the utilization of residential planned densities on a periodic basis to determine if any Plan changes are required. Large housing projects for the elderly may include accessory convenience commercial uses. Appropriate standards shall be included in the Community Development Code.*
- f. *Encourage compatible development in partially developed residential areas to make optimal use of existing urban service facility capacities and maximize use of the supply of residential land.*
- g. *Assist State and local public housing agencies in the development of affordable housing opportunities throughout Washington County by continuing to fund the Department of Housing Services (DHS) and the Office of Community Development (OCD).*
 1. *DHS administers federal housing programs to fund affordable housing projects, provides rental assistance to low income households and affordable housing opportunities for low and moderate income households, and partners with local jurisdictions, non-profit corporations and private developers to develop other affordable housing opportunities. Further, DHS owns and manages affordable housing throughout Washington County.*
 2. *OCD manages, on behalf of the County and participating city consortium members the Community Development Block Grant (CDBG) and the Washington County HOME Consortium Grant programs. CDBG funds can finance housing projects that benefit low and moderate income persons; while HOME Consortium Grant funds can finance housing projects that serve low income households and/or support Community Housing Development Organizations through operating grants.*
- h. *Encourage the housing industry and both public and private housing agencies to build a sufficient number of new affordable housing units within unincorporated Washington County to meet Metro's voluntary affordable housing production goal.*

- i. Periodically assess the feasibility of establishing a voluntary inclusionary housing program and a transfer of development rights program to improve the opportunities for affordable housing within Washington County.
- j. Adopt the affordable housing program for the North Bethany Subarea Plan before January 1, 2011.

Response: These are all actions that the County will take and not directly applicable to the proposal.

Summary Findings and Conclusions

Housing prices have escalated dramatically over the last several years. Though the median household income in Washington County is the highest of any county in the State (income for some population subgroups in the County is significantly lower), there is abundant evidence that dwellings are being priced out of the financial reach of many county households. A very substantial household income level is now necessary to afford the purchase of a standard detached home.

The amount of income needed to purchase an attached dwelling will vary, depending on the quality of the dwelling, but it too can be substantial and beyond the reach of county households.

Many families require two wage earners to pay housing and other costs. These same costs often require families to have fewer children, thereby lowering the average household size.

Households unable to buy a home have to stay in the rental market. Rental housing can now be afforded by the majority of County households, but the affordability of rental housing may also decrease in the future, unless investors are given incentives to construct new rental housing to satisfy the demand created by a growing population. Without additional rental housing, renters will face stiffer competition for existing units; those who cannot afford to become homeowners will be forced to pay an even higher proportion of their incomes for rent. This situation could be exacerbated by the present phenomenon of conversion of apartments to condominiums, which decreases the existing stock of rental units.

Federally funded housing programs administered through the Housing Authority of Washington County to assist low and moderate income households and other target groups, reduce the gap between the kinds of housing they can afford and what they need. Unfortunately, the demands for assistance exceed the supply of assistance money available.

Factors that contribute to the cost of a home include land costs, building costs (labor, materials, financing) and regulation costs. Land, regulation and financial costs in particular have been increasing faster than the rate of inflation. Land costs can be decreased by increasing the amount of serviced buildable land available for residential development, and developing the land that is available at higher densities. Regulation costs can be reduced by simplifying application procedures; clarifying regulations, reducing unnecessary paper work; allowing multiple permit applications; expediting the approval process through greater reliance on administration decisions, and revising some development standards. Financing costs are generally beyond the control of County government but, by financing certain public improvements through public bond sales rather than fees imposed on development, the cost of purchasing dwellings, which must be financed through the private mortgage market in most cases, could be reduced.

Construction costs can be reduced by building smaller units, using innovative construction techniques including off-site assembly, and utilizing less expensive alternative materials when appropriate.

For the North Bethany Subarea, a committee of professionals with experience in developing and funding affordable housing was convened to recommend potential options, resources and feasibility for achieving affordable (workforce) housing in North Bethany. In establishing the recommendations, the group considered Metro's regional housing choice requirements, local affordable housing requirements, and additional objectives developed by the group in order to ensure a long term supply of affordable housing.

These objectives and recommendations are explained in the Affordable Housing Report of the North Bethany Plan, dated July 2007. The recommendations of this committee report are to be addressed in a staff summary that responds to Title 11 requirements under the Metro Urban Growth Management Functional Plan and other conditions associated with urbanization of the North Bethany UGB expansion area. Staff will work with affected parties and partners in preparing the North Bethany Affordable Housing Program.

Response: The proposal will remove one acre of residentially zoned land from the amount available land in the County. However, half of the site is currently committed to a commercial use and is being used to park cars for the dealership as a legal nonconforming use. Therefore this proposal will affectively only remove 0.5 acres of residential land (Tax Lot 3200). Tax Lot 3200 is currently occupied by one single-family house and is zoned R-5 and could be redeveloped with two housing units total at 4 to 5 dwelling units per acre. Therefore only two housing units will be removed from the available supply of residential land and rezoning this parcel is good planning as it incorporates these parcels into one commercial property and provides a clear common boundary between the commercial and residential property. The proposal complies with this policy.

POLICY 22 – Housing Choice and Availability

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

Implementing Strategies

The County will:

- a. Designate a sufficient amount of land in the Community Plans to allow at least 50% of the housing units constructed over the next 20 years to be attached units.*
- b. Allow for the construction of a variety of housing types on all land planned for residential use, except where specifically limited by ordinance, as long as density limits are not exceeded and development standards are complied with.*
- c. Designate through the community planning process, an adequate amount of land in each unincorporated urban community to allow for the widest possible range of housing types and density levels, consistent with the Comprehensive Framework Plan.*
- d. Support the provision of needed mobile home sites in mobile home parks and mobile home subdivisions throughout the County.*
- e. Allow by right in all residential districts housing projects designed to meet the needs of special groups (the elderly, handicapped and migrant workers), as long as all development standards are complied with.*

Response: These are all actions that the County will take and not applicable to this proposal.

Summary of Findings and Conclusions

The size of the average American household is decreasing, as its character and lifestyle is changing. The trend toward smaller households is clearly evident in Washington County, where the average household size has declined from 3.01 in 1973 to 2.53 in 1980, according to Federal census statistics. The changing character and lifestyle of households results from more single parents, working wives and mothers, and a common desire for more time for leisure activities. The practical effects of these changes are twofold: 1) more dwelling units are required to shelter a given population; and 2) smaller units requiring less maintenance time are in demand. At the same time, a strong preference exists for housing with characteristics of the traditional homes (privacy, space). As a result of this situation and affordability

considerations, a variety of housing types in addition to detached homes are now and will continue to be in demand, including attached units, apartments, condominiums and mobile homes.

The Comprehensive Plan must respond to the increased demand for all types of housing including housing for the elderly, handicapped and migrant workers, and designate sufficient land area and identify suitable locations for the various types and densities of residential development. Otherwise, the price or rent of available units will increase unnecessarily and many people will be forced to live in shelter unsuitable to their needs.

Response: The property is zoned R-5 for single-family residential. As stated previously, the proposal will only remove approximately two potential dwelling units. Further, the property is zoned single-family residential and does not involve multi-family housing as stated as being important under this policy. The proposal complies with this policy.

POLICY 23 – Housing Condition

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

Implementing Strategies

The County will:

- a. *Continue to support and, where appropriate, participate in existing housing rehabilitation programs.*
- b. *Enforce building code provisions and other County regulations relating to maintenance of existing structures.*
- c. *Consider the adoption of a housing code to assure safe and healthy housing conditions, if such a code is deemed to be useful.*
- d. *Encourage local lending institutions to offer rehabilitation loan programs at reasonable interest rates.*
- e. *Consider deferring increased property tax assessments due to housing rehabilitation.*
- f. *Consider taxing the value of improvements at a lower rate than land value.*
- g. *Encourage the housing industry, public and private housing agencies, and individual homeowners to preserve and maintain existing, viable affordable housing units within Washington County. The County will continue to promote the retention of affordable housing in Washington County by:*
 1. *Administering the Community Development Block Grant Program and the HOME Investment Partnerships Program for Washington County through the Office of Community Development in order to aid in housing rehabilitation and the construction of affordable housing throughout Washington County.*
 2. *Supporting Washington County's low and moderate-income homeowners with home repairs through continued administration of the County's Housing Rehabilitation Program managed by the Office of Community Development and funding of low-interest housing rehabilitation loans and grants.*
 3. *Administering the American Dream Down payment Initiative through the Office of Community Development in order to assist low-income households achieve homeownership by providing down payment and closing cost assistance.*

Response: These are all actions that the County will take and not directly applicable to this proposal.

Summary Findings and Conclusions

The majority of the County's housing stock was built during the last twenty years and is generally in good condition. The need for repair and weatherization is higher for dwellings occupied by low and moderate

income households, especially those renting their dwellings. The need for repair is also very high among mobile and/or manufactured housing in parks where the homeowners do not own the land.

Housing repair needs seem to be relatively more frequent in Cornelius, Hillsboro, Aloha, North Plains, older sections of Sherwood, Gaston and unincorporated rural communities such as Timber, Manning and Buxton. Throughout the County, roof, heating and plumbing repairs are the most often reported needs by all households.

Washington County's Office of Community Development (OCD) operates two programs to assist low and moderate-income families and senior households, and the disabled with housing rehabilitation and repair.

The Washington County Community Action Organization (WCCAO) administers a weatherization program funded by the Federal Department of Energy for low-income households. Because of the existing level of need, the expansion of existing programs appears warranted.

The Housing Authority of Washington County operates two programs to improve the housing condition of rental properties -- moderate rehabilitation and substantial rehabilitation -- both funded through the Federal Department of Housing and Urban Development.

Response: The proposed has no impact on housing condition. There is one single-family house on the site that is planned to be demolished for the expanded dealership. Constructed in 1939, this house is an older house by Washington County standards and needs more repair and weatherization than the majority of the housing stock within the County that was constructed within the last 20 years.

POLICY 24 – Housing Discrimination

It is the policy of Washington County to encourage and support equal access to quality housing throughout the County of all people.

Implementing Strategies

The County will:

- a. *Continue to support Housing Authority efforts to reduce housing discrimination in the County.*

Response: These are all actions that the County will take and not directly applicable to this proposal.

Summary of Findings and Conclusions

There are basically two kinds of housing discrimination in the County. Discrimination motivated by bigotry and discrimination motivated by economic concerns. The former type is not prevalent in the County, but the latter affects certain ethnic groups and household types.

Some ethnic groups have a reputation among landlords of overcrowding and abusing housing units. Therefore, landlords frequently prefer not to rent to them. Landlords also often prefer not to rent to families with children for the same reason. Families with low incomes have the additional reputation of being unable to pay rent on time, making discrimination against them even more prevalent. Welfare recipients and the mentally handicapped are also discriminated against because landlords often fear they will not pay their rent.

The Washington County Housing Authority is attempting to develop understanding and better relations between landlords and tenants and others involved in the housing industry through counseling and

workshops on fair housing as well as information disseminated through the local media, including media aimed at minority groups. The overall approach is mediation rather than confrontation, although the Housing Authority does inform HUD of all discrimination complaints it receives, and Legal Aid is sometimes asked to represent people who have a valid complaint. This approach seems to be succeeding, as complaints are declining. Landlords generally find that people who have been through the Housing Authority workshops are good tenants.

Discrimination against families with children still remains as a major problem. Although current State law prevents landlords from discriminating against renters on the basis of race, sex, religion and age, it does not prohibit discrimination against families with children.

There also appears to be a problem in handling complaints of landlord neglect of housing maintenance. At the present time the only recourse in such an event is action by the local legal aid group. No mediation service is available. In some of these cases increased enforcement efforts by the County Health Department might be helpful.

Response: The proposal has no impact on housing discrimination.

POLICY 32 – Transportation

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

Implementing Strategies

The County will:

- a. Combine the transportation features of the urban and rural areas in a single countywide Transportation Plan. The Transportation Plan will address the major roadway system (i.e. non-local roads) and designate roads and streets that are part of the major system. The Community Plans and the Rural/Natural Resource Plan will address the local road system and designate the streets and roads that are not part of that system.
- b. Specify the necessary transportation improvements, maintenance, and reconstruction activities needed to carry out the Comprehensive Plan in the Transportation Plan.
- c. Implement the Transportation Plan capital improvements and maintenance programs through a combination of public expenditures, private development actions and the assessment of impact fees.
- d. Specify in the Community Development Code the standards and requirements of the Transportation Plan that are applicable to development applications.
- e. In cases of direct conflict between the Transportation Plan and a Community Plan or the Rural/Natural Resources Plan regarding functional classification and/or location of a proposed road, the Transportation Plan shall take precedence.
- f. The addition of new roads or streets to the major roadway system will be designated through the Transportation Plan unless specified otherwise by the Transportation Plan. New neighborhood routes may also be designated through the development review process. New local streets or roads will be designated through the development review process or by amendments to the Community Plans or the Rural/Natural Resources Plan.
- g. Amendments to the Community Plans shall be consistent with the applicable policies and strategies of the Transportation Plan.

Response: These are all actions that the County will take and not directly applicable to this proposal.

POLICY 40 – Regional Planning Implementation

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

[...]

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

Response: The subject site does not directly front on Canyon Road, which is a transit corridor. However, the property is contained within the corridor area mapped on the Metro Growth Functional Plan map. The subject parcels do not currently have sidewalks along the frontages on 91st and 93rd Avenues, but once these parcels are redeveloped and become part of the dealership, frontage improvements will be installed extending two sidewalk connections between the transit corridor (Canyon Road) and the residential neighborhood south of Canyon Road and the dealership. This proposal complies with this policy.

WASHINGTON COUNTY TRANSPORTATION PLAN

POLICY 1 – Travel Needs Policy

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

- 1.1 *Provide a multi-modal transportation system that supports the land uses delineated in the County's and other applicable comprehensive plans, minimizes reliance on any single travel mode, and makes progress toward achieving mode share targets identified in Strategy 5.3 of this Plan.*

Response: The proposal will have no impact on the existing transportation system. As evidenced by the traffic impact study submitted with this application all intersections will continue to operate at acceptable levels of service. The proposal has no impact on the existing #54 bus line that travels by the site on Canyon Road. Eventual redevelopment of the property will result in sidewalk being installed along the subject site's frontages on 91st and 93rd Avenues improving pedestrian travel.

- 1.2 *Provide a transportation system that meets the mobility and accessibility needs of Washington County residents and businesses, including movement of goods and services, as defined by performance standards identified in Table 5 of this Plan.*

Response: The proposal meets all the performance standards indicated in Table 5 as evidenced by the Traffic Impact Study submitted with this application.

- 1.3 *Provide an interconnected transportation network that effectively links subareas of the County and the regional system, encourages non-auto travel and minimizes out-of-direction travel*

through appropriate sizing and spacing of its major elements, and which, when properly managed in conjunction with other strategies in the Plan, reduces growth in vehicular miles traveled per capita.

Response: This proposal has no impact on the interconnectedness of the transportation system. The bus line and surrounding roads will continue to function acceptable after this site is rezoned.

1.4 *Provide a transportation system with facilities that are accessible to all people, complying in the process with applicable provisions of the Americans With Disabilities Act (ADA).*

Response: This is a non-development proposal and has no impact on ADA. Future development of the property will be required to comply with ADA. There are no site conditions such as topographic constraints that would preclude future development from meeting ADA requirements.

1.5 *Encourage and support transportation services that meet the needs of the transportation disadvantaged, including children, elderly and low-income area residents as provided for in the Regional Transportation Plan.*

Response: This proposal has no impact or effect on any transportation disadvantaged residents.

1.6 *Ensure that progress toward meeting travel needs in Washington County is financially, environmentally, geographically and modally balanced as defined by Plan implementation and management priorities.*

Response: This proposal has no impact on Washington County's ability to meet travel needs from a financial, environmental, geographical and/or balanced travel mode perspective. With the rezone the bus line that travels by the site will continue to operate and surrounding intersections will operate at acceptable levels of service.

POLICY 2 – System Safety Policy

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

2.1 *Ensure systems supporting motor vehicle, bus, bicycle and pedestrian travel are structurally and operationally safe.*

Response: This proposal is a non-development action and has no impact on safety. However, eventual development of the subject site will result in sidewalks being constructed that will improve safety.

2.2 *Periodically conduct the review necessary to identify and correct transportation facility and system design and operation problems.*

Response: No system design and/or operation problems have been identified that are associated with this proposal.

2.3 *Identify solutions for safety problems utilizing design standards that provide or preserve the intended multi-modal function of system facilities as defined in the Transportation Plan.*

Response: No system design and/or operation problems have been identified that are associated with this proposal.

2.4 *Identify and prioritize transportation system safety capital improvement projects through the Washington County Transportation Capital Improvement Program.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

2.5 *Program transportation system maintenance expenditures through the annual Washington County Road Maintenance Program to ensure that systems supporting all modes of travel are maintained in a safe condition.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

2.6 *Work with other agencies and organizations to provide educational programs that improve public understanding of safe and efficient use of the transportation system.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

POLICY 4 – System Funding Policy

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

4.1 *Develop funding mechanisms adequate to support the Transportation Plan, that provide resources in a manner that is consistent with Plan policies, and in cases where improvements are jointly funded, consistent with the priorities and policies of other involved jurisdictions.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

4.2 *Address transportation system maintenance and operations needs through financing mechanisms that recognize the primary responsibility of system users, distinguishing between countywide and local responsibilities.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

4.3 *Recognize that addressing transportation system needs on local government facilities is primarily the financial responsibility of Washington County residents, businesses and system users who create those needs.*

Response: The applicant has prepared a traffic impact study indicating that all surrounding intersections will operate at acceptable levels of service. Future development of the property along with installation of required street frontage improvements and payment of transportation impact fees will be the responsibility of the property owner and/or developer consistent with the object of this policy.

4.4 *Provide a transportation system improvement funding structure in which the benefits from tax- and fee-funded improvements and services accrue to those who pay for them.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

POLICY 5 – System Implementation and Plan Management Policy

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

5.1 *Provide a transportation system that accommodates travel demand consistent with applicable performance standards for all modes of travel, recognizing a need to minimize or mitigate impacts on existing neighborhoods.*

Response: The applicant has provided a traffic impact study that demonstrates that all intersections will operate within acceptable levels of service based on a reasonable worst-case scenario of traffic generated from rezoning the subject property. The site is located near Canyon Road and as evidenced by the traffic study the majority of traffic will come directly from Canyon Road. Therefore traffic impacts to existing neighborhoods will be minimized as traffic will come primarily from Canyon Road with some traffic coming to the site via 91st Avenue, a neighborhood route with no traffic coming to through local residential neighborhood streets.

5.2 *Efficiently manage the allocation of County resources for capital projects through the Washington County Transportation Capital Improvements Program.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

5.3 *Implement plan strategies that are necessary to make progress toward achieving the 2040 Regional Non-Single Occupant Vehicle mode share targets prescribed in the Regional Transportation Plan, these being 45-55 percent in Regional Centers, Town Centers, Main Streets, Light Rail Station Areas and Corridors; and 40-45 percent in Industrial and Employment areas, Inner and Outer neighborhoods and for Intermodal facilities.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal. However, the site is along a transit corridor (Canyon Road) and is served by a TriMet bus route that is within 100 feet of the site. Given that the site is served by transit, the proposal is consistent with the objective of this policy to increase transit ridership along corridors given the site's convenient access a bus line.

5.4 *Efficiently manage County resources for transportation system maintenance and preservation through the Washington County Road Operations and Maintenance Program.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

5.5 *Develop a long-term financial strategy that supports cost-effective and timely implementation of transportation system capital improvement and operations and maintenance programs.*

Response: This policy applies to actions that the County should take and does not apply to this proposal.

5.6 *Communicate and coordinate with other jurisdictions and transportation agencies to ensure orderly and efficient development and operation of the system as a whole and that applicable federal, state and regional planning directives are met.*

Response: This policy applies to actions that the County should take and does not apply to this proposal. However, the applicant has collected signatures from affected service providers and affected service providers will be notified of this proposal and allowed to comment.

5.7 *Develop, emphasize and support plan transportation demand management and demand reduction strategies as mechanisms for reducing vehicle trips and shifting travel to offpeak travel periods.*

Response: This policy applies to actions that the County should take. The applicant agrees to comply with any transportation demand management laws or regulations that apply to future development of the site.

5.8 *Develop, emphasize and support transportation system management strategies as mechanisms for maximizing transportation system operating efficiency.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

5.9 *Research, develop and implement new technologies that improve transportation services.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

5.10 *Encourage the identification of issues in the plan monitoring process that may not be adequately addressed during plan implementation, and address these issues through plan amendments or the next plan update.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

POLICY 6 – Roadway system policy

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

6.1 *Provide a roadway system necessary to support travel demand associated with anticipated future development of land uses identified in the County's Comprehensive Plan at or better than the standards identified in Table 5 and consistent with policies identified in this plan.*

Response: As evidenced by the traffic impact study prepared by the applicant, the roadway system is capable to support the proposal based on a reasonable worst-case scenario of traffic generation.

6.2 *Design and implement a roadway system with characteristics necessary to encourage and support non-auto travel and not negatively impact neighborhoods.*

Response: The roadway system surrounding the site is established and as evidenced by the applicant's traffic impact study is capable of supporting the proposal based on a reasonably worst case scenario of traffic generation. Further traffic routed through neighborhoods will be minimized and not encouraged. The majority of traffic will come from the north from Canyon Road, an arterial street. No traffic will come to the site through a residential local street.

6.3 *Identify and implement projects necessary to improve performance and reduce system design deficiencies in roadway corridors and segments that are operating or forecasted to operate at less than acceptable standards as identified in Table 5.*

Response: The applicant has provided a traffic impact study that indicates that all surrounding intersections will operate at acceptable levels of service as identified in Table 5 based on a reasonably worst-case scenario of traffic generation.

POLICY 10 – Functional Classification Policy

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

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

[...]

Response: The proposal does not involve classifications of streets. The site abuts to roads including 91st Avenue, a neighborhood collector and 93rd Avenue a local street.

10.2 *Special Area Streets are identified on the Special Area Street Overlay Map as well as in the Community Plans. Special Area Street design standards are included in the Washington County Uniform Road Improvement Design Standards.*

Response: Does not apply. The proposal does not involve Special Area Streets.

10.3 *Utilize some or all of the following criteria for defining or modifying functional classification: the extent of connectivity, length of roadway, the spacing or frequency of facilities, land use along the roadway and traffic characteristics.*

Response: Does not apply. The applicant does not propose to modify a functional classification.

10.4 *Determine ultimate street design requirements based on a facility's designation in the road Lane Numbers Map (Figure 5), the Planned Bicycle System Map (Figure 13), the Pedestrian System Map (Figures 12a-f), the Transit System Map (Figure 11), the Through-truck Route Map (Figure 14) and considering the Regional Street Design Overlay Map (Figure 3).*

Response: Does not apply to this proposal as a non-development action. Upon development of the site, street frontage will be required consistent with this policy.

10.5 *Utilize a facility's ultimate design requirements as defined in Strategy 10.4 to establish conditions of approval for private development projects.*

Response: Does not apply to this proposal as a non-development action. Upon development of the site, street frontage will be required consistent with this policy.

10.6 *Analysis and design for proposed new road alignments will be performed as funds become available or when development applications for affected property are received.*

Response: Does not apply. New road alignments are not proposed.

10.7 *Additional Neighborhood Routes and Special Area Local Streets will be identified through the development review process.*

Response: Does not apply new street classifications are not proposed.

10.8 *Resolve conflicts between the Transportation Plan and transportation elements of Community Plans or the Rural/Natural Resource Plan in favor of the Transportation Plan.*

Response: Does not apply, no conflicts have been identified.

10.9 *Recognize that the functional classification system represents a continuum in which through traffic increases and provisions for access decrease in the higher classification categories. On higher classification roadways, access management will be implemented through the Community Plans and the Community Development Code.*

Response: The applicant understands that future development of the property that will likely incorporate the northern dealership property with the subject site will require that access come from the lower classification streets (91st and 93rd Avenue) and direct access to Canyon Road, an arterial, will likely not be allowed.

10.10 *As provided for by the Jackson School Road Interchange Area Management Plan,[...]*

Response: Does not apply to this proposal.

10.11 *The Oregon Department of Transportation (ODOT), the City of Hillsboro and Washington County have developed and adopted an Interchange Area Management Plan (IAMP) for the U.S. 26 - Brookwood Parkway/Helvetia Road Interchange. [...]*

Response: Does not apply to this proposal.

10.12 *The Transportation Plan also identifies several specific study areas where the function or alignment or alignment of the facility has not been determined. These study areas are described below and shown on the Study Area Map.*

Response: Does not apply to this proposal.

POLICY 12 – Transit Policy

It is the policy of Washington County to encourage and support Development of transit facilities and services that increase Transit use in Washington County.

12.1 *Work with TriMet, Metro, commercial rail carriers, ODOT, aviation service providers, transportation service providers, and other agencies to improve transit facilities and service to Washington County residents and businesses.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal. However, nothing in regards to this proposal would have any adverse impact on transit service to the area or the site. Once the site is developed sidewalks will be installed on 91st and 93rd Avenues, improving the pedestrian link from the neighborhood to the south with the route #58 bus line that travels along Canyon Road.

12.2 *Coordinate with TriMet, Metro, ODOT and other agencies to provide appropriate signal priorities along frequent and rapid bus transit routes identified in the Regional Transportation Plan.*

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.3 *Partner with TriMet and other agencies to improve bike and pedestrian access to transit stops, particularly Major Transit Stops, and to make transit waiting areas safe and comfortable.*

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.4 *Partner with Metro, TriMet and other agencies to provide an appropriate level, quality and range of public transportation options to serve the variety of special needs individuals in the region and support the implementation of the 2040 Growth Concept. Rely on and support the implementation of the Tri-County Elderly and Disabled Transportation Plan as a guide for providing services for the special needs population.*

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

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

Response: The site does not directly abut Canyon Road. However, applicant intends to incorporate the subject site parcels into the northern parcels occupied by the dealership. There is a bus stop at the northeast corner of the dealership property at the southwest corner of Canyon Road and 91st Avenue. During the redevelopment of the future overall site that will include the two subject parcels and the northern dealership parcels, TriMet will provide comments in regards to requirements need for the bus stop. Given that frontage improvements are existing along Canyon Road and the stop is improved, the applicant does not believe that this proposal or future development proposal will have any impact on the existing bus stop.

12.6 *Participate in efforts to identify and provide transit facilities and services necessary to make progress towards mode share targets adopted in Strategy 5.3 of this Plan.*

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.7 *Support appropriate commercial bus service between Washington County and other parts of the state and ensure these services are integrated with the Regional transit system.*

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.8 *Provide pedestrian and bicycle access to existing and proposed light rail stations and bus stops through road, bicycle and pedestrian capital improvement and maintenance projects and in conjunction with new development.*

Response: This policy applies to actions that the County should take and does not apply to the proposal. Bicycle lanes and bike parking as required will be installed per County Code at the time of development of the subject site.

12.9 *Coordinate with federal, state, regional and local agencies to ensure the timely construction and operation of commuter rail between Wilsonville and Beaverton.*

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.10 Work with TriMet, Metro and local governments to provide more north-south transit services throughout urbanized Washington County.

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.11 Work with TriMet, Metro and other affected agencies to research, investigate and develop new and alternative technologies that will lead to improved transit services.

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.12 Support the provision of public transit between rural cities and urban activity areas where it is cost-effective and warranted by demand.

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.13 Coordinate with federal, state, regional and local agencies to explore the expansion of commuter rail lines to Hillsboro, Forest Grove, Salem, Milwaukie and into Yamhill County.

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

12.14 Work with TriMet, Metro and local governments to implement, as appropriate, the Transit Choices for Livability Plan.

Response: This policy applies to actions that the County should take and does not apply directly apply to this proposal.

POLICY 14 – Transit Policy

It is the policy of Washington County to encourage and support Development of transit facilities and services that increase Transit use in Washington County.

14.1 Foster a safe, convenient and pleasant pedestrian environment by providing for the development of a well designed, efficient and interconnected system of pedestrian facilities consisting primarily of sidewalks on the street system but utilizing separate accessways for pedestrians and bicycles when street connections are impractical or unavailable.

Response: The site has frontages on both 91st and 93rd Avenues. Currently there is no sidewalk on either of these frontages. Once development occurs, sidewalk will be added along these frontages improving the pedestrian environment. Further the surrounding street network is adequately spaced for convenient walking. The Neighborhood Circulation standards contained in Section 408-5.1.A of the County Development Code states that blocks shall not exceed 600 feet in length. The distance from SW Canyon Road to the south property line of the site is approximately 532 feet on SW 91st Avenue and approximately 210 feet on SW 93rd Avenue. Therefore adequate block length in relationship to the site is currently met consistent with the standard and this policy.

