



CITY OF BEAVERTON  
Planning Division  
Community Development Department  
Tel: 503-526-2420  
[www.beavertonoregon.gov](http://www.beavertonoregon.gov)

## STAFF REPORT

**Report Date:** January 11, 2023

**Project Name:** Panzer Collector Transportation System Plan Update

**Application Numbers:** CPA2022-0009

**Proposal:** The City of Beaverton proposes a Quasi-Judicial Comprehensive Plan Amendment affecting Tax Lots 3600, 3700, 3702 and 3800 on Washington County Tax Assessor's Map 1S106BC. This proposed amendment would update the city's Transportation System Plan to include a proposed street classified as a