14.2 *Construct pedestrian facilities on all new streets as provided in the Community Development Code and/or Community Plans. Provide pedestrian facilities and appropriate illumination on all new or reconstructed urban Arterials, Collectors, Neighborhood Routes, and Local and Special Area streets, including intersection improvements.*

Response: Frontage improvements will be installed on both the site frontages on both 91st and 93rd Avenues at the time the site is developed or redeveloped.

14.3 *Consider activities on adjacent existing and planned land uses when determining appropriate pedestrian supportive features to be included with Arterial, Collector, and Neighborhood Route roadway improvements.*

Response: Future development of sidewalks along the street frontages will support a pedestrian network from the neighborhood that connects to the bus line on Canyon Road consistent with this policy.

14.4 *Construct pedestrian facilities, as appropriate, to full or interim standards on existing streets that are not built to ultimate standards. Develop standards for interim pedestrian improvements, including asphalt pathways.*

Response: When the site is developed or redeveloped in the future the frontage improvements on both 91st and 93rd Avenues will be upgraded to current standard consistent with this policy.

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

Response: When the site is developed or redeveloped in the future the frontage improvements on both 91st and 93rd Avenues will be upgraded to current standard consistent with this policy.

14.6 *Identify and prioritize in the Transportation Capital Improvement Program and the Operations and Maintenance Annual Work Program the construction of missing pedestrian facilities, reconstruction of substandard pedestrian facilities and the provision of crossing and streetscape improvements on Arterials, Collectors, and Neighborhood Routes.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

POLICY 15 – Bicycle Policy

It is the policy of Washington County to encourage and support Greater bicycling activity in Washington County by providing an Environment in which bicycling is a safe and convenient mode of Travel.

15.1 *Focus bicycle improvements on connecting cities, neighborhoods, commercial areas, schools, recreational facilities, employment centers, other major destinations, regional and city bikeways and other transportation modes.*

Response: Nothing in regards to this proposal to rezone the site from R-5 to GC will have any impact on this policy to interconnect destinations for cyclists.

15.2 *Coordinate the development of the bikeway system with other local and regional agencies and integrate it with the delivery of other transportation services.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

15.3 *Construct all bikeways according to applicable and accepted local, regional, state and federal guidelines and standards.*

Response: This proposal does not involve construction of bikeways.

15.4 *Provide for safe and convenient bicycle travel through an interconnected street network. When such a street network is impracticable or inappropriate to construct, shared accessways for pedestrians and bicycles shall provide the necessary connections.*

Response: The Neighborhood Circulation standards contained in Section 408-5.1.A of the County states that blocks shall not exceed 600 feet in length. The distance from Canyon Road to the south property line of the site is approximately 532 feet on 91st Avenue and approximately 210 feet on 93rd Avenue. Therefore adequate block length in relationship to the site is currently met by the standards in the Community Development Code, consistent with this policy to provide an interconnected street network.

15.5 *Support local, regional and state agencies in their efforts to plan an off-street system of multi-use paths.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

15.6 *Coordinate with cities to identify wide streets with low traffic volume that are appropriate for signing as bicycle routes to enhance safety and connectivity and to supplement the system of bicycle lanes and paved shoulders found on the major street system.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

15.7 *Consider improvements to enhance bicycle safety on a case by case basis on minor roads (Neighborhood Routes and lower classifications) where factors such as traffic volume, terrain, road conditions and/or intensity/frequency of use warrant such improvements. In such instances, the design and type of improvements shall be determined through the project development process.*

Response: SW 91st Avenue is a Neighborhood Route, however no bicycle safety improvements that involve the site's limited frontage have been identified.

15.8 *Construct interim bicycle facilities, as appropriate, on existing streets that are not built to ultimate standards where the construction of full street improvements is not practicable or imminent.*

Response: SW 91st Avenue is a Neighborhood Route and 93rd Avenue is a local street, however Table 6 of the Transportation System Plan indicates that bike lanes are not required on Neighborhood Routes or local streets. No interim bicycle facilities have been identified.

15.9 *Prioritize and program the construction of bikeway improvements in the Washington County Transportation Capital Improvement Program.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

15.10 Construct non-capital bikeway improvements through the annual Washington County Road Maintenance Program.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

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

Response: This policy applies to actions that the County should take and does not directly apply to this proposal. Future development must comply with all standards in the Community Development Code including those related to bicycle facilities.

15.12 Develop standards for and construct paved shoulders on rural roadways identified on the Bicycle System Map, considering the following:[...]

Response: Does not apply, this proposal does not involve rural roadways.

15.13 Encourage cities and agencies within the county to develop regularly scheduled inspection and maintenance programs to ensure that debris is regularly removed from bikeways.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

15.14 Consider developing and updating an appropriate County-wide bicycle route suitability map, such as the Getting There by Bike map, previously published by the County.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

15.15 Consider placing 'Bike Route' signs on roadways identified as 'Secondary Bicycle Routes' on map of the same title in Technical Appendix C-8 of this Plan

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

POLICY 19 – Transportation Planning Coordination and Public Involvement Policy

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

19.1 Participate in the regional and state technical and policy decision-making processes.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.2 Work with the Washington County Coordinating Committee (WCCC) and the WCCC Transportation Advisory Committee (WCCC TAC) as the primary advisory bodies for countywide transportation coordination with cities in Washington County.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.3 *Involve the public in updating and implementing the Plan by keeping business groups, area employers, citizen participation organizations, neighborhood associations and citizens at large informed, and by providing opportunities for citizens to participate in Plan review and implementation processes.*

Response: This section does not directly apply to the proposal as the proposal does not involve amendments to the Transportation System Plan.

19.4 *Make specific efforts to involve populations that are traditionally underserved by the existing transportation system or underrepresented in transportation planning and plan implementation processes.*

Response: This section does not directly apply to the proposal as the proposal does not involve amendments to the Transportation System Plan.

19.5 *Work to integrate the findings and recommendations of this Plan with the Regional Transportation Plan where feasible. In locations with persistent problems, work with regional and state agencies and local jurisdictions to develop effective means of alleviating these problems.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.6 *Coordinate with other agencies and organizations to establish adequate, uniform and equitable methods for funding local transportation system needs.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.7 *Coordinate with other jurisdictions in Washington County to achieve consistency of roadway design standards.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.8 *Bring those deficiencies that have an adverse impact on Washington County facilities to the attention of other jurisdictions.*

Response: This policy applies to actions that the County should take and does not directly apply to this proposal. Under this proposal, the County will notice the City of Beaverton and ODOT for their comment. The applicant has been in contact with ODOT regarding the proposal.

19.9 *Review and consider the transportation system impacts of planning work and, on a case by case basis, land development actions taken by other local jurisdictions and transportation agencies after the Transportation Plan is adopted.*

Response: The applicant has provided a traffic impact study with this application that reviews the traffic impacts based on a reasonable worst-case trip generation from redevelopment of the

site as General Commercial (GC). The study findings indicate that all intersections will operate at acceptable levels of service.

19.10 Periodically review the Transportation Plan to consider incorporating the work of local jurisdictions and transportation agencies.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.11 Integrate the applicable provisions of the Oregon Transportation Planning Rule, Metro's Regional Transportation Plan and 2040 Growth Concept and the applicable provisions of Metro's Urban Growth Management Functional Plan into the Transportation Plan, Community Plans and Community Development Code.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal. This document provides the applicant's response to all applicable policies in the code.

19.12 Work with other jurisdictions to define a decision-making process through which transportation project development issues associated with conflicting, competing or confusing interjurisdictional interests and responsibilities can be identified and addressed.

Response: This policy applies to actions that the County should take and does not directly apply to this proposal.

19.13 Review all plan amendment requests for consistency with the applicable provisions of the Transportation Planning Rule as set forth in OAR 660-12-060.

Response: The applicant has provided a traffic impact study that addresses the provisions of the Transportation Planning Rule and uses a reasonable worst-case traffic generation level to assess traffic impacts into the required 20-year horizon.

19.14 Integrate and apply the applicable provisions of the Jackson School Road Interchange Area Management Plan as part of the County Transportation Plan.

Response: Does not apply to this proposal.

19.15 Integrate the U.S. 26 -- Brookwood Parkway/Helvetia Road Interchange Area Management Plan with the Washington County Transportation Plan and carry out its applicable provisions as part of transportation plan implementation.

Response: Does not apply to this proposal.

RALEIGH HILLS – GARDEN HOME COMMUNITY PLAN

General Design Element #8

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

Response: The Neighborhood Circulation standards contained in Section 408-5.1.A of the Community Development Code states that blocks shall not exceed 600 feet in length. The distance from Canyon Road to the south property line of the site is approximately 532 feet on

91st Avenue and approximately 210 feet on 93rd Avenue. Therefore adequate block length relationship to the site is currently met consistent with the standard and this design element. Further, when the site is developed or redeveloped in the future the frontage improvements on both 91st and 93rd Avenues will be upgraded to current standard including installation of sidewalk that currently does not exist, consistent with this design element.

General Design Element #9

Bicycle parking facilities shall be required as a part of all commercial, industrial and institutional developments. Residential developments which have parking lots of 20 or more spaces shall provide bicycle parking facilities.

Response: Future development must comply with all standards in the Community Development Code including those related to bicycle facilities.

General Design Element #11

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

Response: This proposal is a non-development action and only includes the rezoning of the subject parcels from R-5 to GC and any future development will be required to comply with the shared access, orientation, parking, signage and landscaping requirements. It is the applicant's intent to incorporate the eastern parcel into the overall dealership site (the western parcel is already used for dealership parking as a legal nonconforming use). This larger overall site will form the commercial block between 91st and 93rd Avenues. The larger overall site will provide opportunities for landscape screening from the residential property and screening the parking field with landscaping from the road. The existing dealership building fronts Canyon Road with the majority of the massing of the building placed near Canyon Road with the parking at the rear (south end) of the building. Further the building has substantial glazing that faces Canyon Road. Redeveloping all the parcels into one site will allow for redevelopment of a large parcel of land in a developed area allowing opportunities to upgrade the site to current standards that address the specific design elements.

General Design Element #15

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

Response: As stated above, it is the applicant's intent to incorporate the subject parcels into the overall dealership site. Access to the dealership is currently from 91st and 93rd Avenues and not Canyon Road. County policy dictates that access come from lower order streets where available. The applicant intends to consolidate access and not have access onto Canyon Road consistent with County policy and this design element.

Specific Design Element #1 – Subarea 3

The predominantly urban low density residential development pattern of this subarea shall be maintained and protected, consistent with the Community Development Code.

Response: This proposal will rezone two parcels that abut the existing dealership to the south. The eastern of these two parcels, although zoned R-5, is currently used for dealership parking and has been committed to this use for many years. The applicant proposes to rezone this parcel to GC, so the parcel has a zoning that is consistent with the current use. The second parcel is currently occupied by a single-family residential house. The applicant proposes to rezone this parcel to GC allowing the dealership to expand onto this parcel as well. Not rezoning the parcel would allow it to develop as R-5, a use consistent with this design element. However, given the fact that the neighboring parcel is already committed to a commercial use, it is logical to rezone and develop this parcel as well. To not rezone the parcel would mean that the site would be surrounded by commercial on two property lines. With a rezone of these two parcels and eventual commercial development a consistent boundary would be formed between the commercial property and the low density residential property to the south. Redevelopment of the commercial property would require the installation of a landscaping buffer to future provide clear and appropriate separation between the two uses consistent with this policy.

Specific Design Element #2 – Subarea 3

R-15 and R-24 [...]

Response: Does not apply, no R-15 or R-24 property is involved.

Specific Design Element #3 – Subarea 3

Nine lots planned for office commercial use northwest of the intersection of BeavertonHillsdale Highway and Laurelwood Avenue (tax lots 6400-7100) comprise Area of Special Concern I. [...]

Response: Does not apply to this proposal.

Specific Design Element #4 – Subarea 3

Lots which include the pond and wooded area near Birchwood Road together constitute Area of Special Concern J. [...]

Response: Does not apply to this proposal.

Specific Design Element #5 – Subarea 3

Land designated for commercial uses adjacent to Canyon Road and BeavertonHillsdale Highway comprises Area of Special Concern K. In order to promote the elimination of those strip commercial features which are vehicle and pedestrian traffic safety hazards and the addition of features which will enhance the business advantage and overall appearance of the subarea, the following standards shall apply to development of structures, land divisions and significant remodeling of existing structures within this Area.

- a. *Access drives and curb cuts shall be consolidated and, if feasible, shared between adjoining parcels.*

Response: No development is proposed at this time

- b. *Where no curb cuts onto Canyon Road or Beaverton-Hillsdale Highway now exist, new direct access shall be allowed only for an interim use until alternative access is completed, pursuant to access management provisions in the Comprehensive Framework Plan and Community Development Code.*

Response: The subject parcels do not front Canyon Road or Beaverton-Hillsdale Highway. The applicant intends to incorporate the subject parcels into the overall dealership site that has frontage on Canyon Road. The dealership currently has no access to Canyon Road and does not propose access to Canyon Road in compliance with this policy.

- c. *A safe and convenient means of pedestrian circulation shall be provided to each use. The pedestrian system shall provide access from each use to the property line of adjacent uses and from the use to the nearest public transit facility or stop. The design of new pedestrian facilities shall complement the design of those already constructed in adjacent uses.*

Response: The site fronts both 91st and 93rd Avenue. Sidewalks do not exist on these frontages, when the property develops, sidewalk will be installed creating a pedestrian link from Canyon Road (a transit street) to the neighborhood to the south.

- d. *A landscape buffer area shall be established and maintained along that portion of the property abutting SW Canyon Road or Beaverton-Hillsdale Highway. This landscaping shall be done at least to the level of the Type I Screening and Buffering Standards in the Community Development Code.*

Response: The site does not front Canyon Road. However, the applicant intends to incorporate the subject parcels into the existing dealership that fronts Canyon Road. A landscape buffer currently exists along Canyon Road in this location.

- e. *Business identification and directional signs shall be brought into conformance with sign standards in the Community Development Code and consolidated whenever feasible.*

Response: There are no signs the subject site.

- f. *Office commercial use of two parcels at the northwest corner of the intersection of SW Poplar Lane and Beaverton-Hillsdale Highway (tax lots 8000 and 8100) shall be permitted contingent upon the following strict design criteria: Commercial use of these parcels shall be integrated with the existing office commercial area immediately to the west (White Fir Plaza, tax lot 100), utilizing that lot's existing access onto Beaverton-Hillsdale Highway for joint access. Screening and buffering of these parcels to the north and east shall be consistent with Type IV standards in the Community Development Code. No access shall be allowed onto SW Poplar Lane until tax lots 8000 and 8100 are redeveloped. Upon redevelopment, all three lots shall be served by joint access limited to one point onto Poplar Lane and the existing access onto Beaverton-Hillsdale Highway shall be removed.*

Response: Does not apply to this proposal.

- g. *In order to prevent encroachment into the adjacent residential neighborhood, development of the rear portion of the parcel at 8600 SW Canyon Road (tax lot 100) for General Commercial use shall be permitted only with the following design controls: No access onto SW Milton Lane shall be allowed. Screening and buffering of the property shall be done to the level of Type 2 standards of the Community Development Code, with the addition of Type S-2 fencing. Lighting, if any, shall be directional to minimize impacts on the adjacent neighborhood. Any development of this lot shall pay special attention to improvement of drainage problems in this area.*

Response: Does not apply to this proposal.

WASHINGTON COUNTY COMMUNITY DEVELOPMENT CODE

Section 302 – R-5 District

Section 302-1 - Intent and Purpose

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

Response: The proposal will rezone two 0.5-acre parcels located south of the Mini of Portland dealership. Both of these parcels are zoned R-5. The western of these two parcels has been used for parking vehicles for many years and is considered a legal non-conforming use. The eastern parcel contains a single-family residential house. The applicant intends to consolidate the eastern parcel with the house into the overall dealership site as well as rezone the western parcel. Land south of the subject parcels is primarily R-5. The proposal will protect the existing R-5 district by establishing a straight line along the southern border of the subject property. Currently the western of the two subject parcels is bordered on two sides by commercial uses. By rezoning the parcel a straight line is created clearly demarcating the residential from the commercial use. Further, since the house will be removed for redevelopment, there will be room to install a landscape buffer to further and clearly separate the two uses.

Section 302-2 to 302-4 – Permitted Uses

Response: The zone primarily allows single-family residential at 4 to 5 units per acre. In addition to single-family residential, the zone allows other uses approved through a Type II or Type III procedure including churches, schools public utilities and other miscellaneous uses. The zone is intended to provide low density residential development.

Section 314 – General Commercial (GC) District

Section 314-1 - Intent and Purpose

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

Response: The proposed dealership requires a larger site with a high degree of visibility consistent with the policy. Since access from the site can be accommodated by lower classification streets (91st and 93rd Avenue) direct access to Canyon Road, an arterial, is not needed consistent with the policy. Canyon Road has an existing development pattern of auto service uses, and it is logical to recognize this established use in the corridor and allow an existing business to expand consistent with the established commercial development pattern. The dealership is an auto-oriented use consistent with the permitted uses list in the Washington County Community Development Code and this policy. Further one of the two subject 0.5-acre

parcels proposed to be rezoned from R-5 to GC is already being used for dealership use. Therefore it is logical to rezone these parcels to commercial as this will provide a large square unconstrained development site that borders Canyon Road allowing for visibility while providing a straight and clear boundary between the R-5 property to the south. The proposal complies with intent and purpose of the zone district.

Section 302-2 to 302-4 – Permitted Uses

Response: The zone allows a wide variety of commercial uses permitted mostly through a Type II procedure. The applicant intends to use the property as part of the dealership a use permitted through Type II procedure per Section 314-3.5.

Section 421 – Flood Plain and Drainage Hazard Area Development

Response: The Raleigh Hills – Garden Home Community Plan – Significant Natural and Cultural Resources Map dated February 2005 identifies a narrow band of light blue area that touches the northwestern corner of western subject parcel. This light blue area is identified as “100-year flood plain, drainage hazard areas and ponds, except those already developed.” The eastern parcel where the light blue is identified is already developed with a parking lot and therefore determined not to apply. Further the site is not located within a flood zone and is marked as “Zone X” on the FEMA FIRM map number 4102380507C dated February 18, 2005. Therefore the light blue area identified on the map does not exist and this section does not apply to the proposal.

Section 422 – Significant Natural Resources

Response: According to Metro’s Regional Land Information System (RLIS), the site does not contain any Regionally Significant Fish & Wildlife Habitat as projected under Title 3 (Water Quality and Flood Management) and Title 13 (Nature in Neighborhoods). Further the site is not located within a flood zone and is marked as “Zone X” on the FEMA FIRM map number 4102380507C dated February 18, 2005.

METRO URBAN GROWTH FUNCTIONAL PLAN (UGMFP)

Title 1: Housing Capacity

Section 3.07.120 – Housing Capacity

The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing

- A. *A city or county may reduce the minimum zoned capacity of the Central City or a Regional Center, Town Center, Corridor, Station Community or Main Street under subsection D or E. A city or county may reduce its minimum zoned capacity in other locations under subsections C, D or E.*

Response: This section of the policy addresses what the County must do and is not directly applicable to this application.

- B. *Each city and county shall adopt a minimum dwelling unit density for each zone in which dwelling units are authorized except for zones that authorize mixed-use as defined in section 3.07.1010(hh). If a city or county has not adopted a minimum density for such a zone prior to March 16, 2011, the city or county shall adopt a minimum density that is at least 80 percent of the maximum density.*

Response: This section of the policy addresses what the County must do and is not directly applicable to this application.

- C. A city or county may reduce its minimum zoned capacity by one of the following actions if it increases minimum zoned capacity by an equal or greater amount in other places where the increase is reasonably likely to be realized within the 20-year planning period of Metro's last capacity analysis under ORS 197.299:*
- 1. Reduce the minimum dwelling unit density, described in subsection B, for one or more zones;*
 - 2. Revise the development criteria or standards for one or more zones; or*
 - 3. Change its zoning map such that the city's or county's minimum zoned capacity would be reduced. Action to reduce minimum zoned capacity may be taken any time within two years after action to increase capacity.*

Action to reduce minimum zoned capacity may be taken any time within two years after action to increase capacity.

Response: This section refers to actions that County may take and is not directly applicable to this proposal. The proposal does change the zoning map and reduces the zoned capacity. However, the amount is very small and has a negligible effect on the County's overall minimum zoned residential capacity as stated in the response to E below.

- D. A city or county may reduce the minimum zoned capacity of a zone without increasing minimum zoned capacity in another zone for one or more of the following purposes:*
- 1. To re-zone the area to allow industrial use under Title 4 of this chapter or an educational or medical facility similar in scale to those listed in section 3.07.1340D(5)(b)(i) of Title 13 of this chapter; or*
 - 2. To protect natural resources pursuant to Titles 3 or 13 of this chapter.*

Response: Not proposed.

- E. A city or county may reduce the minimum zoned capacity of a single lot or parcel so long as the reduction has a negligible effect on the city's or county's overall minimum zoned residential capacity.*

Response: The proposal will remove one acre of residentially zoned land from the amount of available land in the County. However, half of the site is currently committed to a commercial use and is being used to park cars for the dealership as a legal nonconforming commercial use. Therefore, this proposal will only remove 0.5 acres of residential land (Tax Lot 3200). Tax Lot 3200 is currently occupied by one single-family house and is zoned R-5 and could be redeveloped with two housing units total (zone allows 4 to 5 dwelling units per acre). Both R-5 parcel combined would have maximum density of 4 possibly 5 dwelling units if developed together. Therefore this proposal to rezone two individual parcels has a negligible effect on the County's overall minimum zoned residential capacity and the proposal is consistent with Title 1.

III. CONCLUSION

This summary of request and attachments demonstrate compliance with applicable approval criteria. The applicant respectfully requests that the County approve this application.



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

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

PRE-APPLICATION DATE: 4/18/2013

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

COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR
PHONE: (503) 221-1131

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

OWNER(S):

NAME: James Puckett, Lithia Support Services
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205

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

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

Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200 and 3500

Site Size: 1 acre
Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE
Nearest cross street (or directions to site):
Canyon Road

PROPOSED PROJECT NAME: Mini of Portland Rezone

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

Amend comprehensive plan and zone map to rezone property from Residential (R-5) to General Commercial (GC)

EXISTING USE: Tax Lot 3500 - Dealership Parking PROPOSED USE: None at this time. Just rezone
Tax Lot 3200 - Single Family House future dealership expansion

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

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

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

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

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

Until a traffic analysis has been completed, ODOT cannot determine the full impact of the proposal.

SIGNATURE: [Signature] POSITION: Planner DATE: 7/15/13

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

SIGNATURE: _____ POSITION: _____ DATE: _____



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

PRE-APPLICATION DATE: 4/18/2013

**Transit Availability Statement
(Applicant to Complete)**

Please Note: In accordance with a letter dated January 15, 2013, from the Director of TriMet Policy & Planning, this Transit Availability Statement shall serve as a functional replacement to the Service Provider Letter required from TriMet pursuant to Section 501-8.2.A.(1).

Transit information shall be obtained from TriMet's web site. Maps can be found at www.trimet.org (click on "Maps & Schedules" and then "Interactive System Map") or directly at <http://ride.trimet.org/?tool=routes#/>. The interactive map will display any transit routes and stops near the site. **Please print the map and attach it to this form.**

OWNER(S):

NAME: James Puckett, Lithia Support Services

ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201

PHONE: (503) 525-6205

Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200 and 3500

Site Size: 1 acre

Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE

Nearest cross street (or directions to site):
Canyon Road

PROPOSED PROJECT NAME: Mini of Portland Rezone

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Amend comprehensive plan and zone map to rezone property from Residential (R-5) to General Commercial (GC)

EXISTING USE: Tax Lot 3500 - Dealership Parking
Tax Lot 3200 - Single Family House

PROPOSED USE: None at this time. Just rezone
future dealership expansion

IF RESIDENTIAL:

IF INDUSTRIAL/COMMERCIAL:

IF INSTITUTIONAL:

NO. OF DWELLING UNITS: _____

TYPE OF USE: _____

NO. SQ. FT. _____

SINGLE FAM. _____

MULTI-FAM. _____

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

NO. STUDENTS/EMPLOYEES/MEMBERS: _____

TRANSIT AVAILABILITY/IMPROVEMENTS:

a) Name/number of nearest transit line(s): 58 and stop(s): 91st/Canyon, 93rd/Canyon

b) Are any transit stops located within 300 feet of the development site?: Yes two stops on Canyon Road

c) Please describe improvements proposed, if any, to new or existing transit stops, or proposed improvements to access to existing transit facilities:

None at this time just a rezone of property that abuts the rear (south side) of the dealership. Dealership is proposed to expand in the future to these parcels.

Please Note: If the development is located within 300 feet of a transit stop and/or any improvements are proposed per c) above, Current Planning Services will forward a copy of the application to TriMet for review upon application acceptance for processing.



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

**Request For Statement Of Service
Availability THPRD**

PRE-APPLICATION DATE: 4/18/2013

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

COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR
PHONE: (503) 221-1131

TUALATIN HILLS PARK & REC. DISTRICT

OWNER(S):

NAME: James Puckett, Lithia Support Services
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205

Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200 and 3500

Site Size: 1 acre

Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE
Nearest cross street (or directions to site):
Canyon Road

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

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Tax Lot 3200 - Single Family House future dealership expansion

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

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

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

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

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

This project is **IN** the THPRD.

This project is **OUT** of the THPRD.

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

This project **IS NOT** required to annex.

SIGNATURE: Hal Bergerson POSITION: PLANNING DIRECTOR DATE: 7-3-13

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

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY

Dept. of Land Use & Transportation
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**Request For Statement Of Service
Availability (Service Provider Letter)**

PRE-APPLICATION DATE: 4/18/2013

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

COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR
PHONE: (503) 221-1131

- WATER DISTRICT: West Slope
- FIRE DISTRICT: _____
- CITY OF: _____
- CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):

NAME: James Puckett, Lithia Support Services
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205

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

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

Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200 and 3500

Site Size: 1 acre
Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE
Nearest cross street (or directions to site):
Canyon Road

PROPOSED PROJECT NAME: Mini of Portland Rezone

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

Amend comprehensive plan and zone map to rezone property from Residential (R-5) to General Commercial (GC)

EXISTING USE: Tax Lot 3500 - Dealership Parking PROPOSED USE: None at this time. Just rezone
Tax Lot 3200 - Single Family House future dealership expansion

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

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

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

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

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

SIGNATURE: [Signature] POSITION: Gen. Mgr DATE: 7/3/13

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

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



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

PRE-APPLICATION DATE: April 13, 2013

**Request For Statement Of Design
Considerations For Surface Water
Management. (Clean Water Services)**

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

COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR 97202
PHONE: (503) 221-1131

CWS (Clean Water Services)
2550 SW Hillsboro Hwy
Hillsboro, OR 97123-9379
503-681-3600

OTHER _____

OWNER(S):

NAME: James Puckett, Lithia
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205

Property Desc.: Tax Map(s): Lot Number(s):
1S111DB 3200, 3500, 3002
and 3000

Site Size: 3.11 Acres

Site Address: 9134 SW Canyon Road
Nearest cross street (or directions to site):
Cayon Road and 91st & 93rd Avenue

PROPOSED PROJECT NAME: Mini of Portland - Rezone and Comprehensive Plan Amendment

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

Rezone all parcels to commercial GC zone. No development proposed at this time.

EXISTING USE: Auto Dealership, single-family residential PROPOSED USE: no change proposed at this time

IF RESIDENTIAL:

NO. OF DWELLING UNITS: 1
SINGLE FAM. 1 MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: Auto Dealership
NO. OF SQ. FT. (GROSS FLOOR AREA) 19,105

IF INSTITUTIONAL:

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

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

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

ATTACH THE FOLLOWING INFORMATION TO THIS APPLICATION:

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

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

Water Quality Facility required Y N
Hydraulic and hydrological analysis required Y N
Water Quantity Facility required Y N
Vegetated corridor required Y N

COMMENTS/EXPLANATION: No development proposed at this time. Clean Water Services' Design and Construction Standards will apply to future development.

SIGNATURE: Jaurie Harris POSITION: ET3 DATE: 06/21/13



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

PRE-APPLICATION DATE: April 13, 2013

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

**Service Provider: PLEASE RETURN THIS FORM TO:
APPLICANT:**
COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR 97202
PHONE: (503) 221-1131

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

OWNER(S):
NAME: James Puckett, Lithia
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205

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

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

Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200, 3500, 3002
and 3000
Site Size: 3.11 Acres
Site Address: 9134 SW Canyon Road
Nearest cross street (or directions to site):
Canyon Road and 91st & 93rd Avenue

PROPOSED PROJECT NAME: Mini of Portland - Rezone and Comprehensive Plan Amendment

PROPOSED DEVELOPMENT ACTION: (DEVELOPMENT REVIEW, SUBDIVISION, MINOR PARTITION, SPECIAL USE)
Rezone so all parcels to commercial GC zone. No specific development proposed at this time.

EXISTING USE: Auto Dealership, single-family resident PROPOSED USE: no change proposed at this time

IF RESIDENTIAL:	IF INDUSTRIAL/COMMERCIAL:	IF INSTITUTIONAL:
NO. OF DWELLING UNITS: <u>1</u>	TYPE OF USE: <u>Auto Dealership</u>	NO. SQ. FT. _____
SINGLE FAM. <u>1</u> MULTI-FAM. _____	NO. OF SQ. FT. (GROSS FLOOR AREA) <u>19,105</u>	NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

SERVICE LEVEL IS **ADEQUATE** TO SERVE THE PROPOSED PROJECT. (Use additional sheets if necessary.)
Please indicate what improvements, or revisions to the proposal are needed for you to provide adequate service to this project.
No development proposed at this time. Clean Water Services' Design and Construction Standards will apply to future development.

SIGNATURE: Jacque Harris POSITION: ET3 DATE: 06/21/13

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

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

JUN 14 2013



Clean Water Services File Number

13-001679

Sensitive Area Pre-Screening Site Assessment

1. Jurisdiction: <u>Washington County</u>	
2. Property Information (example 1S234AB01400) Tax lot ID(s): <u>1S11DB 3200, 3500, 3002 and 3000</u> <u>1S11DB</u> <u>3485, 3455, 3480 91st / 93rd</u> Site Address: <u>9134 SW Canyon Road</u> City, State, Zip: <u>Portland, OR 97225</u> Nearest Cross Street: <u>91st and 93rd Avenue</u>	3. Owner Information Name: <u>James Puckett</u> Company: <u>Lithia</u> Address: <u>c/o BWW Portland - 2001 SW Jefferson</u> City, State, Zip: <u>Portland, OR 97201</u> Phone/Fax: <u>503-525-6205</u> E-Mail: <u>JPuckett@bmwportland.com</u>
4. Development Activity (check all that apply) <input type="checkbox"/> Addition to Single Family Residence (rooms, deck, garage) <input type="checkbox"/> Lot Line Adjustment <input type="checkbox"/> Minor Land Partition <input type="checkbox"/> Residential Condominium <input type="checkbox"/> Commercial Condominium <input type="checkbox"/> Residential Subdivision <input type="checkbox"/> Commercial Subdivision <input type="checkbox"/> Single Lot Commercial <input type="checkbox"/> Multi Lot Commercial Other <u>Comprehensive Plan Amendment and Rezone</u>	5. Applicant Information Name: <u>Keith Jones</u> Company: <u>Harper Houf Peterson Righellis Inc.</u> Address: <u>205 SE Spokane Street, Suite 200</u> City, State, Zip: <u>Portland, OR 97202</u> Phone/Fax: <u>503-221-1131/503-221-1171</u> E-Mail: <u>keithj@hhpr.com</u>

6. Will the project involve any off-site work? Yes No Unknown
Location and description of off-site work _____

7. Additional comments or information that may be needed to understand your project _____
Proposal is to rezone some of the parcels from residential to commercial. Mini of Portland Dealership

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

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

Print/Type Name Keith Jones Print/Type Title Senior Planner
Signature [Signature] Date Jun 14, 2013

FOR DISTRICT USE ONLY

Sensitive areas potentially exist on site or within 200' of the site. THE APPLICANT MUST PERFORM A SITE ASSESSMENT PRIOR TO ISSUANCE OF A SERVICE PROVIDER LETTER. If Sensitive Areas exist on the site or within 200 feet on adjacent properties, a Natural Resources Assessment Report may also be required.

Based on review of the submitted materials and best available information Sensitive areas do not appear to exist on site or within 200' of the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, State, and federal law.

Based on review of the submitted materials and best available information the above referenced project will not significantly impact the existing or potentially sensitive area(s) found near the site. This Sensitive Area Pre-Screening Site Assessment does NOT eliminate the need to evaluate and protect additional water quality sensitive areas if they are subsequently discovered. This document will serve as your Service Provider letter as required by Resolution and Order 07-20, Section 3.02.1. All required permits and approvals must be obtained and completed under applicable local, state and federal law.

This Service Provider Letter is not valid unless CWS approved site plan(s) are attached.

The proposed activity does not meet the definition of development or the lot was platted after 9/9/95 ORS 92.040(2). NO SITE ASSESSMENT OR SERVICE PROVIDER LETTER IS REQUIRED.

Reviewed by [Signature] Date 06/21/13



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

**Request For Statement Of Service
Availability For Schools**

PRE-APPLICATION DATE: April 18, 2013

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

COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR 97216
PHONE: (503) 221-1131

SCHOOL DISTRICT NO.: Beaverton 48J

OWNER(S):

NAME: James Puckett, Lithia Support Services
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205
Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200 and 3500

Site Size: 1 acre

Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE
Nearest cross street (or directions to site):
Canyon Road

PROPOSED PROJECT NAME: Mini of Portland Rezone

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

Amend comprehensive plan and zone map to rezone property from Residential (R-5) to General Commercial (GC)

EXISTING USE: Tax Lot 3500 - Dealership Parking PROPOSED USE: None at this time. Just rezone
Tax Lot 3200 - Single Family House future dealership expansion

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

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

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

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

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

The Beaverton School District does not anticipate impacts to its facilities as a result of this project.

SIGNATURE: John A. Barland POSITION: Demographer DATE: 07/02/2013

SERVICE LEVEL IS **INADEQUATE** TO SERVICE THE PROPOSED PROJECT.
If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Additionally, provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following:

- 1. Amount of bonded indebtedness; 2. Use of double shifting; 3. Extended school periods; 4. Bussing to underutilized facilities; 5. Year-around school; 6. Construction of new facilities; 7. Portable Classrooms; 8. Impact Fees; 9. Any combination of these or other alternatives.

SIGNATURE: _____ POSITION: _____ DATE: _____



WASHINGTON COUNTY

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

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

PRE-APPLICATION DATE: 4/18/2013

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

COMPANY: Harper Houf Peterson Righellis Inc.
CONTACT: Keith Jones
ADDRESS: 205 SE Spokane Street, Suite 200
Portland, OR
PHONE: (503) 221-1131

- WATER DISTRICT: _____
- FIRE DISTRICT: Tualatin Valley Fire & Rescue
- CITY OF: _____
- CLEAN WATER SERVICES (Sanitary Sewer)

OWNER(S):

NAME: James Puckett, Lithia Support Services
ADDRESS: c/o BWW Portland - 2001 SW Jefferson
Portland, OR 97201
PHONE: (503) 525-6205

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

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

Property Desc.: Tax Map(s): 1S111DB Lot Number(s): 3200 and 3500

Site Size: 1 acre

Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE

Nearest cross street (or directions to site):

Canyon Road

PROPOSED PROJECT NAME: Mini of Portland Rezone

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

Amend comprehensive plan and zone map to rezone property from Residential (R-5) to General Commercial (GC)

EXISTING USE: Tax Lot 3500 - Dealership Parking
Tax Lot 3200 - Single Family House

PROPOSED USE: None at this time. Just rezone
future dealership expansion

IF RESIDENTIAL:

NO. OF DWELLING UNITS: _____

SINGLE FAM. _____

MULTI-FAM. _____

IF INDUSTRIAL/COMMERCIAL:

TYPE OF USE: _____

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

IF INSTITUTIONAL:

NO. SQ. FT. _____

NO. STUDENTS/EMPLOYEES/MEMBERS: _____

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

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

THIS IS NOT A FIRE DISTRICT APPROVAL

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

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

See approved, stamped plans for additional information.

Kimberly Mann
Tualatin Valley Fire & Rescue
North Operating Center

7-3-13



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

Request For Statement Of Service Availability For Sheriff / Police Services

PRE-APPLICATION DATE:

Service Provider: PLEASE RETURN THIS FORM TO: APPLICANT:

COMPANY: Harper Houf Peterson Righellis Inc. CONTACT: Keith Jones ADDRESS: 205 SE Spokane Street, Suite 200 Portland, OR 97216 PHONE: (503) 221-1131 Fax: 503-221-1171

OWNER(S):

NAME: James Puckett, Lithia Support Services ADDRESS: c/o BWW Portland - 2001 SW Jefferson Portland, OR 97201 PHONE: (503) 525-6205

Property Desc.: Tax Map(s): Lot Number(s): 1S111DB 3200 and 3500

Site Size: 1 acre

Site Address: 3480 SW 93RD AVE, 3485 SW 91ST AVE Nearest cross street (or directions to site): Canyon Road

WASHINGTON COUNTY SHERIFF

Fax # 503 846 2719

PROPOSED PROJECT NAME: Mini of Portland Rezone

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

Amend comprehensive plan and zone map to rezone property from Residential (R-5) to General Commercial (GC)

EXISTING USE: Tax Lot 3500 - Dealership Parking Tax Lot 3200 - Single Family House PROPOSED USE: None at this time. Just rezone future dealership expansion

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

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

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

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

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

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

SIGNATURE: [Signature] POSITION: Records Manager DATE: 7-5-13

SERVICE LEVEL IS INADEQUATE TO SERVICE THE PROPOSED PROJECT. If the present or future service level is inadequate, please provide information documenting your inability to provide an adequate level of service. Please also provide information regarding whether the use of alternative means can be employed to provide an adequate service level. Documentation of adequacy and alternatives to provide an adequate service level may include but not be limited to the following: 1. Contracting with private agency; 2. Contracting with other public agency; 3. Impact fees; 4. Any combination of these or other alternatives.

SIGNATURE: POSITION: DATE:



Washington County

Department of Land Use and Transportation
Current Planning Services
155 North 1st Avenue, #350-13
Hillsboro, OR 97124
Phone (503) 846-8761 Fax (503) 846-2908
<http://www.co.washington.or.us>

TRAFFIC IMPACT STATEMENT # 02026702

Permit Type: LAND
Permit Status: FINAL
CPO #: 3
Area: URBAN
City Name:

Date: 09-16-2013
Entered: 06/19/2013
Submitted: 06/18/2013
Descision: 09/16/2013
Expires: 09/13/2014
Staff: TERIH

Description: PRELIM FIELD REPORT - PLAN AMENDMENT

Owner: HINDS, ALICE RUBY
Applicant: PUCKETT, JIM
Parcel: 1S1-11DB-03200
1S1-11DB-03500
Address: 2001 SW JEFFERSON ST

Owner Phone:
Applicant Phone: 503-781-3506

PORTLAND, OR 97201

Account Status:

Fees Calculated: \$374.00
Additional Fees: \$0.00
Fees Due: \$374.00

Payments to Date: \$374.00

Account Balance: \$0.00

Account Item List

Fee ID	Description	Account Code	Current Pmts
1037	Traffic Impact Statement	172.602030.44095	374.00



WASHINGTON COUNTY

Dept. of Land Use & Transportation
Development Services Division
Current Planning Section
155 N. 1st Avenue, #350-13
Hillsboro, OR 97124
Ph. (503) 846-8761 Fax (503) 846-2000
http://www.co.washington.or.us

JUN 18 2013
RECEIVED

Traffic Impact Statement (T.I.S.) Request

REQUIRED IF DEVELOPMENT GENERATES 40 A.D.T. OR MORE (4 OR MORE LOTS - SEE TRANSP. HANDOUT)
OPTIONAL, BUT RECOMMENDED IF <40 A.D.T.

FEE FOR SITE INSPECTION & REPORT: \$374.00 (7/01/12 - 6/30/13)

Taken In By: ? Date: 6-18-13

Existing Use:

RESIDENTIAL, AUTO STORAGE

Proposed Development Action:

PLAN AMENDMENT
AUTOMOTIVE EXPANSION

If Residential: Total # of Dwelling Units _____
of Single Family _____ # of Multi-Family _____
EXISTING PROPOSED

If Industrial or Commercial:

of sq. feet/ or gross floor area 0 10,000
of employees 0 20

If Institutional:

of sq. feet. _____
of students, employees, or members _____

(For office use) → 020 26702

PLEASE TYPE OR PRINT IN INK.

Applicant or Applicant's Representative:

NAME: JIM PUCKETT
ADDRESS: 2001 S.W. JEFFERSON ST.
CITY/STATE/ZIP: PORTLAND OREGON 97201
EMAIL: jpuckett@lithia.com
PHONE: 503.781.3506

Owner:

NAME: LITHIA REAL ESTATE, INC.
ADDRESS: 150 NORTH BARTLET
CITY/STATE/ZIP: MEDFORD, OREGON 97501

CPO 3 Land Use Designation (Zoning) R-5
Urban (inside the UGB) or Rural (outside the UGB)

Property Description:

Tax Map(s): 151 11DB Lot Number(s): 3200
151 11DB 3500

Site Size 1.01 ACRES
Site Address 3485 S.W. 91ST AND 3480 S.W. 93RD
Nearest cross street (or directions to site):
S.W. CANYON ROAD

ALL PROPOSED ACCESS TO THE SITE MUST BE INDICATED ON A SITE PLAN AND MARKED IN THE FIELD WITH A STAKE AND FLAG. (i.e. fluorescent Surveyor's ribbon).

List all Roads on which the site has frontage:
Road Name Functional Class
1. S.W. 91ST AVE. NEIGHBORHOOD ROUTE
2. S.W. 93RD AVE. LOCAL STREET
3. _____

A T.I.S. provides potential land development applicants with a site-specific list of typical requirements and public improvements relating to County roads, but does not constitute all possible requirements. The T.I.S. report must be completed before the applicant submits a Land Development Application. The completed T.I.S. report is considered part of a complete Application for all development that generates 40 A.D.T. (4 or more lots, etc.)

Submit **\$374.00**, this completed request form, an 8½" X 11" or 11" x 17" reduced site plan showing all access points, and an 8½" X 11" photocopy of the current tax map indicating all subject properties to Teri Heino, Assistant Planner, in Current Planning Services.

NOTE: Please allow at least 8 weeks for processing.

The applicant may be required to submit an Access Report (to assure safe function of the site's access) if the project generates >500 trips per day. The applicant will be notified on the completed T.I.S. if an Access Report is required. If required, the Access Report must be accepted by a County Traffic Analyst, (503) 846-7950, before submittal of a Land Development Application (allow approx. 10 days for review).



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

TRAFFIC IMPACT STATEMENT #02026702

THIS TRAFFIC IMPACT STATEMENT PROVIDES AN OVERVIEW OF TRANSPORTATION ISSUES AND MAY SERVE AS THE BASIS FOR TRANSPORTATION-RELATED FINDINGS AND/OR RECOMMENDATIONS TO THE REVIEW AUTHORITY REGARDING THE PROPOSED LAND USE APPLICATION. ADDITIONAL TRANSPORTATION IMPACTS MAY BE IDENTIFIED DURING THE APPLICATION REVIEW PROCESS. *THIS TRAFFIC IMPACT STATEMENT IS VALID FOR ONE YEAR FROM THE ISSUANCE DATE; HOWEVER, THE PROPERTY WILL BE SUBJECT TO CHANGES IN COUNTY REGULATIONS THAT BECOME EFFECTIVE AFTER THE ISSUANCE DATE BUT PRIOR TO LAND USE APPLICATION SUBMITTAL.*

DATE ISSUED: 9/16/13

COMMUNITY PLAN:

Raleigh Hills-Garden Home

Subarea: 3

A.S.C.: none

EXISTING LAND USE DISTRICT(S):

R5 (Residential 4-5 units/acre)

PROPOSED LAND USE DISTRICT(S):

GC (General Commercial)

ASSESSOR MAP: TAX LOT NUMBER(S):

1S1 11 DB 03200 & 03500

SITE SIZE: 1.01 acres

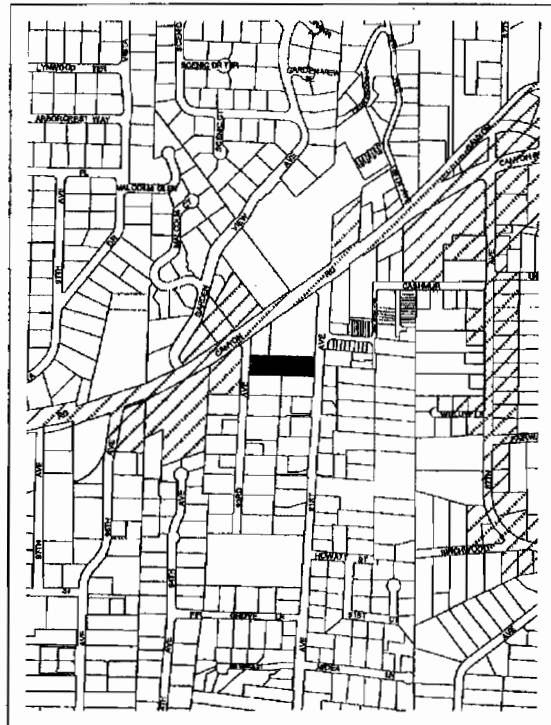
SITE ADDRESS: 3485 SW 91st Avenue and
3480 SW 93rd Avenue

LOCATION: Between SW 91st Avenue and SW
93rd Avenue approximately 200 feet south of
SW Canyon Road.

EXISTING USE: One, single family residence
and overflow parking for an automotive
dealership.

PROPOSED DEVELOPMENT: Plan
amendment (R5 to GC) and a 10,000 square
foot automotive dealership expansion.

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ITEM I OUTLINES APPLICABLE REVIEW CRITERIA FOR THE PROPOSED PLAN AMENDMENT. IF THE PLAN AMENDMENT IS APPROVED, ITEMS II THROUGH X OUTLINE CRITERIA AND FINDINGS FOR ANY SUBSEQUENT LAND USE APPLICATIONS.

I. PLAN AMENDMENT CRITERIA:

- A. Pursuant to Oregon Administrative Rule (OAR) 660-012-0060, the following comments are intended to address the overall transportation system impacts of this plan amendment proposal. These comments should not be used in conjunction with the actual, immediate, traffic impacts that may be associated with a request for development approval of a specific use on this site. Questions regarding these Long Range Transportation Planning Section comments should be directed to Dyami Valentine, Senior Planner, at (503) 846-3821.
1. If approved, this proposal would re-designate tax lots 3200 and 3500 (1.01 ac.) on Map 1S1 11DB from the current R-5 plan designation to GC (General Commercial).
 2. Tax lot 3200 currently supports a single-family residence. Tax lot 3500 currently serves as a legal nonconforming storage parking lot for the dealership. According to the applicant's Traffic Impact Statement, future expansion of the auto dealership is anticipated if the proposed plan amendment is approved.
 3. The Oregon Transportation Planning Rule, OAR 660-012-0060 requires an analysis of the impact of a proposed plan amendment on the planned transportation system. To address this requirement, the county requires a comparative analysis of a reasonable 'worst case' development of the site under current and proposed land use designations.
 4. The county's intersection performance standards are found in Table 5, Policy 6 (Roadway System Policy) of the Washington County 2020 Transportation Plan. For the purposes of addressing the TPR requirements, a 'reasonable worst case' development would be one with the greatest potential trip generation based on a reasonable build-out of the site under the existing and proposed plan designations, even if the site is not currently or planned to be developed at the maximum reasonably allowed (considering the plan designations) intensities. The Washington County Transportation Plan is currently being updated to address forecast conditions in year 2035. The analysis shall be prepared by a traffic engineer licensed in Oregon and evaluate forecast conditions in year-2035.
 5. Traffic from potential future development that contributes less than 10% to total intersection volumes is typically considered 'not significant' in evaluating plan amendments. The applicant should provide sufficient information to substantiate the lack of significant traffic impacts (or evaluate the significant impacts should they exist) for both the near-term and at the end of the planning period (year-2035) under both existing and proposed plan designations.
 6. The applicant is responsible for providing appropriate findings of fact that are responsive to the relevant provisions of the Oregon Transportation Planning Rule as well as the County Plan provisions (see below).
 7. The Washington County Comprehensive Framework Plan for the Urban Area, Policy 1.f states:

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

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

As it pertains to transportation, this policy requires the County to analyze the existing transportation system as well as the planned system. The applicant must provide sufficient information regarding reasonable worst case development on the subject property under the existing and proposed plan designations (see above) in order for the county to make adequate findings under this policy.

8. In addition to Policy 1.f., the applicant is required to address all relevant policies in the Washington County 2020 Transportation Plan, adopted on October 29, 2002. Transportation planning staff finds that the following Transportation Plan policies are particularly relevant to this request, and should be addressed in the plan amendment application:

Washington County 2020 Transportation Plan Policies:

- 1.0 Travel Needs Policy
- 2.0 System Safety Policy
- 4.0 System Funding Policy
- 5.0 System Implementation and Plan Management Policy
- 6.0 Roadway System Policy
- 8.0 Roadway Safety Policy
- 10.0 Functional Classification Policy
- 12.0 Transit Policy
- 14.0 Pedestrian Policy
- 15.0 Bicycle Policy
- 19.0 Transportation Planning Coordination and Public Involvement Policy

TRANSPORTATION PLANNING RULE PLAN AMENDMENT REQUIREMENTS

660-012-0060

Plan and Land Use Regulation Amendments

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

- (b) Change standards implementing a functional classification system; or
 - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
 - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
 - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
 - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
- (2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below; unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.
- (a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.
 - (b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
 - (c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.
 - (d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

- (e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.
- (3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:
- (a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;
 - (b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
 - (c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
 - (d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.
- (4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
- (a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
 - (b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:
 - (A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

- (B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which:
 - transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
 - (C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
 - (D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
 - (E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.
- (c) Within interstate interchange areas, the improvements included in (b)(A)–(C) are considered planned facilities, improvements and services, except where:
- (A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
 - (B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
- (d) As used in this section and section (3):
- (A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
 - (B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and
 - (C) Interstate interchange area means:
 - (i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

- (ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
- (e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).
- (5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.
- (6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)-(d) below:
 - (a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
 - (b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10% reduction required in subsection (a) above;
 - (c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

- (d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.
- (7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):
- (a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;
 - (b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and
 - (c) The proposed amendment would significantly affect a transportation facility as provided in section (1).
- (8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:
- (a) Any one of the following:
 - (A) An existing central business district or downtown;
 - (B) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;
 - (C) An area designated in an acknowledged comprehensive plan as a transit oriented development or a pedestrian district; or
 - (D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.
 - (b) An area other than those listed in subsection (a) above which includes or is planned to include the following characteristics:
 - (A) A concentration of a variety of land uses in a well-defined area, including the following:

- (i) Medium to high density residential development (12 or more units per acre);
 - (ii) Offices or office buildings;
 - (iii) Retail stores and services;
 - (iv) Restaurants; and
 - (v) Public open space or private open space which is available for public use, such as a park or plaza.
- (B) Generally include civic or cultural uses;
 - (C) A core commercial area where multi-story buildings are permitted;
 - (D) Buildings and building entrances oriented to streets;
 - (E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;
 - (F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
 - (G) One or more transit stops (in urban areas with fixed route transit service); and
 - (H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.
- (9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.
- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
 - (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and
 - (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.
- (10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of

subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

- (a) A proposed amendment qualifies for this section if it:
 - (A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
 - (B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.
- (b) For the purpose of this rule, "multimodal mixed-use area" or "MMA" means an area:
 - (A) With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged;
 - (B) Entirely within an urban growth boundary;
 - (C) With adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule;
 - (D) With land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking); and
 - (E) Located in one or more of the categories below:
 - (i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;
 - (ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or
 - (iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.
- (c) When a mainline facility provider reviews an MMA designation as provided in subparagraph (b)(E)(iii) of this section, the provider must consider the factors listed in paragraph (A) of this subsection.
 - (A) The potential for operational or safety effects to the interchange area and the mainline highway, specifically considering:
 - (i) Whether the interchange area has a crash rate that is higher than the statewide crash rate for similar facilities;

- (ii) Whether the interchange area is in the top ten percent of locations identified by the safety priority index system (SPIS) developed by ODOT; and
 - (iii) Whether existing or potential future traffic queues on the interchange exit ramps extend onto the mainline highway or the portion of the ramp needed to safely accommodate deceleration.
 - (B) If there are operational or safety effects as described in paragraph (A) of this subsection, the effects may be addressed by an agreement between the local government and the facility provider regarding traffic management plans favoring traffic movements away from the interchange, particularly those facilitating clearing traffic queues on the interchange exit ramps.
 - (d) A local government may designate an MMA by adopting an amendment to the comprehensive plan or land use regulations to delineate the boundary following an existing zone, multiple existing zones, an urban renewal area, other existing boundary, or establishing a new boundary. The designation must be accompanied by findings showing how the area meets the definition of an MMA. Designation of an MMA is not subject to the requirements in sections (1) and (2) of this rule.
 - (e) A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.
- (11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.
- (a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection.
 - (A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.
 - (B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.
 - (C) For the purpose of this section:
 - (i) "Industrial" means employment activities generating income from the production, handling or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment and research and development.

- (ii) "Traded-sector" means industries in which member firms sell their goods or services into markets for which national or international competition exists.
- (D) Notwithstanding paragraphs (A) and (B) of this subsection, an amendment complies with subsection (a) if all of the following conditions are met:
 - (i) The amendment is within a city with a population less than 10,000 and outside of a Metropolitan Planning Organization.
 - (ii) The amendment would provide land for "Other Employment Use" or "Prime Industrial Land" as those terms are defined in OAR 660-009-0005.
 - (iii) The amendment is located outside of the Willamette Valley as defined in ORS 215.010.
- (E) The provisions of paragraph (D) of this subsection are repealed on January 1, 2017.
- (b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within forty-five days.
- (c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:
 - (A) Proposed amendment.
 - (B) Proposed mitigating actions from section (2) of this rule.
 - (C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the function, capacity, and performance standards of transportation facilities.

- (D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.
- (E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

II. PREVIOUS LAND USE REVIEW:

- A. Conditions of Approval of casefile(s) 01-225-D(C)/DHA & 03-147-D(C)/DHA may continue to apply to this site.

III. TRIP GENERATION:

- A. Based on ITE Code 841 (New Car Sales):
 - 1. The proposed development, with an assumed potential for a 15,000 square foot floor auto dealer expansion (per the Applicant's *Technical Memorandum, Lancaster Engineering, June 14, 2013*) will generate a total of 484 additional ADT.
 - 2. The current use of the property, 841 (ITE Code New Car Sales), generates 613.7 average daily vehicular trips (ADT) from the existing 19,000 square foot facility.
- B. The proposed development will generate a net total of 1,088.13 ADT with consideration given for the 9.57 existing dwellings to be demolished.

IV. TRANSPORTATION SYSTEM DESIGNATIONS/REQUIREMENTS:

- A. SW 91st Avenue is designated as a 2-lane neighborhood route per the 2020 Washington County Transportation Plan, requiring 60 feet of right-of-way (30 feet from centerline) and 36 feet of paving.
- B. SW 93rd Avenue is a local street, typically requiring a maximum of 50 feet of right-of-way (25 feet from centerline) and 32 feet of paving.
- C. The Urban Road Maintenance District (URMD) is a special assessment district that collects revenues used to maintain public roads within the Urban Growth Boundary. This site is already in the URMD, as required by Community Development Code (CDC) Section 501-8.1 D.
- D. The Transportation Development Tax (TDT) is a system development charge, which will be assessed at issuance of a building permit when the permit will result in the addition of vehicle trips. Please refer to the TDT Ordinance (Washington County A-Engrossed Ordinance No. 691, modified by Ordinance No. 729) for additional information.

V. RIGHT-OF-WAY DEDICATION:

- A. A review of the tax map/available public survey records for the subject property indicates that 25 feet (from centerline) of right-of-way currently exists along the site's frontage of SW 91st Avenue. Therefore, the applicant will be required to dedicate additional right-of-way to provide a total of 30 feet from centerline of SW 91st Avenue adjacent to the site, including adequate corner radius.

- B. A review of the tax map/available public survey records for the subject property indicates that 25 feet (from centerline) of right-of-way currently exists along the site's frontage of SW 93rd Avenue. No additional right-of-way dedication is required.

VI. TRANSPORTATION SYSTEM IMPROVEMENTS:

- A. No near-term future County-funded transportation projects have been identified which would affect the subject property.
- B. SW 91st Avenue and SW 93rd Avenue are not currently improved to County standards.
1. CDC Section 501-8.1 B.(4) requires the construction a half-street improvement (as defined in CDC 501-8.8 A.) to County NR-3 standard along the site's frontage of SW 91st Avenue.
 2. CDC Section 501-8.1 B.(4) requires the construction a half-street improvement (as defined in CDC 501-8.8 A.) to County L-2 standard along the site's frontage of SW 93rd Avenue.
- C. Provide on-street parking as required by CDC Section 413-6.
- D. NOTE: All private signage and improvements are required to be located outside of the dedicated ROW (refer to R&O 77-76 & 78-29 for exceptions).

VII. ACCESS:

- A. Proposed points of access to the site were not marked by the applicant in the field. Based on a site plan provided by the applicant, the following proposed access point(s) were identified and evaluated:
1. One proposed access to the site from SW 93rd Avenue was assumed to be located at the approximate center of the frontage of parcel 1S111DB03500.
 2. The proposed point of access to the site will be taken by easement over parcel 1S111DB03000 and 03500.
- B. SW 93rd Avenue is currently designated as a Local road. Per CDC Section 501-8.5 B.(1), the minimum access spacing standards are:
1. Minimum spacing between driveways is 10 feet.
 2. Access will not be permitted within twenty-five (25) feet of an intersecting street.
 3. Access points near an intersection with a Collector or Arterial road shall be located beyond the influence of standing queues of the intersection, which may result in an access spacing greater than that specified above.
- C. SW 91st Avenue is currently designated as a Neighborhood Route. Per CDC Section 501-8.5 B.(2), the minimum access spacing standards are:
1. Uses with seventy (70) feet or more of frontage will be permitted direct access. Uses with less than seventy (70) feet of frontage shall not be permitted a permanent single or separate direct access. Where common (shared) access is available it shall be used.
 2. Access will not be permitted within fifty (50) feet of an intersecting street or existing or approved access, measured on both sides of the street. Single

family residential lots in a previously recorded subdivision shall not be subject to a minimum spacing requirement between driveways.

3. Access points near an intersection with a Collector or Arterial road shall be located beyond the influence of standing queues of the intersection, which may result in an access spacing greater than that specified above.
- D. Proposed Access Spacing findings:
1. The proposed access to the site from SW 93rd Avenue appears to meet the applicable standards.
- E. If the proposed development is unable to obtain access in conformance with the applicable access spacing standards, the applicant may request an exception to the spacing standard(s) by submitting an Access Management Plan (AMP) for review as part of a complete land development application in accordance with CDC Section 501-8.5 C.
- F. If the proposed development will result in a 25% or greater increase in average daily vehicle trips (ADT) at the existing non-conforming access(es). Per CDC Section 440-10, if the proposed access cannot be modified to achieve compliance with the requirements of CDC Section 501-8.5 B., an Access Management Plan (AMP) must be submitted for review as part of a complete land development application in accordance with CDC Section 501-8.5 C.
- G. If the AMP is approved, the County Traffic Engineer may establish requirements for developer-provided safety improvements, potentially including off-site improvements. **All required improvements must be completed prior to occupancy of any proposed building.** The County may limit any access approved by the AMP to 'Interim Access', per CDC Section 501-8.5 E.
- H. All existing access, except any access approved through the development review process, must be closed.

VIII. SIGHT DISTANCE:

- A. CDC Section 501-8.5. F. and Washington County Road Design and Construction Standards Section 130.080 require adequate intersection sight distance at a site's access to a County or public road and at all intersections of County or public roads, in accordance with the standards of CDC 501-8.5. F. **Note: The applicant must demonstrate that adequate sight distance is feasible prior to a development application being deemed complete by the County. A completed "Traffic Impact Statement" or "Sight Distance Evaluation" (prepared by county Staff) or a "Preliminary Certification of Sight Distance" (prepared by a licensed Oregon Professional Engineer) are available options to demonstrate that adequate sight distance is feasible.**
- B. CDC Section 501-8.5 F.(4) establishes that the required sight distance for an access to a County road and at all intersections of County or public roads is equal to ten times the vehicular speed of the road.
- C. SW 91st Avenue is posted 30 MPH adjacent to the subject site, therefore required sight distance at the access to SW 91st Avenue is 300 feet. (Please note the applicant's site plan does not indicate an access to SW 91st Avenue.)
- D. SW 93rd Avenue is posted 25 MPH adjacent to the subject site, therefore required sight distance at the access to SW 93rd Avenue is 250 feet.

- E. Sight distance (250 feet required in both directions) at the proposed access of SW 93rd Avenue is adequate to the stop-controlled intersection to the north, and appears to be adequate after removal of offsite vegetation to the south.
- F. Periodic trimming of vegetation will be required to maintain adequate sight distance.

IX. TRANSPORTATION SAFETY REVIEW AND IMPROVEMENTS:

- A. The County Traffic Engineer will perform a Traffic Safety Review and may establish requirements for additional developer-provided safety improvements, potentially including off-site improvements. ***All required improvements must be completed prior to occupancy of any proposed development.***

X. TRANSPORTATION IMPROVEMENT PERMITS:

- A. If land use approval is granted for the subject development proposal, obtain a Facility Permit from the Department of Land Use and Transportation Current Planning Section (Assurances) for construction of all required public improvements.

Refer to the following link to access Washington County Road Design/Construction Standards:
www.co.washington.or.us/LUT/Divisions/Engineering/ConsultantResources/road-design-standards.cfm

02026702.doc/tlh

9/16/13



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TECHNICAL MEMORANDUM

TO: Paul E. Shaefer
Washington County

Dyami Valentine
Washington County

FROM: William Farley, EI
Todd E. Mobley, PE, PTOE

DATE: October 22, 2013

SUBJECT: *Lithia Zone Change
Worst-Case Scenario Analysis*



EXPIRES: 12/31/2014

This memorandum is written as an addendum to a traffic study prepared by Lancaster Engineering on July 31, 2013, that examined the impacts resulting from a zone change of two properties from R-5 residential to General Commercial (GC). This memorandum will specifically address the reasonable worst-case scenario under the proposed GC zoning for the properties located at 3485 SW 91st Avenue and 3480 SW 93rd Avenue in Washington County, Oregon.

Trip Generation

In the July 2013 traffic study, the reasonable worst-case development scenario for the rezoning of the two properties was considered to be additional facilities for the Mini of Portland auto dealership located immediately to the north. This assumption was made with consideration of the location of the properties as well as the characteristics of development near to Canyon Road (Oregon Highway 8).

Originally, the land uses such as fast-food restaurants and convenience markets were not considered due to the location of the properties away from the primary traveled roadway and the low visibility from being located behind a car dealership. However, due to concerns raised by Washington County over the analysis, these land uses were revisited.

To estimate the trip generation from each of the scenarios, trip rates from the manual *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used. Study data for each of the land-use codes were also examined to identify what would be typical of development size.

For the convenience market scenario, trip rates for land-use category 852, *Convenience Market (Open 15-16 Hours)*, were used based on two 4,000 square foot buildings. Convenience markets studied in the ITE manual typically ranged from 2,000 square feet to 3,000 square feet with no data supporting any development over 3,000 square feet.

For the fast-food restaurant scenario, trip rates for land-use code 934, *Fast-Food Restaurant with Drive-Through Window*, were used based on two 5,500 square foot buildings. Fast-food restaurants

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studied in the ITE manual were between 3,000 and 4,000 square feet on average with some found as high as 9,000 square feet. The size selected for observation in this scenario was calculated using the assumption that the building would make up 25% of the size of the lot and the rest would be for parking, landscaping, property set-backs, etc.

Calculations for both the convenience market and fast-food restaurant were adjusted to account for pass-by trips from Canyon Road and SW 91st Avenue. Pass-by trips are trips that leave an adjacent roadway to patronize a land use and then continue in their original direction of travel, such as people who stop by a store on their way to or from work. Since these trips would have been present on the roadways even without the development under the scenarios, traffic volumes traveling along the highway are not increased by the pass-by traffic, although turning movement volumes at the site access are affected. Pass-by rates were taken from *TRIP GENERATION HANDBOOK*, Second Edition, for both scenarios.

A summary of the trip generation calculations for each of the zoning scenarios is shown in the following table. Detailed trip generation calculations are included in the appendix to this memorandum.

	Size	Morning Peak Hour			Evening Peak Hour		
		In	Out	Total	In	Out	Total
New Car Sales	15 ksf	22	7	29	16	23	39
Convenience Market	4.0 ksf	62	62	124	68	70	138
<i>Diverted Linked & Pass-By</i>	61% PM	-38	-38	-76	-42	-42	-84
Total Primary Trips w/ 2 lots		48	48	96	52	56	108
Fast-Food w/ Drive-Through	5.5 ksf	128	122	250	94	86	180
<i>Diverted Linked & Pass-By</i>	49% AM/50% PM	-61	-61	-122	-45	-45	-90
Total Primary Trips w/ 2 lots		134	122	256	98	82	180

Trip Distribution & Assignment of Pass-by Trips

The scenario that examined both properties being developed with fast-food restaurants was selected as the worst-case since it had the highest trip generation. The trip distribution from the original July 2013 traffic study was used to assign trips to the transportation system. Figure 1 in the technical appendix shows the trip distribution of the fast-food scenario.

The distribution of pass-by trips is based on the volume of traffic passing the property. Pass-by trips were taken from both Canyon Road (30%) and SW 91st Avenue (20%) and are shown in Figure 2 in the technical appendix.

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Capacity Analysis

A capacity analysis was conducted to determine the impact of the proposed zone change under the worst-case development scenario that includes both properties being developed with fast-food restaurants. Since Canyon Road (Oregon Highway 8) and Beaverton-Hillsdale Highway (Oregon Highway 10) are under the jurisdiction of the Oregon Department of Transportation (ODOT), their performance standards based on a volume-to-capacity (v/c) ratio were used for evaluation. The v/c ratio is a measure that compares the traffic volume or demand against the available capacity of the intersection. According to the Oregon Highway Plan Mobility Standard Guidelines, a v/c ratio of 0.99 or less is required for the intersections within the Portland metropolitan area. This is also the applicable performance standard adopted by Washington County.

The study area intersections from the July 2013 traffic study were again analyzed using the signalized and unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL*, published by the Transportation Research Board. The analysis was made for the morning and evening peak hours for the year 2033 planning horizon conditions assuming full build-out of both lots with fast-food restaurants.

With two fast-food restaurants occupying the subject property, the intersection of Beaverton-Hillsdale Highway at SW 91st Avenue is projected to operate at a v/c ratio of 0.67 during the AM peak hour and a v/c ratio of 0.75 during the PM peak hour. The intersection of Canyon Road at SW 91st Avenue is projected to operate at a v/c ratio of 0.85 during the morning peak hour and 0.90 during the evening peak hour. The intersection of Canyon Road at SW 93rd Avenue is projected to operate at a v/c ratio of 0.67 during the AM peak hour and a v/c ratio of 0.71 during the PM peak hour. All intersections operate within the performance standards required by ODOT and Washington County even under this worst-case analysis. Accordingly, no mitigation is recommended.

Detailed calculations for the capacity analysis are included in the technical appendix.

Transportation Planning Rule

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

660-012-0060

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



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- (a) *Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);*
- (b) *Change standards implementing a functional classification system; or*
- (c) *Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.*
 - (A) *Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) *Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or*
 - (C) *Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.*

In the case of this report, subsections (A) and (B) are not triggered, since the proposed zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Subsection (C) is also not triggered since each of the study intersections and adjacent area will meet performance standards throughout the planning horizon. The study intersections near the subject property have sufficient capacity to serve more traffic than is generated under the worst-case scenarios.

Based on the detailed analysis, the proposed zone change will not degrade the performance of any existing or planned transportation facility. Accordingly, the Transportation Planning Rule is satisfied.



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Conclusions

The traffic resulting from the proposed zone change from R-5 residential to General Commercial of the two properties located at 3485 SW 91st Avenue and 3480 SW 93rd Avenue in Washington County, Oregon, will not cause any significant impact to the transportation network surrounding the area.

Even under the worst-case scenario of both properties being developed with a fast-food restaurant, the nearby study intersections operated within the performance standards required by the Oregon Department of Transportation or Washington County. The full development of the properties under the General Commercial zoning will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule.

All findings and conclusions presented by the July 2013 traffic study remain valid. If you have any questions, comments, or concerns, please don't hesitate to contact us directly.

Handwritten signature or initials in black ink, appearing to be 'Le'.

TECHNICAL APPENDIX

TRIP GENERATION CALCULATIONS

Land Use: Convenience Market (Open 15-16 Hours)
Land Use Code: 852
Variable: 1,000 Sq Ft Gross Floor Area
Variable Value: 4.0

AM PEAK HOUR

Trip Rate: 31.02

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	62	62	124

PM PEAK HOUR

Trip Rate: 34.57

	Enter	Exit	Total
Directional Distribution	49%	51%	
Trip Ends	68	70	138

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TRIP GENERATION CALCULATIONS

Land Use: Fast Food Restaurant with Drive-Through Window
Land Use Code: 934
Variable: 1000 Sq Ft Gross Floor Area
Variable Quantity: 5.5

AM PEAK HOUR

Trip Rate: 45.42

	Enter	Exit	Total
Directional Distribution	51%	49%	
Trip Ends	128	122	250

PM PEAK HOUR

Trip Rate: 32.65

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	94	86	180

WEEKDAY

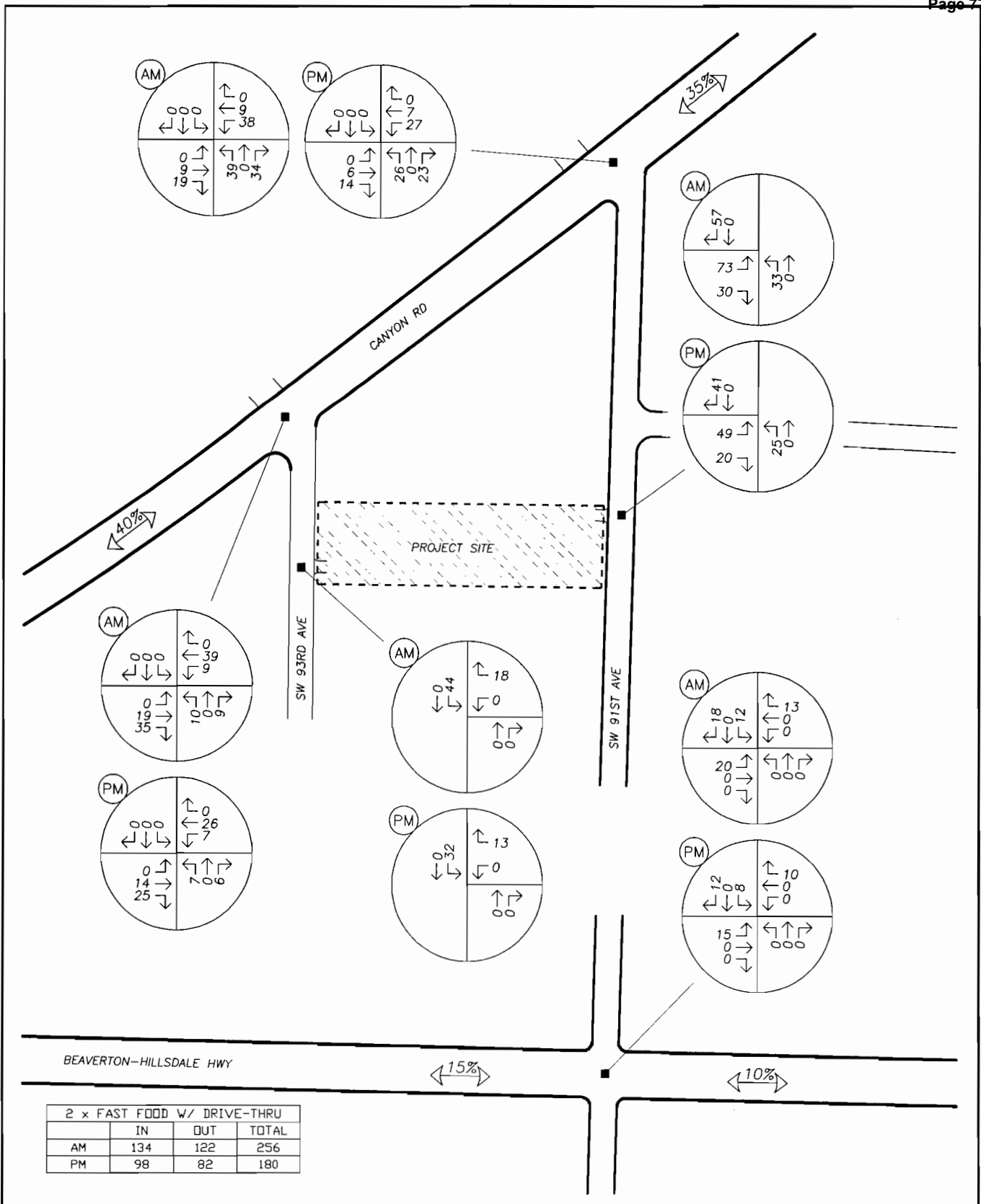
Trip Rate: 496.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1,364	1,364	2,728

SATURDAY

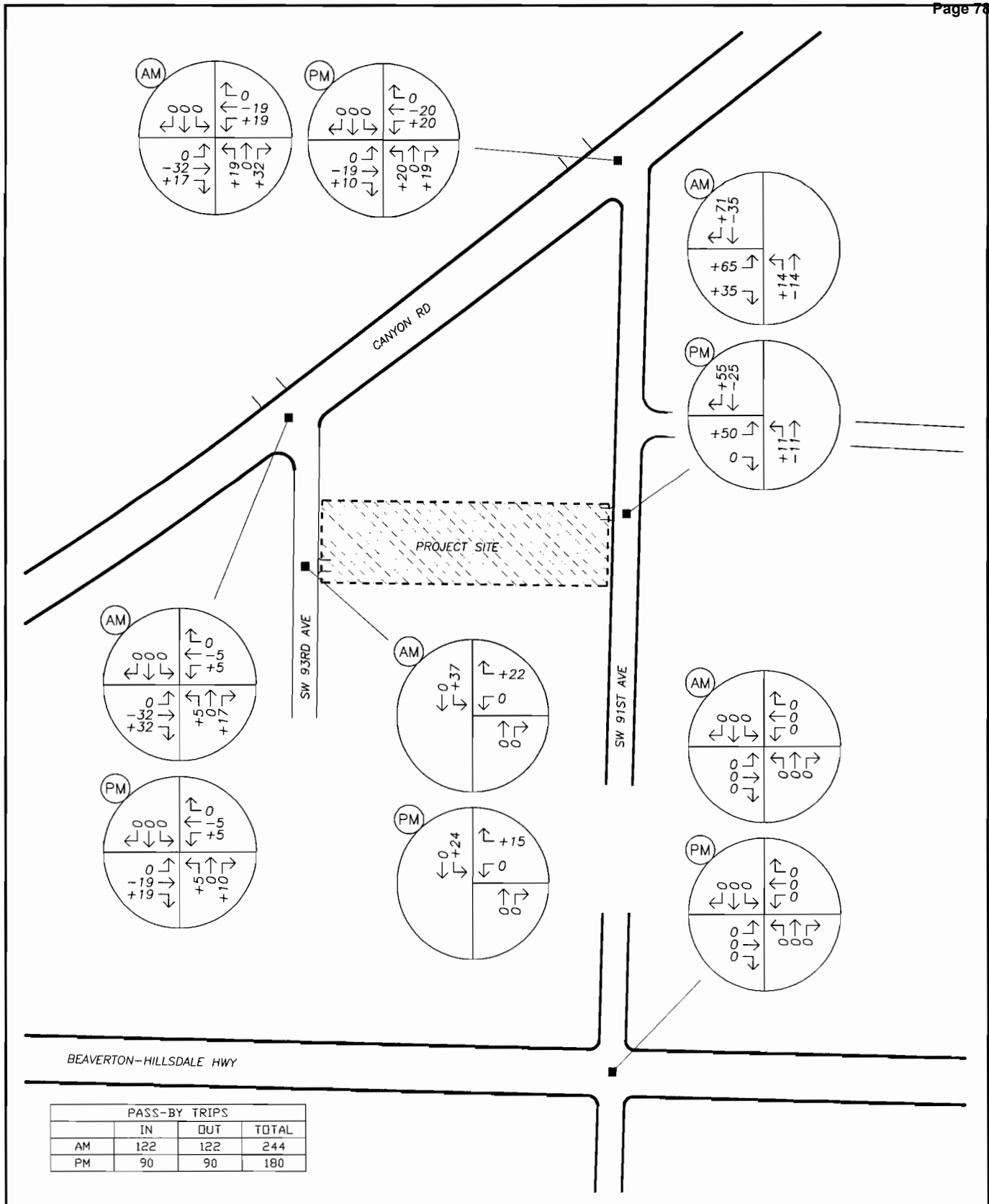
Trip Rate: 722.03

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	1986	1986	3,972



Le SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Zoning – Worst-Case Scenario Site Trips
AM & PM Peak Hours


no scale
FIGURE 1
PAGE --



PASS-BY TRIPS			
	IN	OUT	TOTAL
AM	122	122	244
PM	90	90	180

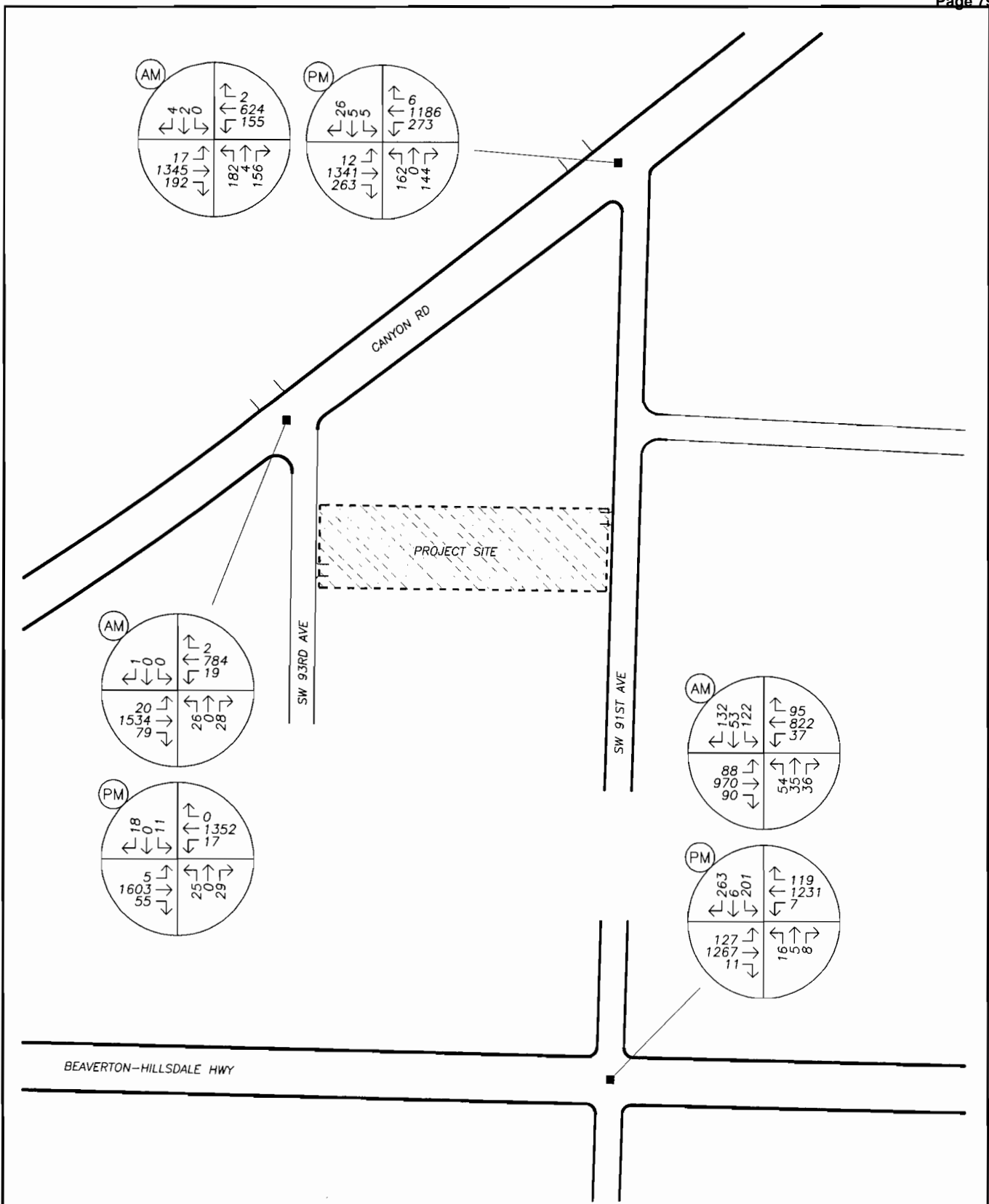


SITE-GENERATED TRAFFIC
Proposed Zoning - Pass-by Trips
AM & PM Peak Hours



FIGURE
2

PAGE
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TRAFFIC VOLUMES
Year 2033 Planning Horizon Built Under Proposed Zoning
AM & PM Peak Hours

no scale

FIGURE 3
PAGE --

HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

2033 Built w/ Proposed Zoning - AM Peak
Lithia Zone Change

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.92		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3453		1752	3436		1784	1721		1778	1663	
Flt Permitted	0.14	1.00		0.13	1.00		0.46	1.00		0.70	1.00	
Satd. Flow (perm)	257	3453		241	3436		870	1721		1308	1663	
Volume (vph)	88	970	90	37	822	95	54	35	36	122	53	132
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	111	1228	114	47	1041	120	68	44	46	154	67	167
RTOR Reduction (vph)	0	6	0	0	7	0	0	33	0	0	79	0
Lane Group Flow (vph)	111	1336	0	47	1154	0	68	57	0	154	155	0
Conf. Peds. (#/hr)			2			9	2		5	5		2
Conf. Bikes (#/hr)			1			6						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	38.6	33.0		33.8	30.6		13.1	13.1		13.1	13.1	
Effective Green, g (s)	38.6	33.0		33.8	30.6		13.1	13.1		13.1	13.1	
Actuated g/C Ratio	0.63	0.54		0.55	0.50		0.21	0.21		0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	298	1859		212	1715		186	368		280	355	
v/s Ratio Prot	c0.03	c0.39		0.01	0.34			0.03			0.09	
v/s Ratio Perm	0.20			0.11			0.08			c0.12		
v/c Ratio	0.37	0.72		0.22	0.67		0.37	0.15		0.55	0.44	
Uniform Delay, d1	6.7	10.7		7.6	11.6		20.6	19.6		21.5	20.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	1.4		0.5	1.1		1.2	0.2		2.3	0.9	
Delay (s)	7.5	12.0		8.2	12.6		21.8	19.8		23.8	21.8	
Level of Service	A	B		A	B		C	B		C	C	
Approach Delay (s)		11.7			12.5			20.6			22.6	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

2033 Built w/ Proposed Zoning - AM Peak
Lithia Zone Change

Movement	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔		↔	↕		↔	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		1.00	0.98		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Fr _t		1.00	0.85		0.85		1.00	0.98		1.00	1.00	
Fl _t Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1568		1599		1752	3426		1736	3469	
Fl _t Permitted		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1568		1599		1752	3426		1736	3469	
Volume (vph)	182	4	156	0	2	4	17	1345	192	155	624	2
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	207	5	177	0	2	5	19	1528	218	176	709	2
RTOR Reduction (vph)	0	0	151	0	5	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	212	26	0	2	0	19	1738	0	176	711	0
Confl. Peds. (#/hr)			2	2					3			3
Confl. Bikes (#/hr)			2						1			2
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		16.1	16.1		5.9		2.0	61.5		12.0	71.5	
Effective Green, g (s)		16.1	16.1		5.9		2.0	61.5		12.0	71.5	
Actuated g/C Ratio		0.14	0.14		0.05		0.02	0.55		0.11	0.64	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		258	226		85		31	1890		187	2225	
v/s Ratio Prot		c0.12			c0.00		0.01	c0.51		c0.10	0.20	
v/s Ratio Perm			0.02									
v/c Ratio		0.82	0.11		0.03		0.61	0.92		0.94	0.32	
Uniform Delay, d1		46.3	41.5		50.1		54.4	22.7		49.4	9.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		18.6	0.2		0.1		30.9	7.7		48.9	0.1	
Delay (s)		64.9	41.7		50.2		85.3	30.4		98.3	9.1	
Level of Service		E	D		D		F	C		F	A	
Approach Delay (s)		54.3		50.2				31.0			26.8	
Approach LOS		D		D				C			C	

Intersection Summary			
HCM Average Control Delay	32.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	111.5	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis 2033 Built w/ Proposed Zoning - AM Peak
3: SW 93rd St & Canyon Rd Lithia Zone Change

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	26	0	28	0	0	1	20	1534	79	19	784	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	29	0	31	0	0	1	22	1704	88	21	871	2
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		TWLT			TWLT							
Median storage (veh)		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92	0.92					
vC, conflicting volume	2274	2713	898	1845	2756	440	876			1794		
vC1, stage 1 conf vol	1795	1795		917	917							
vC2, stage 2 conf vol	479	919		928	1839							
vCu, unblocked vol	2298	2778	898	1831	2825	298	775			1794		
tC, single (s)	*6.5	6.5	*6.5	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)	5.5	5.5		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	100	93	100	100	100	97			94		
cM capacity (veh/h)	109	66	451	102	56	641	760			336		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3				
Volume Total	60	1	22	1136	656	21	581	293				
Volume Left	29	0	22	0	0	21	0	0				
Volume Right	31	1	0	0	88	0	0	2				
cSH	180	641	760	1700	1700	336	1700	1700				
Volume to Capacity	0.33	0.00	0.03	0.67	0.39	0.06	0.34	0.17				
Queue Length 95th (ft)	34	0	2	0	0	5	0	0				
Control Delay (s)	34.7	10.6	9.9	0.0	0.0	16.4	0.0	0.0				
Lane LOS	D	B	A			C						
Approach Delay (s)	34.7	10.6	0.1			0.4						
Approach LOS	D	B										

Intersection Summary		
Average Delay		1.0
Intersection Capacity Utilization	61.4%	ICU Level of Service
Analysis Period (min)	15	B

* User Entered Value

HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

2033 Built w/ Proposed Zoning - PM Peak
Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.91		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3568		1787	3510		1763	1688		1751	1527	
Flt Permitted	0.08	1.00		0.14	1.00		0.30	1.00		0.75	1.00	
Satd. Flow (perm)	155	3568		266	3510		566	1688		1378	1527	
Volume (vph)	127	1267	11	7	1231	119	16	5	8	201	6	263
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	141	1408	12	8	1368	132	18	6	9	223	7	292
RTOR Reduction (vph)	0	0	0	0	6	0	0	7	0	0	203	0
Lane Group Flow (vph)	141	1420	0	8	1494	0	18	8	0	223	96	0
Confl. Peds. (#/hr)			11			14	18		7	7		18
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt		pm+pt		Perm		Perm					
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	56.9	52.0		45.4	44.5		18.9	18.9		18.9		18.9
Effective Green, g (s)	56.9	52.0		45.4	44.5		18.9	18.9		18.9		18.9
Actuated g/C Ratio	0.68	0.62		0.54	0.53		0.23	0.23		0.23		0.23
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		3.0
Lane Grp Cap (vph)	269	2214		160	1864		128	381		311		344
v/s Ratio Prot	c0.05	0.40		0.00	c0.43			0.00				0.06
v/s Ratio Perm	0.30			0.03			0.03			c0.16		
v/c Ratio	0.52	0.64		0.05	0.80		0.14	0.02		0.72		0.28
Uniform Delay, d1	13.1	10.0		9.6	16.0		26.0	25.3		30.0		26.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00
Incremental Delay, d2	1.8	0.6		0.1	2.6		0.5	0.0		7.7		0.4
Delay (s)	15.0	10.7		9.7	18.6		26.5	25.3		37.6		27.3
Level of Service	B	B		A	B		C	C		D		C
Approach Delay (s)		11.1			18.6			25.9				31.7
Approach LOS		B			B			C				C

Intersection Summary			
HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	83.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

2033 Built w/ Proposed Zoning - PM Peak
Lithia Zone Change



Movement	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1563	1752	1568		1787	3473		1787	3571	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1563	1752	1568		1787	3473		1787	3571	
Volume (vph)	162	0	144	5	5	26	12	1341	263	273	1186	6
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	178	0	158	5	5	29	13	1474	289	300	1303	7
RTOR Reduction (vph)	0	0	139	0	27	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	178	19	5	7	0	13	1751	0	300	1310	0
Confl. Peds. (#/hr)	1		5	5		1			1			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		14.2	14.2	6.5	6.5		2.9	58.5		20.0	75.6	
Effective Green, g (s)		14.2	14.2	6.5	6.5		2.9	58.5		20.0	75.6	
Actuated g/C Ratio		0.12	0.12	0.06	0.06		0.03	0.51		0.17	0.66	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		220	193	99	88		45	1764		310	2343	
v/s Ratio Prot		c0.10		0.00	c0.00		0.01	c0.50		c0.17	0.37	
v/s Ratio Perm			0.01									
v/c Ratio		0.81	0.10	0.05	0.08		0.29	0.99		0.97	0.56	
Uniform Delay, d1		49.2	44.8	51.4	51.5		55.1	28.1		47.3	10.7	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.3	0.2	0.2	0.4		3.5	19.5		41.9	0.3	
Delay (s)		68.4	45.1	51.6	51.9		58.7	47.7		89.2	11.0	
Level of Service		E	D	D	D		E	D		F	B	
Approach Delay (s)		57.4		51.8				47.8			25.6	
Approach LOS		E		D				D			C	

Intersection Summary			
HCM Average Control Delay	39.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	115.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis 2033 Built w/ Proposed Zoning - PM Peak
3: SW 93rd St & Canyon Rd Lithia Zone Change

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	0	29	11	0	18	5	1603	55	17	1352	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	28	0	33	12	0	20	6	1822	62	19	1536	0
Pedestrians					1			1			3	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.79	0.79		0.79	0.79	0.79	0.79					
vC, conflicting volume	2692	3440	945	2534	3471	770	1537			1884		
vC1, stage 1 conf vol	1864	1864		1576	1576							
vC2, stage 2 conf vol	828	1576		958	1895							
vCu, unblocked vol	2874	3817	945	2674	3857	448	1416			1884		
tC, single (s)	*7.0	6.6	*7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.6		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	*2.0	4.0	*2.0	2.2			2.2		
p0 queue free %	61	100	91	82	100	97	99			94		
cM capacity (veh/h)	74	43	367	69	40	680	382			318		
Direction, Lane #	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3				
Volume Total	61	33	6	1214	670	19	1024	512				
Volume Left	28	12	6	0	0	19	0	0				
Volume Right	33	20	0	0	62	0	0	0				
cSH	129	157	382	1700	1700	318	1700	1700				
Volume to Capacity	0.48	0.21	0.01	0.71	0.39	0.06	0.60	0.30				
Queue Length 95th (ft)	54	19	1	0	0	5	0	0				
Control Delay (s)	55.9	33.9	14.6	0.0	0.0	17.0	0.0	0.0				
Lane LOS	F	D	B			C						
Approach Delay (s)	55.9	33.9	0.0			0.2						
Approach LOS	F	D										

Intersection Summary												
Average Delay				1.4								
Intersection Capacity Utilization			58.2%		ICU Level of Service				B			
Analysis Period (min)			15									

* User Entered Value



**LITHIA ZONE CHANGE
TRAFFIC IMPACT STUDY**

WASHINGTON COUNTY, OREGON

DATE:
July 31, 2013

PREPARED FOR:
Jim Puckett
Lithia Auto Stores

PREPARED BY:
William Farley, EI
Mike Ard, PE
Todd Mobley, PE, PTOE



**LANCASTER
ENGINEERING**

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EXECUTIVE SUMMARY

1. Two properties, located at 3485 SW 91st Avenue and 3480 SW 93rd Avenue in Washington County, Oregon, have been proposed for a change in zoning, from residential (R-5) to commercial (GC). These two half-acre lots are located south of the Mini of Portland car dealership on Canyon Road.
2. Under the current R-5 zoning, the subject properties can accommodate up to five dwelling units per acre. Under the proposed zoning of General Commercial (GC), the properties could be developed with a variety of retail and commercial uses; however, due to the location away from Canyon Road, it is very unlikely that these properties would be developed with high traffic-intensive uses.
3. The intersections near the subject property are projected to function at satisfactory levels of service through the planning horizon regardless of the additional trips that result from the proposed zone change. None of the intersections observed will require mitigation to meet applicable performance standards through the planning horizon.
4. Full development under the proposed zoning will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule. Accordingly, no mitigation is recommended.
5. A detailed observation into the crashes occurring at the study intersections shows no excessive crash rates or trends that are indicative of issues that need to be addressed. No safety mitigations are recommended.

PROJECT DESCRIPTION

INTRODUCTION

The traffic study analyzes and addresses the potential traffic impacts of a proposed zone change and comprehensive plan amendment of two half-acre plots of land located south of Mini of Portland in Washington County, Oregon.

The western property, located at 3480 SW 93rd Avenue, is currently used for vehicle storage associated with the dealership and has been used in this capacity for many years. The eastern property, located at 3485 SW 91st Avenue, has one single-family dwelling. Both properties are presently zoned R-5 Residential and are proposed to be rezoned as General Commercial (GC).

Detailed information on traffic counts, trip generation calculations, and intersection capacity calculations are included in the technical appendix of this report.

LOCATION DESCRIPTION

The following intersections have been selected for analysis of projected traffic impacts during the weekday morning and evening peak traffic hours:

- SW Canyon Road at SW 91st Avenue
- SW Beaverton-Hillsdale Highway at SW 91st Avenue
- SW Canyon Road at SW 93rd Avenue
- Site access locations to both SW 91st and SW 93rd Avenues

SW Canyon Road, also known as Tualatin-Valley Highway or Oregon Highway 8, is under the jurisdiction of ODOT and is classified as District Highway. Washington County classifies the roadway as an Arterial. It is generally a five-lane facility, including a center two-way left-turn lane, with a posted speed limit of 35 mph. Curbs and sidewalks are installed on both sides of the roadway. On-street parking and bike lanes are not provided.

SW Beaverton-Hillsdale, also known as Oregon Highway 10, is under the jurisdiction of ODOT and is classified as a District Highway. Washington County classifies the roadway as an Arterial. It is generally a five-lane facility, including a center two-way left-turn lane, with a posted speed limit of 35 mph outside school hours. Curbs and sidewalks are installed on both sides of the roadway. On-street parking and bike lanes are not provided.

SW 91st Avenue is under the jurisdiction of Washington County and is classified as a Neighborhood Route. It is a two-lane facility with a posted speed limit of 30 mph. Curbs and sidewalks are installed intermittently along each side of the roadway. Traffic calming measures are constructed on the facility such as chicanes and speed humps. On-street parking is available on the frontages of some of the properties on the street. No bike lanes are provided.

SW 93rd Avenue is classified as a Local Street by Washington County. It is a two-lane facility with a statutory residential speed limit of 25 mph. Curbs and sidewalks are not installed along either side of the roadway south of the car dealership. On-street parking is available on both sides of the facility. Due to the low travel speeds and traffic volumes on SW 93rd Avenue, bicycles can safely share the roadway with motorized vehicles.

The intersection of SW Canyon Road at SW 91st Avenue is a four-legged intersection controlled by a traffic signal. The east and westbound approaches on Canyon Road each have a shared through/right lane, a through lane, and a dedicated left-turn lane that is served with protected phasing. The northbound approach has both a dedicated left-turn lane and a dedicated right-turn lane. The southbound approach is a private driveway that has a right-turn lane and a shared through/left lane.

The intersection of SW Beaverton-Hillsdale Highway and SW 91st Avenue is a four-legged intersection controlled by a traffic signal. The eastbound and westbound approach both have a shared through/right lane, a through lane, and a dedicated left-turn lane that is served with flashing-yellow-arrow phasing. The northbound and southbound approach both have a shared through/right lane and a dedicated left-turn lane served by permissive phasing. The northbound approach is a private driveway serving the nearby school.

The intersection of SW Canyon Road at SW 93rd Avenue is a three-legged intersection controlled by a STOP sign on the northbound approach. The eastbound approach has a shared through/right lane and a through lane. The westbound approach has two through lanes and a center two-way left-turn lane that can serve as a refuge for left-turning vehicles. The northbound approach has a single shared lane for all turning movements.

A vicinity map showing the project site, the study area intersections, and the traffic control devices is shown in Figure 1 on page six.

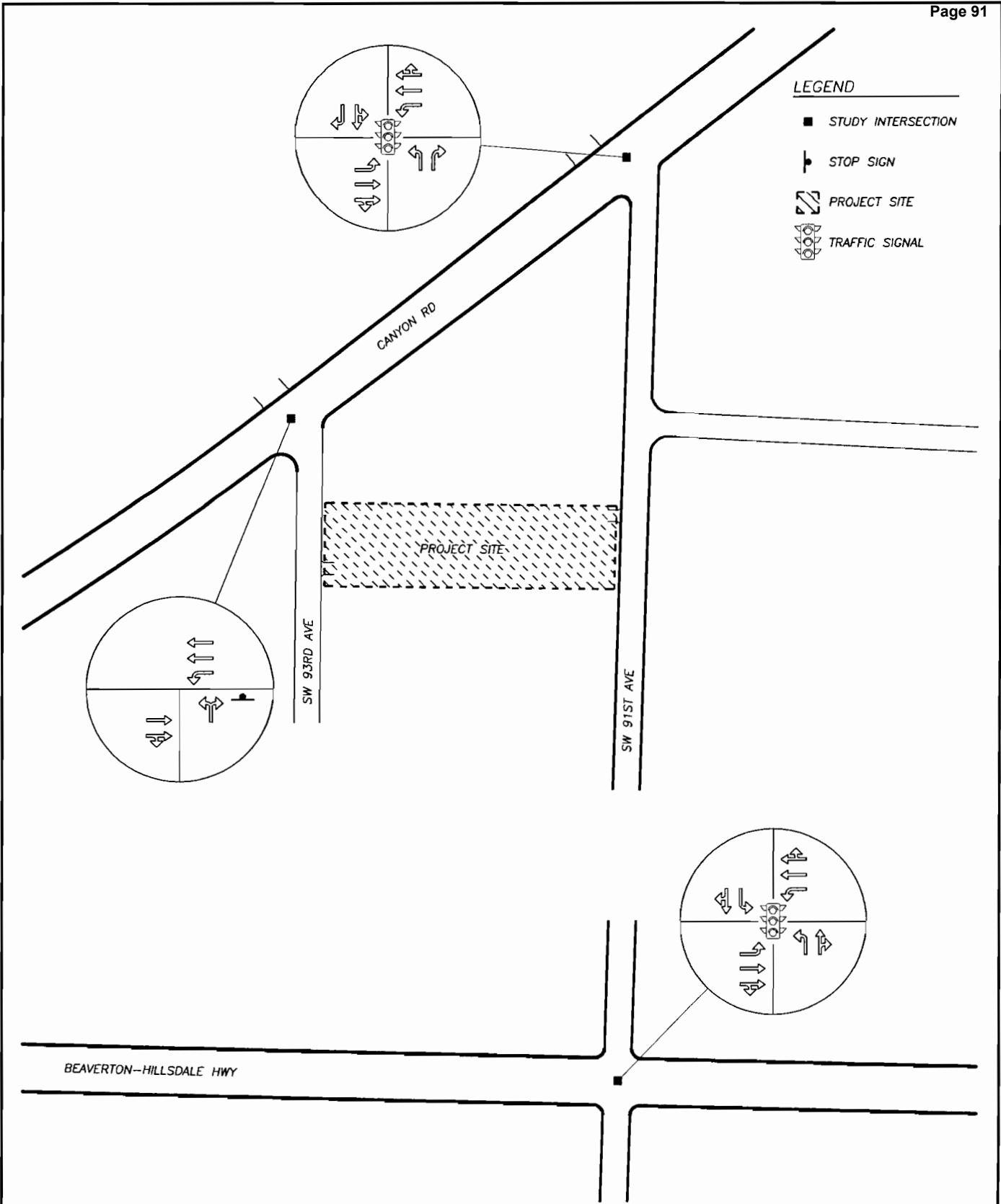
PUBLIC TRANSPORTATION

TriMet Bus Route 58, *Canyon Road*, serves stops along SW Canyon Road on its route between Beaverton Transit Center and the Portland City Center. The bus line operates on weekdays from 5:00 AM to 10:45 PM with headways between 15 and 30 minutes. The bus line also operates on Saturday from 10:15 AM to 6:00 PM with typical headways of 30 minutes and Sundays from 10:15 AM to 5:45 PM with typical headways of 60 minutes.

TRAFFIC COUNTS

Traffic counts were conducted at all study area intersections on June 26, 2013, from 4:00 PM to 6:00 PM and June 27, 2013, from 7:00 AM to 9:00 AM. Data was used from the system-wide peak of 7:15 AM to 8:15 AM for the morning peak hour and 4:50 PM to 5:50 PM for the evening peak hour.

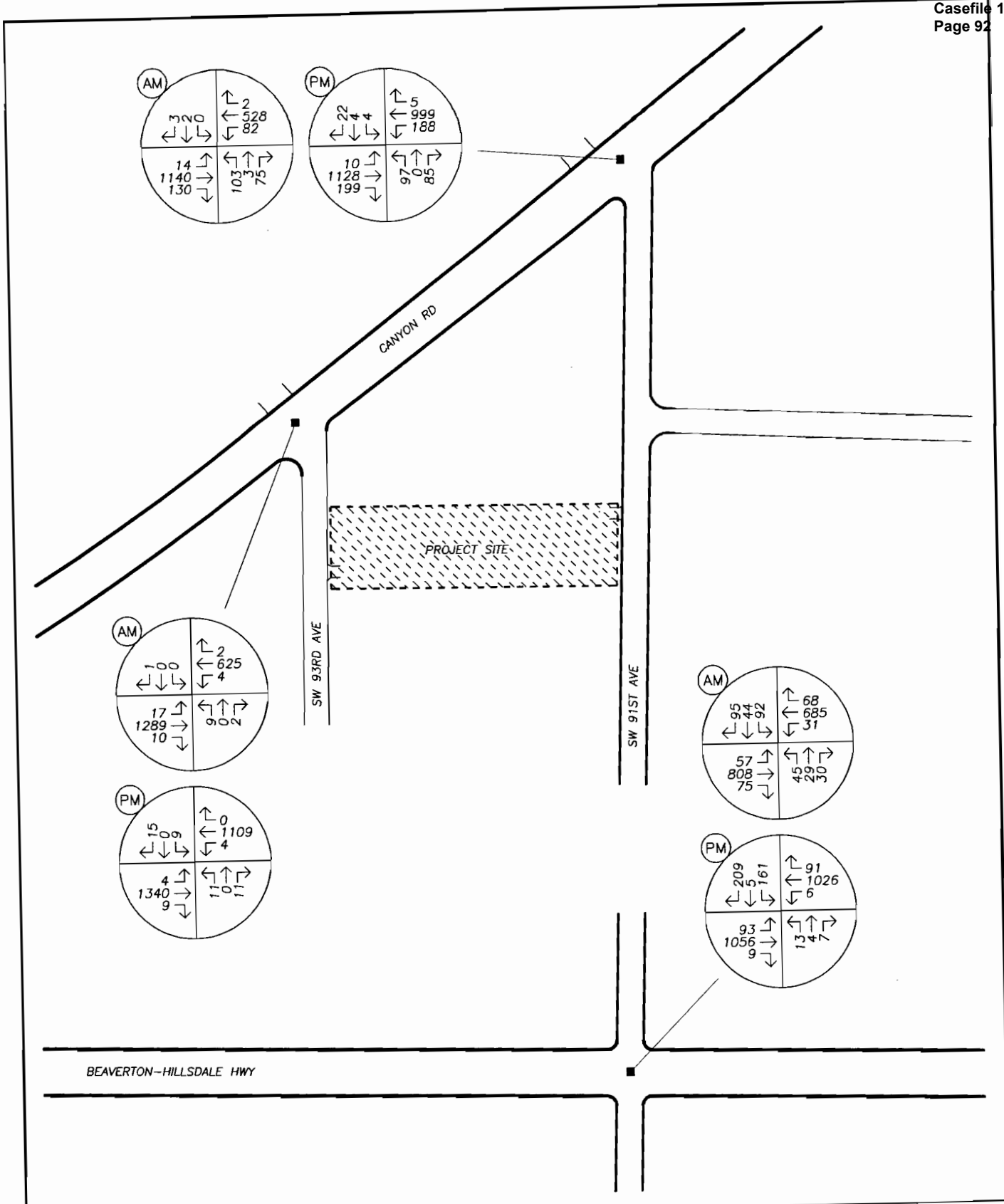
Figure 2 on page seven shows the existing traffic volumes at the study area intersections.



VICINITY MAP



FIGURE
1
PAGE
6



TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours



TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

The proposed zone change affects two lots of 0.50 acres each. The current zoning for these lots is R-5 which allows up to five units per acre. The proposed zone change to General Commercial (GC) will allow the area to accommodate a variety of commercial and retail development. However, due to the location of the property being separated from Canyon Road and not in open visibility, it is unlikely land-uses of high traffic intensity such as fast food or convenience stores would be developed.

To observe the effects of the zone change, reasonable worst-case assumptions were made for what possible development could occur under each zoning designation. For the R-5 zoning, it was assumed that the subject properties be developed with five single-family dwellings. Since one single-family dwelling currently exists on the eastern property, the trip generation was calculated for the four additional dwelling units. For the proposed GC zoning, it was assumed that the subject properties be developed with a 15,000 square foot expansion to the auto dealership located just to the north.

To estimate the trip generation from each of the scenarios, trip rates from *TRIP GENERATION*, Ninth Edition, published by the Institute of Transportation Engineers (ITE), were used. The trip rates employed were those given for land-use category 210, *Single Family Detached Housing*, and for land-use category 841, *New Car Sales*.

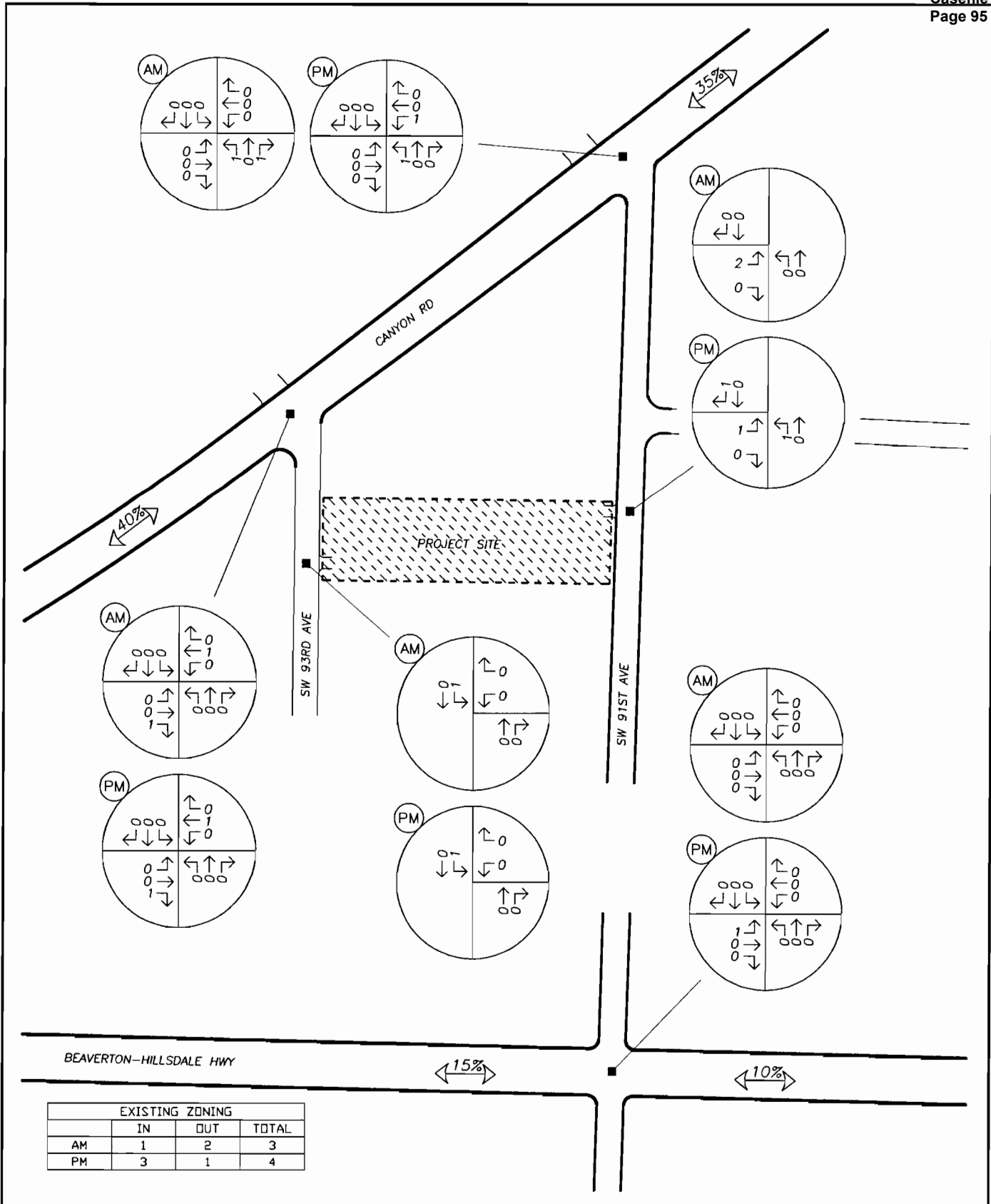
A summary of the trip generation calculations for each of the zoning scenarios is shown in the following table. Detailed trip generation calculations are included in the appendix to this report.

Trip Generation Summary								
	ITE Code	Size	Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
Existing Zoning								
Single-Family Dwellings	210	4 units	1	2	3	3	1	4
Proposed Zoning								
New Car Sales	841	15 ksf	22	7	29	16	23	39
Net Difference			21	5	26	13	22	35

TRIP DISTRIBUTION

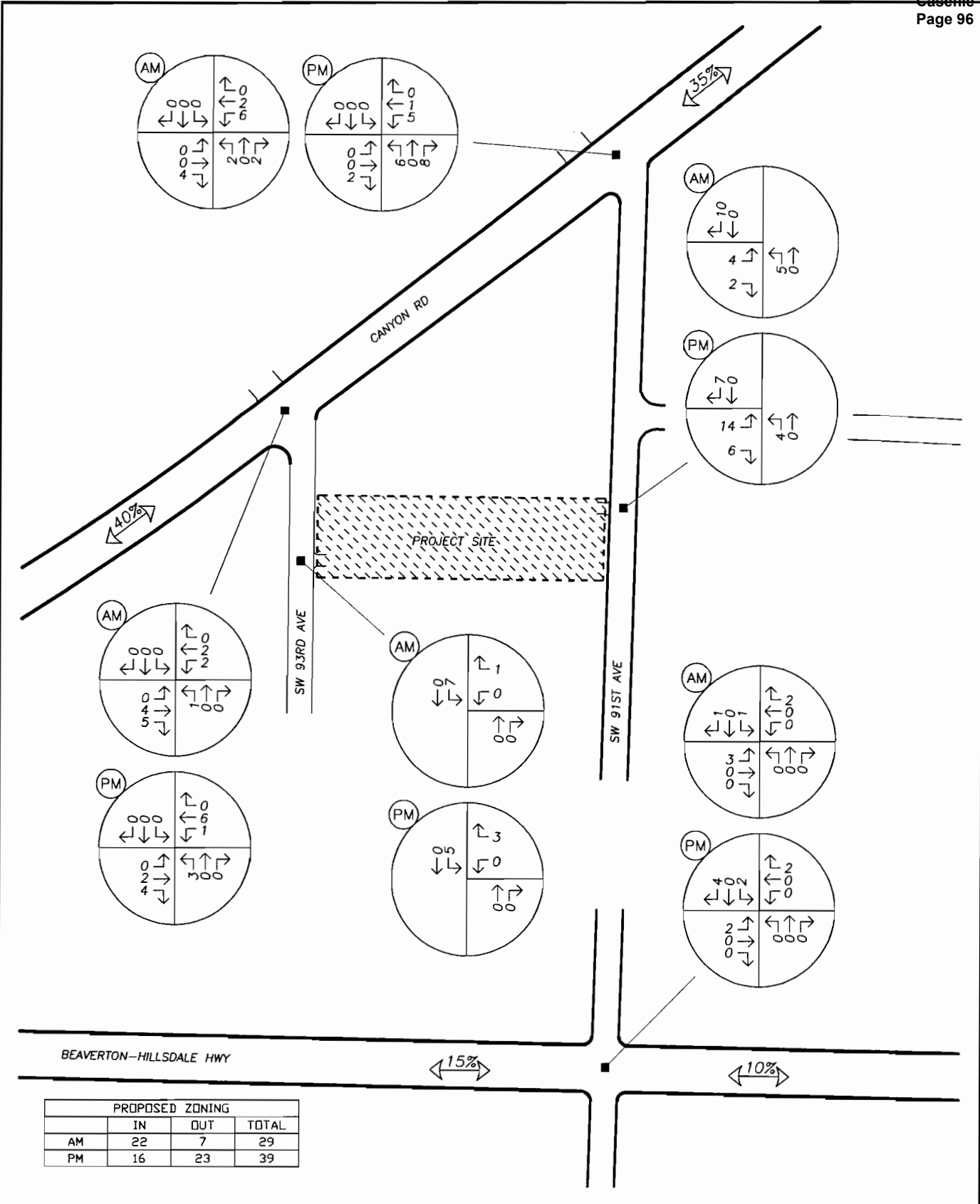
The subject properties are located just south of an auto dealer that abuts Canyon Road and it is expected that majority of traffic that patronize the site arrive and depart via this highway. A portion of the site-generated traffic is also assumed to travel along on SW 91st Avenue on their way to/from Beaverton-Hillsdale Highway. Using the current traffic patterns found along both Canyon Road and Beaverton-Hillsdale Highway, it was assumed a slight majority of the site traffic would travel westward towards Beaverton while the remaining travel east.

The trip assignment for the reasonable worst-case scenario under the current zoning and under the proposed zoning is shown in Figure 3 on page 10 and in Figure 4 on page 11, respectively.



SITE TRIP DISTRIBUTION & ASSIGNMENT
Reasonable Worst-Case - Existing Zoning
AM & PM Peak Hours





SITE TRIP DISTRIBUTION & ASSIGNMENT
Reasonable Worst-Case - Proposed Zoning
AM & PM Peak Hours



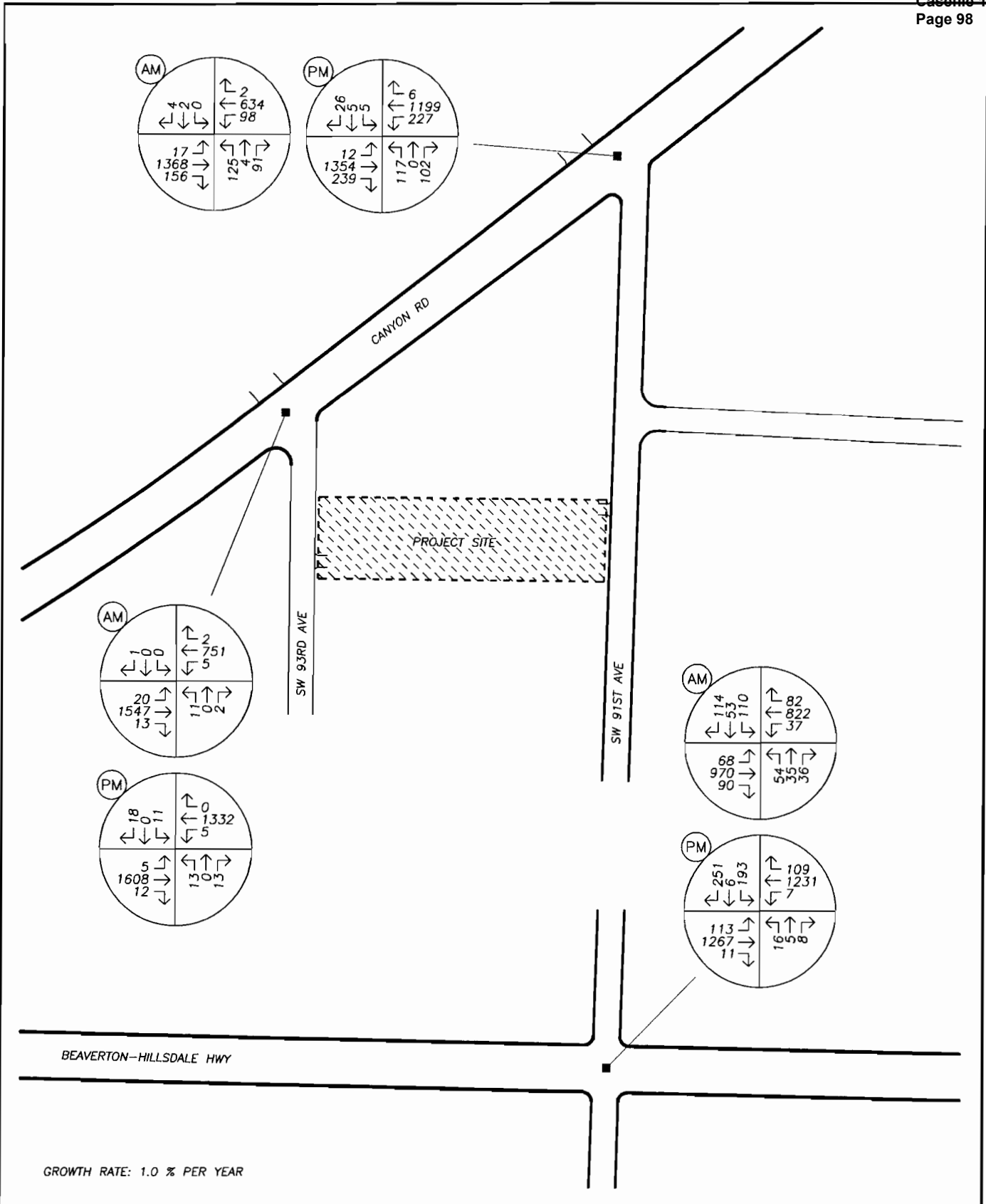
OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

To provide analysis of the impact of the proposed zone change on the nearby transportation facilities, an estimation of future traffic volumes is required. In order to calculate the future traffic volumes, a growth rate must be applied to existing traffic volumes.

Future traffic volumes were projected in conformance with the requirements established in ODOT's Analysis Procedures Manual. Based on data from ODOT's Future Volumes Table, a growth rate of 0.6 percent per year was derived for Canyon Road and a growth rate of 0.5 percent per year was derived for Beaverton-Hillsdale Highway. To maintain a conservative analysis, a 1.0 percent per year growth rate was used for both highways.

The 1.0 percent per year growth rate was applied over the 20-year planning horizon to both the traffic volumes on Canyon Road and Beaverton-Hillsdale Highway. Figure 5 on page 13 shows the projected year 2033 traffic volumes assuming the maximum build-out under the current zoning. Figure 6 on page 14 shows the projected year 2033 traffic volumes assuming the maximum build-out under the proposed zoning.

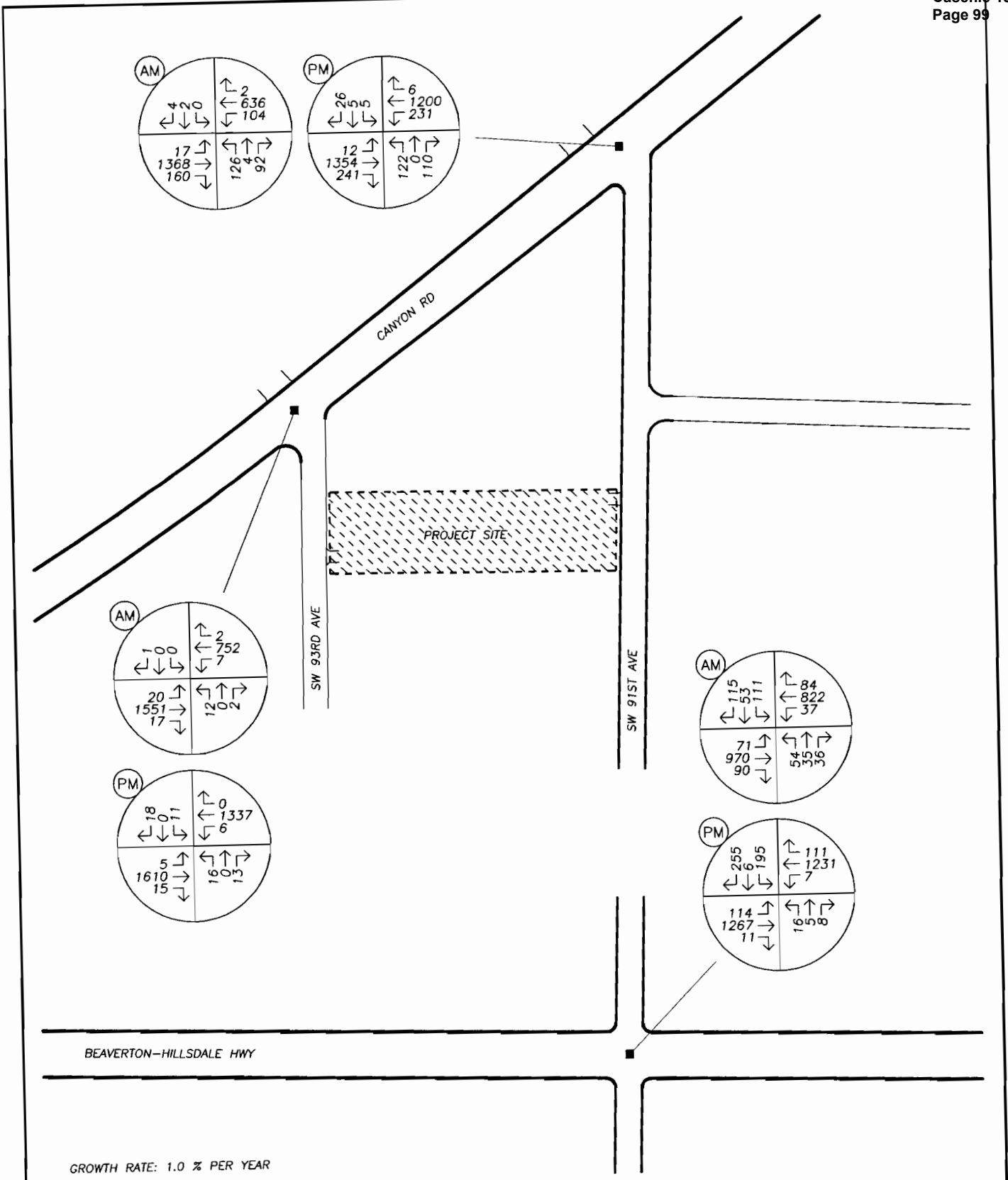


GROWTH RATE: 1.0 % PER YEAR



TRAFFIC VOLUMES
Year 2033 Planning Horizon Built Under Current Zoning
AM & PM Peak Hours





TRAFFIC VOLUMES
Year 2033 Planning Horizon Built Under Proposed Zoning
AM & PM Peak Hours



CAPACITY ANALYSIS

To determine the level of service at the study intersections, a capacity analysis was conducted. Since Beaverton-Hillsdale Highway (Oregon Highway 10) and Canyon Road (Oregon Highway 8) are under ODOT jurisdiction, their performance standards based on a volume-to-capacity (v/c) ratio were used for evaluation. The v/c ratio is a measure that compares the traffic volume (demand) against the available capacity of an intersection. According to the Oregon Highway Plan Mobility Standard Guidelines, a v/c ratio of 0.99 or less is required for intersections within the Portland metropolitan area. This is also the applicable performance standard adopted by Washington County.

The study area intersections were analyzed using the signalized and unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL*, published by the Transportation Research Board. The analysis was made for the morning and evening peak hours for existing conditions, planning horizon conditions with full build-out under the current zoning, and planning horizon conditions with full build-out under the proposed zoning.

Currently, Beaverton-Hillsdale Highway at SW 91st Avenue operates at a v/c ratio of 0.51 during the morning peak hour and a v/c ratio of 0.69 during the evening peak hour. The intersection is projected to operate at a v/c ratio of 0.60 during the morning peak hour and at 0.78 during the evening peak hour throughout the planning horizon, regardless of which zoning designation is fully built-out.

The intersection of Canyon Road at SW 91st Avenue presently operates at a v/c ratio of 0.67 during the AM peak period and at 0.72 during the PM peak period. Under year 2033 conditions with full build-out under the current zoning designation, the intersection is projected to operate at a v/c ratio of 0.76 during the AM peak period and at 0.84 during the PM peak period. If built-out under the proposed zoning, the intersection is instead projected to operate at a v/c ratio of 0.77 during the AM peak period and at 0.85 during the PM peak period.

The intersection of Canyon Road at SW 93rd Avenue currently operates at a v/c ratio of 0.56 during the morning peak period and a v/c ratio of 0.60 during the evening peak period. Under year 2033 conditions with full build-out under the current zoning designation, the intersection is projected to operate at v/c of 0.67 during the morning peak period and at 0.72 during the evening peak period. If built-out under the proposed zoning, the v/c during the morning peak period is projected to increase slightly to 0.68 while the v/c ratio during the evening peak period is projected to remain at 0.72.

Each of the study intersections operates well within ODOT's performance standards throughout the planning horizon. Accordingly, no mitigation is recommended.

The results of the capacity analysis, along with the levels of service, delay, and v/c ratios are shown in the table on the following page. Detailed calculations, as well as tables showing the relationships between delay and level of service are included in the appendix to this report.

CAPACITY ANALYSIS SUMMARY						
	AM			PM		
	LOS	Delay (s)	v / c	LOS	Delay (s)	v / c
<i>Beaverton-Hillsdale Hwy at SW 91st Ave</i>						
Existing	B	11	0.51	B	13	0.69
2033 w/ Current Zoning	B	13	0.60	B	16	0.78
2033 w/ Proposed Zoning	B	13	0.60	B	17	0.78
<i>Canyon Rd at SW 91st Ave</i>						
Existing	B	20	0.67	C	23	0.72
2033 w/ Current Zoning	C	24	0.76	D	36	0.84
2033 w/ Proposed Zoning	C	24	0.77	D	38	0.85
<i>Canyon Rd at SW 93rd Ave</i>						
Existing	E	35	0.56	D	32	0.60
2033 w/ Current Zoning	E	46	0.67	E	41	0.72
2033 w/ Proposed Zoning	E	47	0.68	E	46	0.72
Level of service and delay provided for informational purposes only. Applicable performance standard for both ODOT and Washington County is v/c ratio.						

TRANSPORTATION PLANNING RULE

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

660-012-0060

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

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

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

In the case of this report, subsections (A) and (B) are not triggered, since the proposed zone change will not impact or alter the functional classification of any existing or planned facility and the proposal does not include a change to any functional classification standards.

Subsection (C) is also not triggered since each of the study intersections and adjacent area will meet performance standards throughout the planning horizon. The study intersections near the subject property have sufficient capacity to serve more traffic than is generated under the worst-case scenarios.

Based on the detailed analysis, the proposed zone change will not degrade the performance of any existing or planned transportation facility. Accordingly, the Transportation Planning Rule is satisfied.

SAFETY ANALYSIS

CRASH DATA ANALYSIS

Using data obtained from ODOT's Crash Data System, a review was performed for the most recent available five years of crash data (2007 – 2011) for each of the study area intersections. A crash rate was calculated under the common assumption that traffic counted during the PM peak period represents 10% of the average daily traffic (ADT) at the intersection. Crash rates greater than 1.0 crashes per million entering vehicles (CMEV) are generally indicative of a need for further investigation and possible mitigation.

The intersection of Canyon Road at SW 91st Avenue had one crash during the analysis period giving a crash rate of 0.02 CMEV. The crash was a rear-end collision that resulted in a possible injury or complaint of pain (*Injury-C*).

The intersection of Beaverton-Hillsdale Highway at SW 91st Avenue had 13 crashes during the analysis period giving a crash rate of 0.27 CMEV. Four crashes were rear-end collisions, eight were turning or angle-type collisions, and one crash was a sideswipe-overtaking incident. Seven of the crashes resulted in property damage only (*PDO*), two crashes in a severity of *Injury-C*, three crashes in a severity of non-incapacitating injury (*Injury-B*), and one crash with a incapacitating injury (*Injury-A*). The *Injury-A* incident occurred when a vehicle failed to yield right-of-way when making a left-turn from Beaverton-Hillsdale Highway onto SW 91st Avenue.

The intersection of Canyon Road at SW 93rd Avenue had one crash during the analysis period giving a crash rate of 0.02 CMEV. The crash was a turning type collision that resulted in only property damage.

Based on the detailed review of all of the collision data, no significant crash patterns and no significant design concerns were identified at any of the study intersections. Accordingly, no safety mitigations are recommended.

CONCLUSIONS

The traffic resulting from the proposed zone change from R-5 to General Commercial of two half-acre properties located at 3485 SW 91st Avenue and 3480 SW 93rd Avenue in Washington County, Oregon, will not cause any significant impact to the transportation network in the surrounding area.

The full development of the properties under the proposed zoning will not significantly affect existing or planned transportation facilities as defined under Oregon's Transportation Planning Rule. Accordingly, no mitigation is recommended.

The operational analysis of the study intersections shows adequate capacity throughout the planning horizon, regardless of the zoning designation of the two properties. No operational mitigations are recommended.

A detailed observation of the crash history at the study intersections shows no trends that are indicative of safety issues that need to be addressed. No safety mitigations are recommended.

Based on the detailed analysis, no mitigations are required or recommended for the zone change from R-5 to General Commercial.

APPENDIX



LEVEL OF SERVICE

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

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

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

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

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

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

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



*LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS*

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

*LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS*

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



Speed Zone Order

Whereas, the Oregon Department of Transportation, has been requested to perform an investigation pursuant to the provisions of ORS 810.180, has caused an engineering and traffic investigation to be made for the section(s) of state highway, county highway, city highway, or highway under the jurisdiction of a federal agency described below (highway means public way); and

Whereas, the State Traffic Engineer has been authorized to act on behalf of the Oregon Transportation Commission; and

Whereas, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the Traffic Management Section of the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the Traffic Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name Tualatin Valley Hwy (OR 8)

LOCATION OF TERMINI

From	MP	To	MP	Designated Speed (Miles Per Hour)
<i>On Tualatin Valley Hwy (two-way)</i>				
150 feet west of Sunset Hwy (US 26) Overcrossing	0.20	150 feet east of Camelot Court	0.31	40 ₂
150 feet east of Camelot Court	0.31	0.18 mile east of Canyon Drive	1.25	40 ₃
0.18 mile east of Canyon Drive	1.25	50 feet west of Canyon Lane	1.61	35 ₃
50 feet west of Canyon Lane	1.61	200 feet east of SW 110th Avenue	2.71	35 ₂
200 feet east of SW 110th Avenue	2.71	250 feet west of SW Hocken Avenue	4.07	35 ₃
250 feet west of SW Hocken Avenue	4.07	0.12 mile west of SW Murray Boulevard	4.70	45 ₃
0.12 mile west of SW Murray Boulevard	4.70	300 feet west of SW 174th Avenue	6.13	45 ₂
300 feet west of SW 174th Avenue	6.13	150 feet west of SW 187th Avenue	6.76	35 ₂
150 feet west of SW 187th Avenue	6.76	200 feet east of SW Cornelius Pass Road	8.28	45 ₂
200 feet east of SW Cornelius Pass Road	8.28	0.28 mile east of SE 32nd Avenue	10.90	45 ₄
0.28 mile east of SE 32nd Avenue	10.90	0.15 mile south of SE Maple Street	12.03	35 ₄
<i>On SE 10th Avenue</i>				
0.15 mile south of SE Maple Street	12.03	50 feet south of SE Walnut Street	12.35	35 ₄
50 feet south of SE Walnut Street	12.35	SE Baseline Street	12.53	30 ₄
<i>On SE/SW Baseline Street (one-way westbound)</i>				
SE 10th Avenue	12.53	SW Dennis Avenue	13.58	30 ₄
SW Dennis Avenue	13.58	SW Main Extension	13.92	35 ₄
SW Main Extension	13.92	250 feet east of SW 17th Avenue	14.10	40 ₄
<i>On SE/SW Oak Street (one way eastbound) (Roadbed 2)</i>				
SE 10th Avenue	[2]12.39	500 feet west of SW Dennis Avenue	[2]13.60	30 ₄
500 feet west of SW Dennis Avenue	[2]13.60	SW Baseline Street	[2]14.02	40 ₄
<i>On SW Baseline Street (two-way)</i>				
250 feet east of SW 17th Avenue	14.10	Dairy Creek Bridge	14.31	40 ₄

Speed Zone Order

EXHIBIT C
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Date **October 10, 2007** Order No. **J7979**

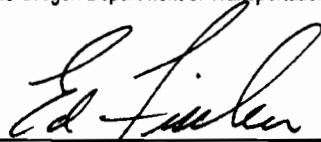
Dairy Creek Bridge	14.31	450 feet west of NW 341st Avenue	15.21	50 ₂
450 feet west of NW 341st Avenue	15.21	SW 345th Avenue	15.36	50 ₅
SW 345th Avenue	15.36	East end of one-way couplet	15.98	40 ₅
<u>On N Adair Street (one-way westbound)</u>				
East end of one-way couplet	15.98	N 19th Avenue	16.13	40 ₅
N 19th Avenue	16.13	N 4th Avenue	17.03	30 ₁₅
N 4th Avenue	17.03	0.19 mile west of N 4th Avenue	17.22	40 ₅
0.19 mile west of N 4th Avenue	17.22	West end of one-way couplet	17.51	40 ₆
<u>On Baseline Street (one-way eastbound) (Roadbed 2)</u>				
East end of one-way couplet	[2]15.98	N 19th Avenue	[2]16.13	40 ₅
N 19th Avenue	[2]16.13	N 4th Avenue	[2]17.03	30 ₁₅
N 4th Avenue	[2]17.03	0.19 mile west of N 4th Avenue	[2]17.22	40 ₅
0.19 mile west of N 4th Avenue	17.22E	West end of one-way couplet	17.50E	40 ₁₆
<u>On Pacific Avenue (two-way)</u>				
West end of one-way couplet	17.51	Quince Street/Martin Road	17.88	40 ₆
<u>On Tualatin Valley Hwy (two-way)</u>				
Pacific Avenue	17.88	Poplar Street	18.26	45 ₆
<small>1 Except that in the following section(s), the designated speed shall be 20 mph as per provisions of ORS 811.111 Subsection 1(e) and ORS 810.200;</small>				
250 feet west of N 17th Avenue	16.33	N 14th Avenue	16.44	
N 14th Avenue	[2]16.44	250 feet west of N 14th Avenue	[2]16.49	
200 feet east of Mt. View Lane	17.42E	200 feet west of Mt. View Lane	17.50E	
<small>2 OTC 3 City of Beaverton 4 City of Hillsboro 5 City of Cornelius 6 City of Forest Grove</small>				
This rescinds Joint Order J7491 of 10/5/2004				

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 4(c) and/or Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Be it further ordered that the Traffic Engineer of the Oregon Department of Transportation is hereby delegated the authority to sign this order for and on behalf of the Department.



Ed Fischer, State Traffic Engineer



Speed Zone Order

Corrected Copy

Whereas, the Oregon Department of Transportation, has been requested to perform an investigation pursuant to the provisions of ORS 810.180, has caused an engineering and traffic investigation to be made for the section(s) of state highway, county highway, city highway, or highway under the jurisdiction of a federal agency described below (highway means public way); and

Whereas, the State Traffic Engineer has been authorized to act on behalf of the Oregon Transportation Commission; and

Whereas, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the Traffic Management Section of the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the Traffic Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name Beaverton-Hillsdale Hwy (Street) \ Beaverton-Hillsdale Hwy (OR 10) \ SW Beaverton Hwy (Street)

LOCATION OF TERMINI

From	MP	To	MP	Designated Speed (Miles Per Hour)
<i>On Beaverton-Hillsdale Hwy (City Street)</i>				
SW Lombard Avenue		200 feet west of Beaverton-Tigard Hwy (OR 217)	0.97	30 ₂
<i>On Beaverton-Hillsdale Hwy (State Highway)</i>				
200 feet west of Beaverton-Tigard Hwy (OR 217) u-xing	0.97	50 feet east of SW 107th Avenue	1.32	30 ₃
50 feet east of SW 107th Avenue	1.32	50 feet east of Laurelwood Avenue	2.57	35 _{1 3}
50 feet east of Laurelwood Avenue	2.57	400 feet west of SW 65th Avenue	3.33	35 ₄
400 feet west of SW 65th Avenue	3.33	SW 65th Avenue (Washington/Multnomah Co. Line)	3.41	35 ₅
<i>On SW Beaverton Hwy (City Street)</i>				
SW 65th Avenue (Washington/Multnomah Co. Line)	3.41	500 feet west of SW 25th Avenue		40 ₆
500 feet west of SW 25th Avenue		SW Capitol Highway / SW Bertha Court		30 ₆
1 Except that in the following section(s), the designated speed shall be 20 mph as per provisions of ORS 811.111 Subsection 1(e) and ORS 810.200;				
450 feet west of SW 91st Avenue	1.96	275 feet west of Apple Way	2.35	
2 City of Beaverton - Road Authority				
3 ODOT - Road Authority; City of Beaverton - Interested Jurisdiction				
4 ODOT - Road Authority (in Washington County)				
5 ODOT - Road Authority; City of Portland - Interested Jurisdiction (City limits coincident with centerline)				
6 City of Portland - Road Authority				
This rescinds Joint Order J7490 of 2/22/2005				

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 4(c) and/or Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Speed Zone Order

EXHIBIT C

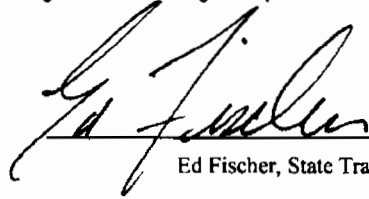
Corrected Copy Case No. 18-402-PA

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Date July 08, 2008

Order No. J8130

Be it further ordered that the Traffic Engineer of the Oregon Department of Transportation is hereby delegated the authority to sign this order for and on behalf of the Department.



Ed Fischer, State Traffic Engineer

SPEED ZONE ORDER BY DELEGATED AUTHORITY

Whereas, the Oregon Department of Transportation, Traffic Engineer, as requested by Washington County, pursuant to the provisions of ORS 810.180, has caused an engineering and traffic investigation to be made for the section(s) of state highway, county highway, city highway, or highway under the jurisdiction of a federal agency described below (highway means public way); and

Whereas, the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the Traffic Engineering Section of the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigations, the Traffic Engineer has found that the speed designated in ORS 811.105 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name..... SW 91st Avenue

Number.....Route Number.....

LOCATION OF TERMINI

From	To	Designated Speed (Miles Per Hour)
Tualatin Valley Highway No. 29 (SW Canyon Road)	Beaverton-Hillsdale Highway No. 40	30 mph


This rescinds Resolution No. 705, dated February 4, 1960.

Be it further ordered that..... Washington County install appropriate signs (agency responsible for signing) on the above section(s) of highway, giving notice of the designated speed therefore.

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Be it further ordered that the Traffic Engineer of the Oregon Department of Transportation is hereby delegated the authority to sign this order for and on behalf of the Department.


 (Traffic Engineer)



58-Canyon Rd

Weekday		To Beaverton TC		
SW Jefferson & 5th Stop ID 12791	SW Jefferson & 20th Stop ID 3054	Hwy 26/Canyon Rd/Fairme & SW Skyline Stop ID 895	SW Canyon & 87th Stop ID 914	Beaverton Transit Center
5:20	5:24	5:30	5:33	5:40
5:50	5:54	6:00	6:03	6:10
6:20	6:24	6:30	6:33	6:41
6:52	6:57	7:03	7:06	7:14
7:09	7:14	7:20	7:23	7:31
7:26	7:31	7:37	7:41	7:49
7:47	7:52	7:58	8:02	8:10
8:21	8:26	8:32	8:36	8:44
8:51	8:56	9:01	9:05	9:13
9:22	9:27	9:32	9:36	9:44
9:51	9:56	10:01	10:05	10:13
10:22	10:27	10:32	10:36	10:44
10:53	10:58	11:03	11:07	11:15
11:25	11:30	11:35	11:39	11:48
11:56	12:01	12:06	12:10	12:19
12:29	12:34	12:39	12:43	12:52
1:01	1:06	1:11	1:16	1:25
1:33	1:38	1:43	1:48	1:57
2:04	2:09	2:14	2:19	2:28
2:35	2:40	2:45	2:50	2:59
3:07	3:12	3:18	3:24	3:33
3:38	3:44	3:50	3:56	4:06
4:09	4:15	4:21	4:27	4:37
4:40	4:46	4:52	4:58	5:08
5:10	5:16	5:23	5:29	5:38
5:39	5:45	5:52	5:58	6:07
6:08	6:13	6:19	6:24	6:33
6:38	6:43	6:48	6:52	7:00
7:08	7:13	7:18	7:22	7:29
7:38	7:43	7:48	7:52	7:59
8:08	8:13	8:18	8:22	8:29
8:38	8:43	8:48	8:52	8:58
9:38	9:43	9:48	9:52	9:58
10:36	10:41	10:46	10:49	10:55

Times in darker print are p.m.

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

58-Canyon Rd

Weekday		To Portland City Center		
Beaverton Transit Center Stop ID 9976	SW Canyon & 87th Stop ID 913	Hwy 26 On Ramp & SW Skyline Stop ID 894	SW Columbia & 18th Stop ID 10168	SW Columbia between 6th & 8th Stop ID 12793
5:01	5:07	5:11	5:16	5:19
5:30	5:36	5:40	5:45	5:48
5:58	6:04	6:10	6:15	6:18
6:26	6:33	6:39	6:46	6:50
6:41	6:49	6:55	7:02	7:07
6:55	7:03	7:11	7:19	7:24
7:14	7:22	7:31	7:40	7:45
7:32	7:40	7:49	7:59	8:04
7:48	7:56	8:05	8:14	8:19
8:22	8:30	8:37	8:45	8:49
8:56	9:04	9:10	9:17	9:20
9:27	9:35	9:40	9:46	9:49
9:58	10:06	10:11	10:17	10:20
10:29	10:37	10:42	10:48	10:51
11:01	11:09	11:14	11:20	11:23
11:32	11:40	11:45	11:51	11:54
12:04	12:12	12:17	12:23	12:27
12:35	12:44	12:49	12:55	12:59
1:07	1:16	1:21	1:27	1:31
1:38	1:47	1:52	1:58	2:02
2:09	2:18	2:23	2:29	2:33
2:41	2:50	2:55	3:01	3:05
3:11	3:20	3:25	3:32	3:36
3:42	3:51	3:56	4:03	4:07
4:12	4:22	4:27	4:34	4:38
4:42	4:52	4:57	5:04	5:08
5:12	5:22	5:26	5:33	5:37
5:42	5:51	5:55	6:02	6:06
6:12	6:21	6:25	6:32	6:36
6:44	6:52	6:56	7:03	7:06
7:16	7:23	7:27	7:33	7:36
7:47	7:54	7:58	8:03	8:06
8:17	8:24	8:28	8:33	8:36
9:17	9:24	9:28	9:33	9:36
10:17	10:22	10:26	10:31	10:34

Times in darker print are p.m.

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



58-Canyon Rd

Saturday		To Beaverton TC		
SW Jefferson & 3th Stop ID 12791	SW Jefferson & 20th Stop ID 3054	Hwy 26/Canyon Rd Ramp & SW Skyline Stop ID 895	SW Canyon & 87th Stop ID 914	Beaverton Transit Center
10:32	10:36	10:41	10:45	10:53
11:02	11:06	11:11	11:15	11:23
11:32	11:36	11:41	11:45	11:53
12:02	12:06	12:11	12:15	12:23
12:32	12:36	12:41	12:45	12:53
1:02	1:06	1:11	1:15	1:24
1:32	1:36	1:41	1:45	1:54
2:02	2:06	2:11	2:15	2:24
2:32	2:36	2:41	2:45	2:54
3:02	3:06	3:11	3:15	3:24
3:32	3:36	3:41	3:45	3:54
4:02	4:06	4:11	4:15	4:24
4:32	4:36	4:41	4:45	4:54
5:02	5:06	5:11	5:15	5:24
5:32	5:36	5:41	5:45	5:54
6:02	6:06	6:11	6:15	6:23

Times in darker print are p.m.

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



58-Canyon Rd

Saturday To Portland City Center

Beaverton Transit Center Stop ID 9976	SW Canyon & 87th Stop ID 913	Hwy 26 On Ramp & SW Skyline Stop ID 894	SW Columbia & 18th Stop ID 10168	SW Columbia Between 6th & 5th Stop ID 12793
10:11	10:18	10:23	10:28	10:31
10:40	10:48	10:53	10:58	11:01
11:10	11:18	11:23	11:28	11:31
11:40	11:48	11:53	11:58	12:01
12:08	12:17	12:22	12:27	12:30
12:38	12:47	12:52	12:57	1:00
1:08	1:17	1:22	1:27	1:30
1:37	1:47	1:52	1:57	2:00
2:07	2:17	2:22	2:27	2:30
2:37	2:47	2:52	2:57	3:00
3:07	3:17	3:22	3:27	3:30
3:37	3:47	3:52	3:57	4:00
4:09	4:18	4:23	4:28	4:31
4:39	4:48	4:53	4:58	5:01
5:09	5:18	5:23	5:28	5:31
5:40	5:48	5:53	5:58	6:01

Times in darker print are p.m.

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

58-Canyon Rd				
Sunday		To Beaverton TC		
SW Jefferson & 8th Stop ID 12791	SW Jefferson & 20th Stop ID 3054	Hwy 26/Canyon Rd Ramp & SW Skyline Stop ID 895	SW Canyon & 87th Stop ID 914	Beaverton Transit Center
10:31	10:36	10:41	10:45	10:51
11:31	11:36	11:41	11:45	11:52
12:31	12:36	12:41	12:45	12:52
1:31	1:36	1:41	1:45	1:52
2:31	2:36	2:41	2:45	2:52
3:31	3:36	3:41	3:45	3:52
4:31	4:36	4:42	4:46	4:53
5:31	5:36	5:42	5:46	5:53

Times in darker print are p.m.

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

58-Canyon Rd

Sunday		To Portland City Center		
Beaverton Transit Center Stop ID 9976	SW Canyon & 87th Stop ID 913	Hwy 26 On Ramp & SW Skyline Stop ID 894	SW Columbia & 16th Stop ID 10168	SW Columbia between 6th & 5th Stop ID 12793
10:10	10:17	10:21	10:26	10:29
11:10	11:18	11:22	11:27	11:30
12:10	12:18	12:22	12:27	12:30
1:10	1:18	1:22	1:27	1:30
2:10	2:18	2:22	2:27	2:30
3:10	3:18	3:22	3:27	3:30
4:10	4:18	4:22	4:27	4:30
5:10	5:18	5:22	5:27	5:30

Times in darker print are p.m.

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

TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 2

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 1.00

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	1	1	2

WEEKDAY

Trip Rate: 9.52

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	10	10	20

SATURDAY

Trip Rate: 9.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	10	10	20

Source: TRIP GENERATION, Ninth Edition

TRIP GENERATION CALCULATIONS

Land Use: New Car Sales
Land Use Code: 841
Variable: 1000 Sq Ft Gross Floor Area
Variable Value: 15

AM PEAK HOUR

Trip Rate: 1.92

	Enter	Exit	Total
Directional Distribution	75%	25%	
Trip Ends	22	7	29

PM PEAK HOUR

Trip Rate: 2.62

	Enter	Exit	Total
Directional Distribution	40%	60%	
Trip Ends	16	23	39

WEEKDAY

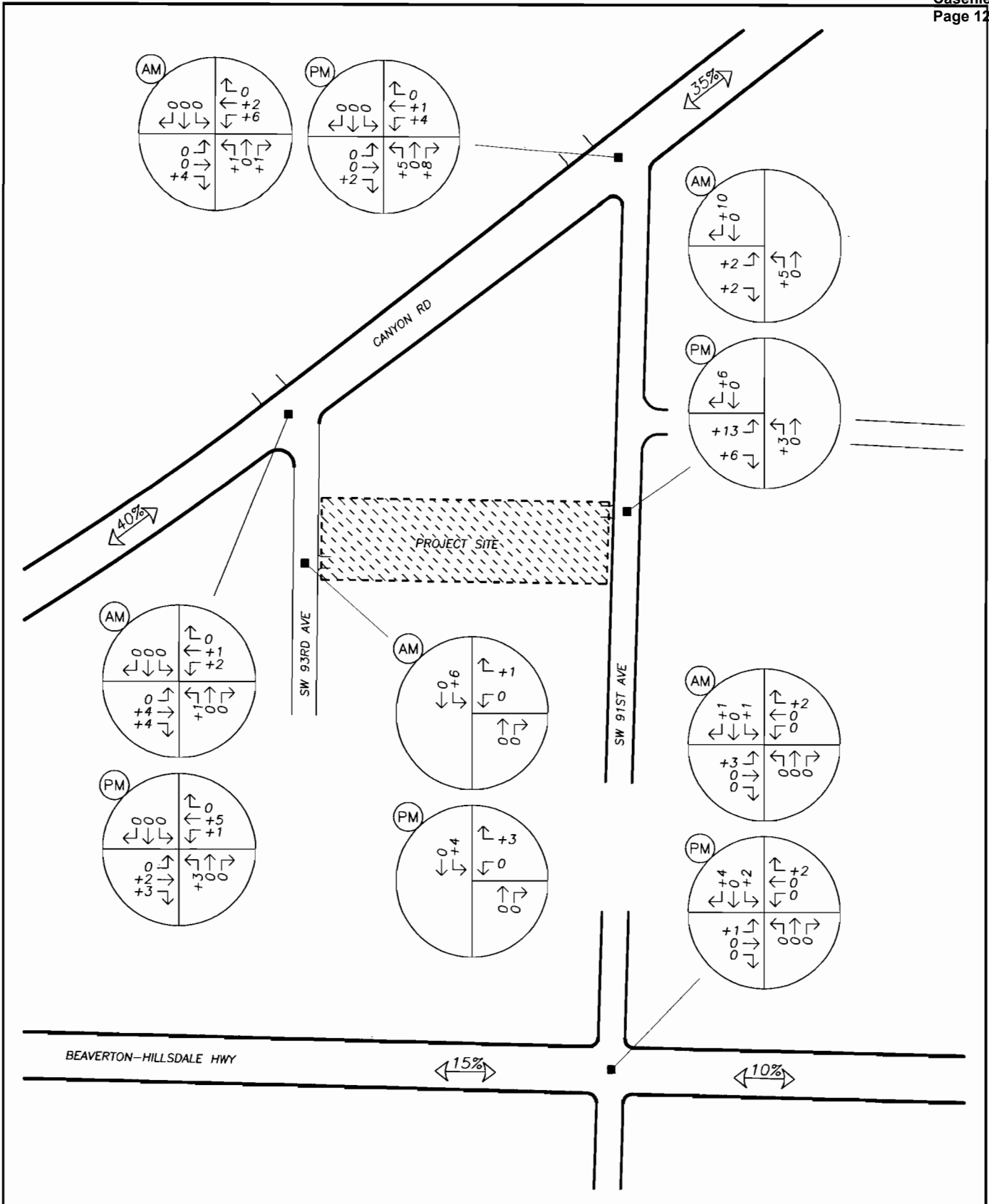
Trip Rate: 32.30

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	242	242	484

SATURDAY

Trip Rate: 29.74

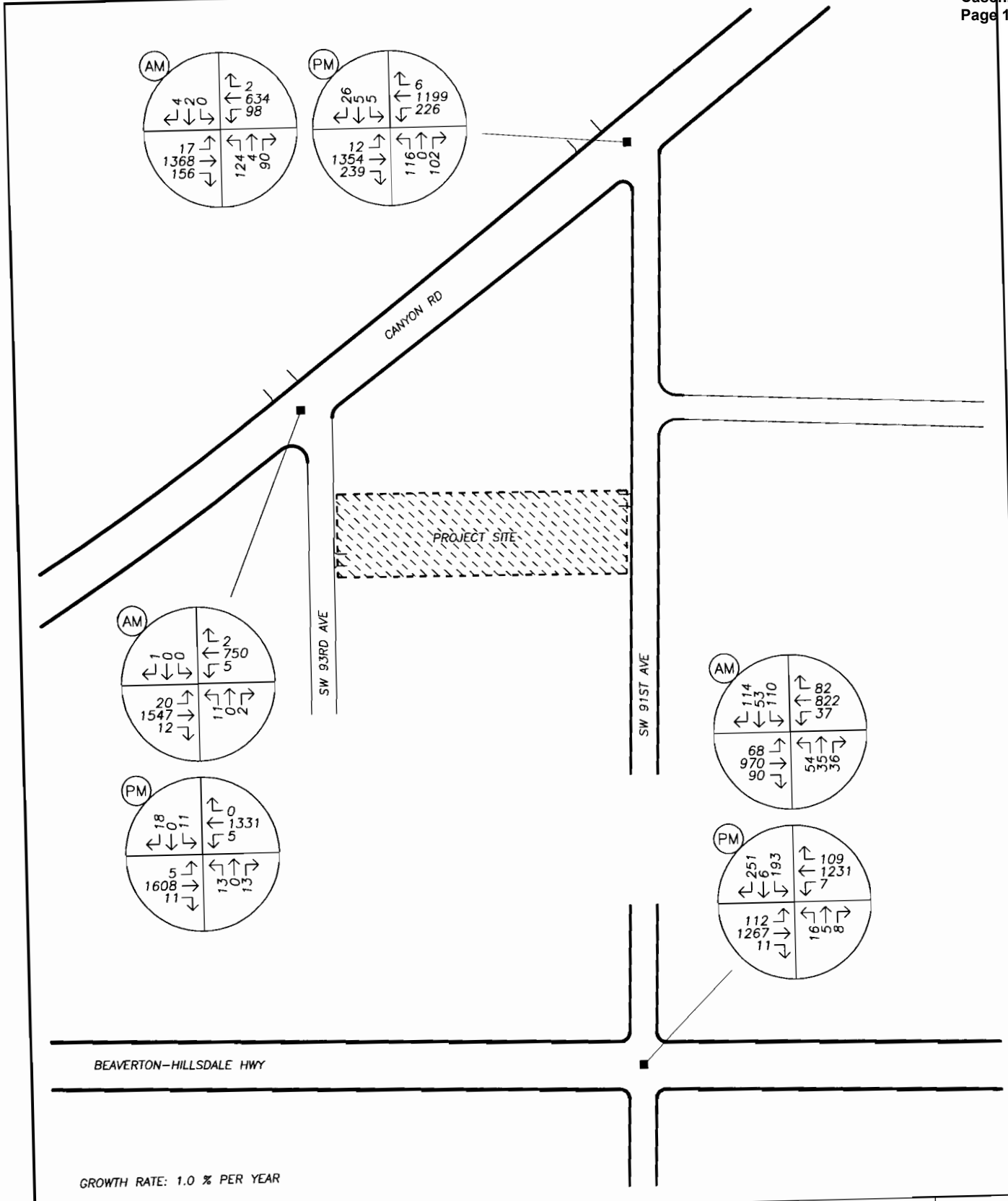
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	223	223	446



TRIP DISTRIBUTION & ASSIGNMENT
Net Difference Between Zoning w/ Full Build-out
AM & PM Peak Hours

no scale

FIGURE --
PAGE --



TRAFFIC VOLUMES
Year 2033 Planning Horizon
AM & PM Peak Hours



FIGURE
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PAGE
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HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

Existing Conditions - AM Peak
Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3453		1752	3446		1785	1724		1780	1673	
Flt Permitted	0.21	1.00		0.18	1.00		0.64	1.00		0.71	1.00	
Satd. Flow (perm)	380	3453		337	3446		1208	1724		1327	1673	
Volume (vph)	57	808	75	31	685	68	45	29	30	92	44	95
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	72	1023	95	39	867	86	57	37	38	116	56	120
RTOR Reduction (vph)	0	6	0	0	6	0	0	30	0	0	68	0
Lane Group Flow (vph)	72	1112	0	39	947	0	57	45	0	116	108	0
Confl. Peds. (#/hr)			2			9	2		5	5		2
Confl. Bikes (#/hr)			1			6						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	26.9	23.5		23.9	22.0		10.2	10.2		10.2	10.2	
Effective Green, g (s)	26.9	23.5		23.9	22.0		10.2	10.2		10.2	10.2	
Actuated g/C Ratio	0.57	0.49		0.50	0.46		0.21	0.21		0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	313	1705		226	1593		259	369		284	359	
v/s Ratio Prot	c0.02	c0.32		0.01	0.27			0.03				0.06
v/s Ratio Perm	0.11			0.08			0.05			c0.09		
v/c Ratio	0.23	0.65		0.17	0.59		0.22	0.12		0.41	0.30	
Uniform Delay, d1	5.4	9.0		6.5	9.5		15.4	15.1		16.1	15.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.9		0.4	0.6		0.4	0.1		1.0	0.5	
Delay (s)	5.7	9.9		6.8	10.1		15.9	15.2		17.1	16.2	
Level of Service	A	A		A	B		B	B		B	B	
Approach Delay (s)		9.7			10.0			15.5			16.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	47.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

Existing Conditions - AM Peak
Lithia Zone Change

Movement	NBL ²	NBL	NER	SEL	SER	SER2	NEL	NET	NEP	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔	↔	↔	↕	↕	↔	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frb, ped/bikes		1.00	0.98		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1570		1599		1752	3441		1736	3469	
Flt Permitted		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1570		1599		1752	3441		1736	3469	
Volume (vph)	103	3	75	0	2	3	14	1140	130	82	528	2
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	117	3	85	0	2	3	16	1295	148	93	600	2
RTOR Reduction (vph)	0	0	74	0	3	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	120	11	0	2	0	16	1436	0	93	602	0
Confl. Peds. (#/hr)			2	2					3			3
Confl. Bikes (#/hr)			2						1			2
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		11.0	11.0		6.5		1.6	42.0		7.1	47.5	
Effective Green, g (s)		11.0	11.0		6.5		1.6	42.0		7.1	47.5	
Actuated g/C Ratio		0.13	0.13		0.08		0.02	0.51		0.09	0.58	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		238	209		126		34	1750		149	1995	
v/s Ratio Prot		c0.07			c0.00		0.01	c0.42		c0.05	0.17	
v/s Ratio Perm			0.01									
v/c Ratio		0.50	0.05		0.02		0.47	0.82		0.62	0.30	
Uniform Delay, d1		33.3	31.3		35.1		40.1	17.1		36.5	9.0	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7	0.1		0.1		9.9	3.2		7.9	0.1	
Delay (s)		34.9	31.4		35.2		50.0	20.3		44.4	9.1	
Level of Service		C	C		D		D	C		D	A	
Approach Delay (s)		33.5		35.2			20.7				13.8	
Approach LOS		C		D			C				B	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	82.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
3: SW 93rd St & Canyon Rd

Existing Conditions - AM Peak
Lithia Zone Change

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	9	0	2	0	0	1	17	1289	10	4	625	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	10	0	2	0	0	1	19	1432	11	4	694	2
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93	0.93					
vC, conflicting volume	1835	2186	724	1464	2191	351	700		1445			
vC1, stage 1 conf vol	1478	1478		707	707							
vC2, stage 2 conf vol	357	709		756	1483							
vCu, unblocked vol	1822	2201	724	1421	2206	220	596		1445			
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2		4.2			
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	3.5	4.0	3.3	2.2		2.2			
p0 queue free %	91	100	100	100	100	100	98		99			
cM capacity (veh/h)	113	99	543	160	98	727	896		459			

Direction/Phase	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	12	1	19	955	489	4	463	234
Volume Left	10	0	19	0	0	4	0	0
Volume Right	2	1	0	0	11	0	0	2
cSH	132	727	896	1700	1700	459	1700	1700
Volume to Capacity	0.09	0.00	0.02	0.56	0.29	0.01	0.27	0.14
Queue Length 95th (ft)	8	0	2	0	0	1	0	0
Control Delay (s)	35.2	10.0	9.1	0.0	0.0	12.9	0.0	0.0
Lane LOS	E	A	A			B		
Approach Delay (s)	35.2	10.0	0.1			0.1		
Approach LOS	E	A						

Intersection Summary		
Average Delay		0.3
Intersection Capacity Utilization	49.9%	ICU Level of Service
Analysis Period (min)	15	A

* User Entered Value

HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

Existing Conditions - PM Peak
Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↗		↖	↗	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		0.99	1.00	
Frft	1.00	1.00		1.00	0.99		1.00	0.90		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3568		1787	3517		1762	1670		1755	1537	
Flt Permitted	0.11	1.00		0.20	1.00		0.45	1.00		0.75	1.00	
Satd. Flow (perm)	209	3568		381	3517		840	1670		1385	1537	
Volume (vph)	93	1056	9	6	1026	91	13	4	7	161	5	209
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	103	1173	10	7	1140	101	14	4	8	179	6	232
RTOR Reduction (vph)	0	0	0	0	6	0	0	6	0	0	181	0
Lane Group Flow (vph)	103	1183	0	7	1235	0	14	6	0	179	57	0
Confl. Peds. (#/hr)			11			14	18		7	7		18
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	42.2	37.4		32.8	32.0		14.1	14.1		14.1	14.1	
Effective Green, g (s)	42.2	37.4		32.8	32.0		14.1	14.1		14.1	14.1	
Actuated g/C Ratio	0.66	0.58		0.51	0.50		0.22	0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	289	2075		212	1750		184	366		304	337	
v/s Ratio Prot	c0.03	c0.33		0.00	c0.35			0.00			0.04	
v/s Ratio Perm	0.20			0.02			0.02			c0.13		
v/c Ratio	0.36	0.57		0.03	0.71		0.08	0.02		0.59	0.17	
Uniform Delay, d1	7.5	8.4		7.9	12.5		19.9	19.7		22.5	20.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.4		0.1	1.3		0.2	0.0		2.9	0.2	
Delay (s)	8.3	8.8		8.0	13.8		20.1	19.7		25.4	20.6	
Level of Service	A	A		A	B		C	B		C	C	
Approach Delay (s)		8.7			13.8			19.9			22.7	
Approach LOS		A			B			B			C	

HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

Existing Conditions - PM Peak
Lithia Zone Change

Movement	NBL2	NBL	NBR	SEL	SEL	SEH2	NBL	NET	NER	SWL	SWL	SWR
Lane Configurations		↔	↔	↔	↔		↔	↕	↕	↔	↔	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1567	1752	1568		1787	3482		1787	3571	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1567	1752	1568		1787	3482		1787	3571	
Volume (vph)	97	0	85	4	4	22	10	1128	199	188	999	5
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	107	0	93	4	4	24	11	1240	219	207	1098	5
RTOR Reduction (vph)	0	0	82	0	22	0	0	12	0	0	0	0
Lane Group Flow (vph)	0	107	11	4	6	0	11	1447	0	207	1103	0
Confl. Peds. (#/hr)	1		5	5		1			1			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		10.5	10.5	6.4	6.4		0.8	46.3		11.4	56.9	
Effective Green, g (s)		10.5	10.5	6.4	6.4		0.8	46.3		11.4	56.9	
Actuated g/C Ratio		0.12	0.12	0.07	0.07		0.01	0.51		0.13	0.63	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		207	182	124	111		16	1779		225	2243	
v/s Ratio Prot		c0.06		0.00	c0.00		0.01	c0.42		c0.12	0.31	
v/s Ratio Perm			0.01									
v/c Ratio		0.52	0.06	0.03	0.05		0.69	0.81		0.92	0.49	
Uniform Delay, d1		37.7	35.7	39.2	39.3		44.8	18.5		39.1	9.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.2	0.1	0.1	0.2		80.1	3.0		38.7	0.2	
Delay (s)		39.8	35.8	39.3	39.5		124.9	21.5		77.8	9.2	
Level of Service		D	D	D	D		F	C		E	A	
Approach Delay (s)		38.0		39.4				22.3			20.1	
Approach LOS		D		D				C			C	

HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
3: SW 93rd St & Canyon Rd

Existing Conditions - PM Peak
Lithia Zone Change

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↖	↕		↖	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	11	0	11	9	0	15	4	1340	9	4	1109	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	12	0	12	10	0	17	5	1523	10	5	1260	0
Pedestrians					1			1			3	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		TWLT			TWLT							
Median storage veh		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.83	0.83		0.83	0.83	0.83	0.83					
vC, conflicting volume	2194	2807	769	2056	2812	632	1261		1533			
vC1, stage 1 conf vol	1537	1537		1270	1270							
vC2, stage 2 conf vol	657	1270		786	1542							
vCu, unblocked vol	2234	2974	769	2068	2981	349	1108		1533			
tC, single (s)	7.6	6.6	7.0	7.5	6.5	6.9	4.1		4.1			
tC, 2 stage (s)	6.6	5.6		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	*2.0	4.0	*2.0	2.2		2.2			
p0 queue free %	87	100	97	92	100	98	99		99			
cM capacity (veh/h)	94	69	494	127	71	838	523		435			

Direction	NE 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	25	27	5	1015	518	5	840	420
Volume Left	12	10	5	0	0	5	0	0
Volume Right	12	17	0	0	10	0	0	0
cSH	158	270	523	1700	1700	435	1700	1700
Volume to Capacity	0.16	0.10	0.01	0.60	0.30	0.01	0.49	0.25
Queue Length 95th (ft)	14	8	1	0	0	1	0	0
Control Delay (s)	32.0	19.8	11.9	0.0	0.0	13.4	0.0	0.0
Lane LOS	D	C	B			B		
Approach Delay (s)	32.0	19.8	0.0			0.0		
Approach LOS	D	C						

Intersection Summary	
Average Delay	0.5
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15
ICU Level of Service	A

* User Entered Value

HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

2033 Built w/ Current Zoning - AM Peak
Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBF	SEL	SBT	SBH
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3453		1752	3445		1784	1722		1779	1672	
Flt Permitted	0.16	1.00		0.14	1.00		0.53	1.00		0.70	1.00	
Satd. Flow (perm)	299	3453		253	3445		990	1722		1308	1672	
Volume (vph)	68	970	90	37	822	82	54	35	36	110	53	114
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	86	1228	114	47	1041	104	68	44	46	139	67	144
RTOR Reduction (vph)	0	6	0	0	6	0	0	33	0	0	68	0
Lane Group Flow (vph)	86	1336	0	47	1139	0	68	57	0	139	143	0
Confl. Peds. (#/hr)			2			9	2		5	5		2
Confl. Bikes (#/hr)			1			6						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	32.9	29.5		32.3	29.2		12.2	12.2		12.2	12.2	
Effective Green, g (s)	32.9	29.5		32.3	29.2		12.2	12.2		12.2	12.2	
Actuated g/C Ratio	0.58	0.52		0.57	0.51		0.21	0.21		0.21	0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	260	1793		226	1771		213	370		281	359	
v/s Ratio Prot	c0.02	c0.39		0.01	0.33			0.03			0.09	
v/s Ratio Perm	0.17			0.11			0.07			c0.11		
v/c Ratio	0.33	0.75		0.21	0.64		0.32	0.15		0.49	0.40	
Uniform Delay, d1	6.4	10.7		7.2	10.0		18.8	18.1		19.6	19.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	1.7		0.5	0.8		0.9	0.2		1.4	0.7	
Delay (s)	7.2	12.4		7.6	10.8		19.7	18.3		21.0	19.9	
Level of Service	A	B		A	B		B	B		C	B	
Approach Delay (s)		12.1			10.7			18.9			20.3	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	56.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

2033 Built w/ Current Zoning - AM P
Lithia Zone Change

Movement	NBL2	NBL	NBR	SBL	SBR	SBR2	NEL	NET	NBR	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔		↔	↕		↔	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00	0.98		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1568		1599		1752	3440		1736	3469	
Flt Permitted		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1568		1599		1752	3440		1736	3469	
Volume (vph)	125	4	91	0	2	4	17	1368	156	98	634	2
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	142	5	103	0	2	5	19	1555	177	111	720	2
RTOR Reduction (vph)	0	0	90	0	5	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	147	13	0	2	0	19	1726	0	111	722	0
Confl. Peds. (#/hr)			2	2					3			3
Confl. Bikes (#/hr)			2	2					1			2
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		13.2	13.2		5.9		1.9	61.7		10.1	69.9	
Effective Green, g (s)		13.2	13.2		5.9		1.9	61.7		10.1	69.9	
Actuated g/C Ratio		0.12	0.12		0.06		0.02	0.58		0.09	0.65	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		221	194		88		31	1985		164	2268	
v/s Ratio Prot		c0.08			c0.00		0.01	c0.50		c0.06	0.21	
v/s Ratio Perm			0.01									
v/c Ratio		0.67	0.07		0.03		0.61	0.87		0.68	0.32	
Uniform Delay, d1		44.7	41.4		47.8		52.1	19.2		46.8	8.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.3	0.1		0.1		30.9	4.4		10.5	0.1	
Delay (s)		52.1	41.5		47.9		83.1	23.6		57.4	8.2	
Level of Service		D	D		D		F	C		E	A	
Approach Delay (s)		47.7		47.9			24.2				14.7	
Approach LOS		D		D			C				B	
HCM Average Control Delay			23.5									
HCM Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			106.9						16.0			
Intersection Capacity Utilization			65.8%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
3: SW 93rd St & Canyon Rd

2033 Built w/ Current Zoning - AM Peak
Lithia Zone Change

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	11	0	2	0	0	1	20	1547	13	5	751	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	0	2	0	0	1	22	1719	14	6	834	2
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92	0.92					
vC, conflicting volume	2202	2623	869	1756	2629	421	840			1735		
vC1, stage 1 conf vol	1773	1773		850	850							
vC2, stage 2 conf vol	429	851		906	1780							
vCu, unblocked vol	2220	2679	869	1734	2686	279	735			1735		
tC, single (s)	*7.0	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)	6.0	5.5		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	100	99	100	100	100	97			98		
cM capacity (veh/h)	91	70	427	122	69	660	786			354		

Direction/Approach	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	14	1	22	1146	587	6	556	280
Volume Left	12	0	22	0	0	6	0	0
Volume Right	2	1	0	0	14	0	0	2
cSH	103	660	786	1700	1700	354	1700	1700
Volume to Capacity	0.14	0.00	0.03	0.67	0.35	0.02	0.33	0.16
Queue Length 95th (ft)	12	0	2	0	0	1	0	0
Control Delay (s)	45.6	10.5	9.7	0.0	0.0	15.3	0.0	0.0
Lane LOS	E	B	A			C		
Approach Delay (s)	45.6	10.5	0.1			0.1		
Approach LOS	E	B						

Intersection Summary		
Average Delay		0.4
Intersection Capacity Utilization	57.2%	ICU Level of Service
Analysis Period (min)	15	B

* User Entered Value

HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

2033 Built w/ Current Zoning - PM Peak
Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.91		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3568		1787	3515		1762	1689		1751	1529	
Flt Permitted	0.08	1.00		0.14	1.00		0.33	1.00		0.75	1.00	
Satd. Flow (perm)	160	3568		263	3515		609	1689		1378	1529	
Volume (vph)	113	1267	11	7	1231	109	16	5	8	193	6	251
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	126	1408	12	8	1368	121	18	6	9	214	7	279
RTOR Reduction (vph)	0	0	0	0	5	0	0	7	0	0	204	0
Lane Group Flow (vph)	126	1420	0	8	1484	0	18	8	0	214	82	0
Confl. Peds. (#/hr)			11			14	18		7	7		18
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	54.7	49.9		43.9	43.1		17.9	17.9		17.9	17.9	
Effective Green, g (s)	54.7	49.9		43.9	43.1		17.9	17.9		17.9	17.9	
Actuated g/C Ratio	0.68	0.62		0.54	0.53		0.22	0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	262	2209		158	1880		135	375		306	340	
v/s Ratio Prot	c0.05	c0.40		0.00	c0.42			0.00			0.05	
v/s Ratio Perm	0.28			0.03			0.03			c0.16		
v/c Ratio	0.48	0.64		0.05	0.79		0.13	0.02		0.70	0.24	
Uniform Delay, d1	11.9	9.7		9.2	15.1		25.1	24.5		28.9	25.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.6		0.1	2.3		0.5	0.0		6.8	0.4	
Delay (s)	13.3	10.4		9.3	17.4		25.6	24.5		35.7	26.1	
Level of Service	B	B		A	B		C	C		D	C	
Approach Delay (s)		10.6			17.3			25.1			30.2	
Approach LOS		B			B			C			C	

HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	80.6	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

2033 Built w/ Current Zoning - PM Peak
Lithia Zone Change

Movement	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔		↔	↕	↕	↔	↕	↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1564	1752	1568		1787	3482		1787	3571	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1564	1752	1568		1787	3482		1787	3571	
Volume (vph)	117	0	102	5	5	26	12	1354	239	227	1199	6
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	129	0	112	5	5	29	13	1488	263	249	1318	7
RTOR Reduction (vph)	0	0	99	0	27	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	129	13	5	7	0	13	1741	0	249	1325	0
Confl. Peds. (#/hr)	1		5	5		1			1			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		12.5	12.5	6.5	6.5		1.9	61.9		11.0	71.0	
Effective Green, g (s)		12.5	12.5	6.5	6.5		1.9	61.9		11.0	71.0	
Actuated g/C Ratio		0.12	0.12	0.06	0.06		0.02	0.57		0.10	0.66	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		207	181	106	94		31	1998		182	2350	
v/s Ratio Prot		c0.07		0.00	c0.00		0.01	c0.50		c0.14	0.37	
v/s Ratio Perm			0.01									
v/c Ratio		0.62	0.07	0.05	0.07		0.42	0.87		1.37	0.56	
Uniform Delay, d1		45.5	42.5	47.8	47.9		52.5	19.6		48.5	10.0	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.7	0.2	0.2	0.3		8.9	4.5		196.6	0.3	
Delay (s)		51.2	42.7	48.0	48.2		61.4	24.1		245.1	10.3	
Level of Service		D	D	D	D		E	C		F	B	
Approach Delay (s)		47.2		48.2				24.4			47.5	
Approach LOS		D		D				C			D	

HCM Average Control Delay	36.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	107.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
3: SW 93rd St & Canyon Rd

2033 Built w/ Current Zoning - PM Peak
Lithia Zone Change



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	13	0	13	11	0	18	5	1608	12	5	1332	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	15	0	15	12	0	20	6	1827	14	6	1514	0
Pedestrians					1			1			3	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.79	0.79		0.79	0.79	0.79	0.79					
vC, conflicting volume	2635	3371	923	2469	3378	759	1515			1841		
vC1, stage 1 conf vol	1845	1845		1526	1526							
vC2, stage 2 conf vol	790	1526		943	1852							
vCu, unblocked vol	2806	3741	923	2595	3749	425	1384			1841		
tC, single (s)	*7.0	6.6	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.6		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	*2.0	4.0	*2.0	2.2			2.2		
p0 queue free %	81	100	96	84	100	97	99			98		
cM capacity (veh/h)	77	46	381	80	47	703	391			331		

Direction	NB	SB	NE	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	30	33	6	1218	623	6	1009	505
Volume Left	15	12	6	0	0	6	0	0
Volume Right	15	20	0	0	14	0	0	0
cSH	128	178	391	1700	1700	331	1700	1700
Volume to Capacity	0.23	0.19	0.01	0.72	0.37	0.02	0.59	0.30
Queue Length 95th (ft)	21	16	1	0	0	1	0	0
Control Delay (s)	41.3	29.8	14.4	0.0	0.0	16.1	0.0	0.0
Lane LOS	E	D	B			C		
Approach Delay (s)	41.3	29.8	0.0			0.1		
Approach LOS	E	D						

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization	55.8%		ICU Level of Service
Analysis Period (min)	15		B

* User Entered Value

HCM Signalized Intersection Capacity Analysis
1: Beaverton-Hillsdale Hwy & SW 91st St

2033 Built w/ Proposed Zoning - AM PM
Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.92		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3453		1752	3443		1784	1722		1779	1671	
Flt Permitted	0.16	1.00		0.14	1.00		0.52	1.00		0.70	1.00	
Satd. Flow (perm)	296	3453		253	3443		983	1722		1308	1671	
Volume (vph)	71	970	90	37	822	84	54	35	36	111	53	115
Peak-hour factor, PHF	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	90	1228	114	47	1041	106	68	44	46	141	67	146
RTOR Reduction (vph)	0	6	0	0	6	0	0	33	0	0	69	0
Lane Group Flow (vph)	90	1336	0	47	1141	0	68	57	0	141	144	0
Confl. Peds. (#/hr)			2			9	2		5	5		2
Confl. Bikes (#/hr)			1			6						
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2				6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	33.1	29.6		32.3	29.2		12.3	12.3		12.3	12.3	
Effective Green, g (s)	33.1	29.6		32.3	29.2		12.3	12.3		12.3	12.3	
Actuated g/C Ratio	0.58	0.52		0.57	0.51		0.22	0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	261	1793		225	1764		212	372		282	361	
v/s Ratio Prot	c0.02	c0.39		0.01	0.33			0.03			0.09	
v/s Ratio Perm	0.18			0.11			0.07			c0.11		
v/c Ratio	0.34	0.75		0.21	0.65		0.32	0.15		0.50	0.40	
Uniform Delay, d1	6.5	10.7		7.2	10.1		18.8	18.1		19.6	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.8	1.7		0.5	0.8		0.9	0.2		1.4	0.7	
Delay (s)	7.3	12.5		7.7	11.0		19.7	18.3		21.0	19.9	
Level of Service	A	B		A	B		B	B		C	B	
Approach Delay (s)		12.1			10.8			18.9			20.4	
Approach LOS		B			B			B			C	

HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

2033 Built w/ Proposed Zoning - AM Peak
Lithia Zone Change



Movement	NBL2	NBL	NBR	SEL	SER	SER2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔		↔	↕	↕	↔	↕	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00	0.98		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1568		1599		1752	3439		1736	3469	
Flt Permitted		0.95	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1568		1599		1752	3439		1736	3469	
Volume (vph)	126	4	92	0	2	4	17	1368	160	104	636	2
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	143	5	105	0	2	5	19	1555	182	118	723	2
RTOR Reduction (vph)	0	0	92	0	5	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	148	13	0	2	0	19	1731	0	118	725	0
Confl. Peds. (#/hr)			2	2					3			3
Confl. Bikes (#/hr)			2						1			2
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	4%	4%	4%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		13.3	13.3		5.9		1.9	62.2		10.3	70.6	
Effective Green, g (s)		13.3	13.3		5.9		1.9	62.2		10.3	70.6	
Actuated g/C Ratio		0.12	0.12		0.05		0.02	0.58		0.10	0.66	
Clearance Time (s)		4.0	4.0		4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		221	194		88		31	1986		166	2274	
v/s Ratio Prot		c0.08			c0.00		0.01	c0.50		c0.07	0.21	
v/s Ratio Perm			0.01									
v/c Ratio		0.67	0.07		0.03		0.61	0.87		0.71	0.32	
Uniform Delay, d1		45.1	41.7		48.2		52.5	19.3		47.3	8.1	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.5	0.1		0.1		30.9	4.5		13.4	0.1	
Delay (s)		52.6	41.9		48.3		83.5	23.9		60.6	8.2	
Level of Service		D	D		D		F	C		E	A	
Approach Delay (s)		48.1		48.3				24.5			15.5	
Approach LOS		D		D				C			B	

HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	107.7	Sum of lost time (s)	16.0
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
3: SW 93rd St & Canyon Rd

2033 Built w/ Proposed Zoning - AM Peak
Lithia Zone Change

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	0	2	0	0	1	20	1551	17	7	752	2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	0	2	0	0	1	22	1723	19	8	836	2
Pedestrians		2			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage (veh)		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.92	0.92		0.92	0.92	0.92	0.92					
vC, conflicting volume	2214	2636	873	1764	2644	422	841			1744		
vC1, stage 1 conf vol	1779	1779		855	855							
vC2, stage 2 conf vol	434	856		908	1789							
vCu, unblocked vol	2233	2693	873	1742	2702	280	737			1744		
tC, single (s)	*7.0	6.5	6.9	7.5	6.5	6.9	4.2			4.2		
tC, 2 stage (s)	6.0	5.5		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	100	99	100	100	100	97			98		
cM capacity (veh/h)	90	70	423	120	67	659	786			351		

	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	16	1	22	1149	593	8	557	281
Volume Left	13	0	22	0	0	8	0	0
Volume Right	2	1	0	0	19	0	0	2
cSH	101	659	786	1700	1700	351	1700	1700
Volume to Capacity	0.15	0.00	0.03	0.68	0.35	0.02	0.33	0.17
Queue Length 95th (ft)	13	0	2	0	0	2	0	0
Control Delay (s)	47.1	10.5	9.7	0.0	0.0	15.5	0.0	0.0
Lane LOS	E	B	A			C		
Approach Delay (s)	47.1	10.5	0.1			0.1		
Approach LOS	E	B						

Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization	57.5%		ICU Level of Service B
Analysis Period (min)	15		

* User Entered Value

HCM Signalized Intersection Capacity Analysis
 1: Beaverton-Hillsdale Hwy & SW 91st St

2033 Built w/ Proposed Zoning - PM Peak
 Casefile 13-402-PA
 Page 138
 Lithia Zone Change



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕	↗	↖	↕	↗	↖	↕	↗	↖	↕	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.91		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1787	3568		1787	3514		1763	1689		1751	1528	
Flt Permitted	0.08	1.00		0.14	1.00		0.32	1.00		0.75	1.00	
Satd. Flow (perm)	159	3568		263	3514		600	1689		1378	1528	
Volume (vph)	114	1267	11	7	1231	111	16	5	8	195	6	255
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	127	1408	12	8	1368	123	18	6	9	217	7	283
RTOR Reduction (vph)	0	0	0	0	5	0	0	7	0	0	203	0
Lane Group Flow (vph)	127	1420	0	8	1486	0	18	8	0	217	87	0
Confl. Peds. (#/hr)			11			14	18		7	7		18
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	55.0	50.2		44.1	43.3		18.2	18.2		18.2	18.2	
Effective Green, g (s)	55.0	50.2		44.1	43.3		18.2	18.2		18.2	18.2	
Actuated g/C Ratio	0.68	0.62		0.54	0.53		0.22	0.22		0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	262	2206		158	1874		134	379		309	342	
v/s Ratio Prot	c0.05	c0.40		0.00	c0.42			0.00			0.06	
v/s Ratio Perm	0.28			0.03			0.03			c0.16		
v/c Ratio	0.48	0.64		0.05	0.79		0.13	0.02		0.70	0.25	
Uniform Delay, d1	12.1	9.8		9.3	15.3		25.2	24.6		29.0	25.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.7		0.1	2.4		0.5	0.0		7.0	0.4	
Delay (s)	13.6	10.5		9.4	17.7		25.7	24.6		36.1	26.3	
Level of Service	B	B		A	B		C	C		D	C	
Approach Delay (s)		10.7			17.7			25.2			30.5	
Approach LOS		B			B			C			C	

HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	81.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
2: SW 91st St & Canyon Rd

2033 Built w/ Proposed Zoning - PM Peak
Lithia Zone Change

Movement	NBL2	NBL	NBR	SBL	SBR	SBR2	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↔	↔	↔		↔	↕	↔	↔	↕	↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.85		1.00	0.98		1.00	1.00	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1787	1564	1752	1568		1787	3481		1787	3571	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1787	1564	1752	1568		1787	3481		1787	3571	
Volume (vph)	122	0	110	5	5	26	12	1354	241	231	1200	6
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	134	0	121	5	5	29	13	1488	265	254	1319	7
RTOR Reduction (vph)	0	0	107	0	27	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	134	14	5	7	0	13	1743	0	254	1326	0
Confl. Peds. (#/hr)	1		5	5		1			1			
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	1%	1%	1%
Turn Type	Split		Perm	Split			Prot			Prot		
Protected Phases	2	2		6	6		7	4		3	8	
Permitted Phases			2									
Actuated Green, G (s)		12.8	12.8	6.5	6.5		1.9	62.0		11.0	71.1	
Effective Green, g (s)		12.8	12.8	6.5	6.5		1.9	62.0		11.0	71.1	
Actuated g/C Ratio		0.12	0.12	0.06	0.06		0.02	0.57		0.10	0.66	
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		211	185	105	94		31	1993		182	2344	
v/s Ratio Prot		c0.07		0.00	c0.00		0.01	c0.50		c0.14	0.37	
v/s Ratio Perm			0.01									
v/c Ratio		0.64	0.08	0.05	0.07		0.42	0.87		1.40	0.57	
Uniform Delay, d1		45.5	42.5	48.0	48.1		52.7	19.8		48.6	10.2	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.1	0.2	0.2	0.3		8.9	4.6		207.9	0.3	
Delay (s)		51.6	42.7	48.2	48.4		61.6	24.4		256.5	10.5	
Level of Service		D	D	D	D		E	C		F	B	
Approach Delay (s)		47.4		48.4			24.7			50.0		
Approach LOS		D		D			C			D		
HCM Average Control Delay			37.5									
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			108.3						16.0			
Intersection Capacity Utilization			82.7%						E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
3: SW 93rd St & Canyon Rd

2033 Built w/ Proposed Zoning - PM Peak
Lithia Zone Change



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	16	0	13	11	0	18	5	1610	15	6	1337	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	18	0	15	12	0	20	6	1830	17	7	1519	0
Pedestrians					1			1			3	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh		0			0							
Upstream signal (ft)											552	
pX, platoon unblocked	0.79	0.79		0.79	0.79	0.79	0.79					
vC, conflicting volume	2644	3383	926	2478	3392	762	1520			1847		
vC1, stage 1 conf vol	1849	1849		1534	1534							
vC2, stage 2 conf vol	795	1534		944	1858							
vCu, unblocked vol	2819	3758	926	2607	3769	426	1390			1847		
tC, single (s)	*7.0	6.6	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.0	5.6		6.5	5.5							
tF (s)	*2.0	4.0	*2.0	*2.0	4.0	*2.0	2.2			2.2		
p0 queue free %	76	100	96	84	100	97	99			98		
cM capacity (veh/h)	76	45	379	79	46	700	388			329		

Direction	NB 1	SB 1	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	33	33	6	1220	627	7	1013	506
Volume Left	18	12	6	0	0	7	0	0
Volume Right	15	20	0	0	17	0	0	0
cSH	119	175	388	1700	1700	329	1700	1700
Volume to Capacity	0.28	0.19	0.01	0.72	0.37	0.02	0.60	0.30
Queue Length 95th (ft)	26	17	1	0	0	2	0	0
Control Delay (s)	46.4	30.2	14.4	0.0	0.0	16.2	0.0	0.0
Lane LOS	E	D	B			C		
Approach Delay (s)	46.4	30.2	0.0			0.1		
Approach LOS	E	D						

Intersection Summary			
Average Delay		0.8	
Intersection Capacity Utilization	55.9%		ICU Level of Service
Analysis Period (min)	15		B

* User Entered Value

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CDS380
 07/08/2013

URBAN NON-SYSTEM CRASH LISTING

91ST AVE at CANYON RD, City of Beaverton, Washington County, 01/01/2007 to 12/31/2011

CITY OF BEAVERTON, WASHINGTON COUNTY

TOTAL crash records: 1

SR#	INVEST	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SECL USE	TRFLR	QTY	MOVE	PH TYPE	SVTY	ERRR	ACT. EVENT	CAUSE
NO RPT	D C S L K TIME	FR	DIST	FIRST STREET	DIRECT	LEGS	TRAP-	RDGBT	SURF	COLL	OWNER	TYPE	VEH	FROM	INJ	RES	LOC		
			FROM	SECOND STREET	LOCIN	3-LEG	N	CLR	DRY	S-1STOP	01 NONE	0	STRGHT	SW-NE	01 DRVR	NONE	18 M	OR-Y	07
04319	08/15/2008	14		SW CANYON RD	INTER	0	TRF SIGNAL	N	DAY	INJ	PSNGR CAR	PRVTE	0	SW-NE	01 DRVR	NONE	026	000	00
				SW 91ST AVE	W	0		N			PSNGR CAR	PSNGR CAR	0	SW-NE				000	00
											01 NONE	0	STRGHT	SW-NE				000	00
											PSNGR CAR	PSNGR CAR	0	SW-NE	02 PSNG	INJC	00 M	000	00
											02 NONE	0	STOP	SW-NE				011	00
											PSNGR CAR	PSNGR CAR	0	SW-NE	01 DRVR	NONE	39 M	OR-Y	00
																		000	00

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CDS380
07/08/2013

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF BEAVERTON, WASHINGTON COUNTY

BEAV-HILLSDALE HY at 91ST AVE, City of Beaverton, Washington County, 01/01/2007 to 12/31/2011

Total crash records: 13

SPCL USE	TRF QTY	MOVE FROM	PH TYPE	INJ SVR	A S E LICNS	LOC	ACT EVENT	CRASH								
01923	04/08/2007	14	SW BEAV-HILLSDALE HY INTER	06	E	06	01 DRVR NONE	70 M OR-Y OR<25	016,026	018	000	000	00	00	27	
NONE	10A															27
00916	02/24/2009	14	SW BEAV-HILLSDALE HY INTER	06	E	06	01 DRVR NONE	24 F OR-Y OR<25	052,016,026	038	093	000	000	00	00	32,27
NONE	3P															32,27
03522	07/22/2009	14	SW BEAV-HILLSDALE HY INTER	06	E	06	01 DRVR NONE	60 F OR-Y OR<25	026	000	000	000	000	00	00	07
NONE	8A															07
06552	12/17/2009	14	SW BEAV-HILLSDALE HY INTER	05	E	05	01 DRVR NONE	35 M OR-Y OR<25	000	000	000	000	000	00	00	08
NONE	1P															08
04280	08/12/2011	19	SW BEAV-HILLSDALE HY INTER	06	S	06	01 DRVR NONE	39 M OTH-Y OR<25	045,028	000	000	000	000	00	00	11,02
NONE	6P															11,02
05979	11/01/2008	14	SW BEAV-HILLSDALE HY INTER	06	W	06	01 DRVR NONE	61 F OR-Y OR<25	026	000	000	000	000	00	00	07,76
NONE	5P															07,76

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CD6380
07/08/2013

CITY OF BEAVERTON, WASHINGTON COUNTY

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

BEAV-HILLSDALE HY at 91ST AVE, City of Beaverton, Washington County, 01/01/2007 to 12/31/2011

Total crash records: 13

SR#	INVEST.	D C S L K TIME	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OPFRD	WTHR	CRASH	TRIP	QTY	SPCL USE	MOVE	PH TYPE	INJ	A S	E L I C N S	F E D	ACT. EVENT	CAUSE
NO RPT	DATE	FROM	DIST	FIRST STREET	DIRECT	(MEDIAN)	TRF SIGNAL	N	CLR	ANGL-OTH	TRF SIGNAL	PRVTE	TRIP	FROM	TYPE	TYPE	TYPE	TYPE	TYPE	TYPE	TYPE
03348	N N N	06/15/2007	14	SW BEAV-HILLSDALE HY	INTER	3-LEG	N	N	CLR	ANGL-OTH	N	0	STRGHT	01	DRVR	NONE	46	M	OR-Y	000	04
		FR		SW 91ST AVE	CN	0	TRF SIGNAL	N	DRY	ANGL	N	PRVTE	N-S	01	DRVR	NONE	46	M	OR-Y	000	00
		5P							DAY	PDO	N	PSNGR CAR							OR<25	000	00
06968	N N N	11/13/2007	14	SW BEAV-HILLSDALE HY	INTER	CROSS	N	N	CLR	ANGL-OTH	N	0	STRGHT	01	DRVR	NONE	43	M	OTH-Y	000	04
		TU		SW 91ST AVE	CN	0	TRF SIGNAL	N	DRY	ANGL	N	PRVTE	W-E	01	DRVR	NONE	43	M	OTH-Y	000	00
		9A							DAY	PDO	N	TRUCK							OR<25	000	00
01125	Y N N	02/23/2008	14	SW BEAV-HILLSDALE HY	INTER	3-LEG	N	N	CLR	ANGL-STP	N	0	TURN-R	01	DRVR	NONE	00	F	OR-Y	000	01,08
		SA		SW 91ST AVE	CN	0	TRF SIGNAL	N	DRY	TURN	N	PRVTE	N-W	01	DRVR	NONE	00	F	OR-Y	000	00
		3P							DAY	PDO	N	MTRCYCLE							OR<25	001,080	01
02994	N Y N	06/17/2010	14	SW BEAV-HILLSDALE HY	INTER	3-LEG	N	N	CLR	O-TURN	N	0	STRGHT	01	DRVR	NONE	31	F	OR-Y	000	00
		TH		SW 91ST AVE	CN	0	TRF SIGNAL	N	DRY	TURN	N	PRVTE	E-W	01	DRVR	NONE	31	F	OR-Y	000	00
		11P							DAY	INJ	N	PSNGR CAR							OR<25	000	00
									DLIT	INJ	N	PSNGR CAR							OR<25	000	00
									TURN-L	INJ	N	PSNGR CAR							N-RES	000	00
									W-N	INJC	64	F	OTH-Y	01	DRVR	INJC	64	F	OTH-Y	004,028	00
									W-N	INJA	66	M	OR<25	02	PSNG	INJA	66	M	OR<25	000	00
00368	N N N	01/20/2011	14	SW BEAV-HILLSDALE HY	INTER	3-LEG	N	N	CLR	O-TURN	N	0	TURN-L	01	DRVR	NONE	24	M	OR-Y	000	02
		TH		SW 91ST AVE	CN	0	TRF SIGNAL	N	DRY	TURN	N	PRVTE	W-N	01	DRVR	NONE	24	M	OR-Y	000	00
		12P							DAY	INJ	N	PSNGR CAR							OR<25	004,028	02
									INJ	INJ	N	PSNGR CAR							OR<25	000	00
									DAY	INJ	N	PSNGR CAR							OR<25	000	00
									DAY	INJ	N	PSNGR CAR							OR<25	000	00
00496	N N N	01/27/2011	14	SW BEAV-HILLSDALE HY	INTER	CROSS	N	N	CLR	O-TURN	N	0	STRGHT	01	DRVR	NONE	58	F	OR-Y	000	00
		TH		SW 91ST AVE	CN	0	TRF SIGNAL	N	DRY	TURN	N	PRVTE	W-E	02	PSNG	INJB	58	F	OR-Y	000	00
									DAY	TURN	N	PSNGR CAR							OR<25	000	00
									DAY	TURN	N	PSNGR CAR							OR<25	000	00

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OREGON... DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

BEAV-HILLSDALE HY at 91ST AVE, City of Beaverton, Washington County, 01/01/2007 to 12/31/2011

Total crash records: 11

CDS380
07/08/2013

CITY OF BEAVERTON, WASHINGTON COUNTY

SPDRS W	E A U C O DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SPCL USE	TRLR QTY	MOVE	FROM	TO	PH TYPE	INJ	SVRTY	E X RES	LOC	ERRR	ACT_EVENT	CAUSE
SER#	E L G R DAY	DIST	FIRST STREET	DIRECT	LEGS	TRAF-	DRYVY	DRYVY	DRYVY	VE TYPE	PRNGR CAR	FROM	TO	DRVR	INJC	SVRTY	E X RES	LOC	ERRR	ACT_EVENT	CAUSE	
INVEST	D C S L K TIME	FROM	SECOND STREET	LOCTN	(HANGES)	CONTL	N	DAY	DAY	PRNGR CAR	PRNGR CAR	TURN-L	E -S	01	INJC	SVRTY	E X RES	LOC	ERRR	ACT_EVENT	CAUSE	
NO RPT	MO	14	SM BEAV-HILLSDALE HY	CN	CROSS	TRF SIGNAL	N	DAY	DAY	PRNGR CAR	PRNGR CAR	TURN-L	E -S	01	INJC	SVRTY	E X RES	LOC	ERRR	ACT_EVENT	CAUSE	
01249	03/07/2011	14	SM BEAV-HILLSDALE HY	02	0	0	N	DRY	DRY	0	0	TURN-L	E -S	01	INJC	17	F	OR-Y	004,028	000	00	
	1P		SM 91ST AVE				N	DAY	INJ	PRNGR CAR	PRNGR CAR	TURN-L	E -S	01	INJC	15	M	OR<25	000	000	00	
							N	DAY	INJ	PRNGR CAR	PRNGR CAR	TURN-L	E -S	01	INJC	16	F	OR-Y	000	000	00	
							N	DAY	INJ	PRNGR CAR	PRNGR CAR	TURN-L	E -S	01	INJC	15	M	OR<25	000	000	00	00

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OREGON - DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CDS380
07/08/2013

URBAN NON-SYSTEM CRASH LISTING
93RD AVE at CANYON RD, City of Beaverton, Washington County, 01/01/2007 to 12/31/2011

CITY OF BEAVERTON, WASHINGTON COUNTY

Total crash records: 1

SER#	INVEST D C S L K TIME	CLASS	CITY STREET	RD CHAR	INT-TYPE	INT-REL	OFFRD	WTHR	CRASH	SFCL	USR	TRLR	QTY	MOVE	PH	TYPE	SVRTY	E	X	RES	LOC	ACT	EVENT	CAUSE
06867	N N N 11/14/2007	14	SW CANYON RD	INTER	3-LEG	N	CLP	DRY	ANGU-OTH	01	NONE	0		STRIGHT	01	DRVR	NONE	22	F	OR-Y	OR-425	000	000	00
NO RPT	ME 12P		SW 93RD AVE	CN 04	0	STOP	SIGN	N	DAY	PSNGR	CAR			SW-NE	01	DRVR	NONE	75	F	OTH-Y	OR-25	000	000	02

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SUMMARY OF DECISION – CASEFILE 13-402-PA

At its meeting on January 15, 2014, the Washington County Planning Commission (Commission) met to hear a request for a plan amendment to change the plan map designation from R-5 Residential (4-5 units per acre) to General Commercial (GC) for property described as Assessor Map Number 1S1 11DB / Tax Lots 3200 and 3500. The two parcels combined encompass approximately 1 acre.

At the meeting staff provided a staff report and summarized the basis for staff's recommendation that the plan amendment be approved, subject to certain conditions of approval (noting that revised recommended conditions of approval were distributed to the Commission at work session). Staff found that the applicant adequately demonstrated compliance with the applicable state, regional, and local plan policies and requirements, including Policies 1, 18, and 32 of the Comprehensive Framework Plan for the Urban Area (CFP), Title 1 of Metro's Urban Growth Management Functional Plan, and the state Transportation Planning Rule. The Commission also received testimony from the applicant and the public.

At the meeting the Commission voted (4-3) to approve the plan amendment application (Casefile 13-402-PA) based upon the evidence in the record and subject to the following conditions:

- 1) Any additional amount over and above the fee deposit submitted with this application which is determined to be owed the County shall be paid upon receipt of a statement of balance due, consistent with the agreement for payment of fees for quasi-judicial plan amendment application processing previously signed by the owner. No development applications, including grading permits, shall be approved or issued until any balance due is paid.
- 2) Any portion of a building within 35 feet of the south property line of tax lots 3200 and 3500 shall be no taller than 35 feet in height.
- 3) A minimum Type 5 Screening and Buffering shall be provided along the entire south property lines of tax lots 3200 and 3500 prior to issuance of building occupancy of a Type II or III building expansion (on tax lot 3000) or prior to issuance of building occupancy of any Type II or III new building(s) constructed on tax lots 3200 and 3500, whichever occurs first.
- 4) Sidewalks shall be constructed along the street frontages of SW 93rd and SW 91st Avenues as part of the subsequent Type II or III building expansion on tax lot 3000 or as part of any subsequent construction on tax lots 3200 and 3500 and completed prior to issuance of building occupancy of said building construction.
- 5) The Type 5 Screening and Buffering required under 3 above shall include a substantial berm like – but no shorter or narrower than – that shown on applicant's exhibit (Exhibit 12) submitted into the record at the January 15, 2014 public hearing.
- 6) Artificially-amplified sounds that can be heard beyond the property line are prohibited.

EXHIBIT D
Casefile 13-402-PA

- 7) The applicant shall record the conditions of approval in the Records Division of the Department of Assessment and Taxation and provide a copy of the recorded document to Long Range Planning within 60 days of the approval of the plan amendment. The applicant shall also provide a copy of the recorded document to Current Planning with the development application for the building expansion.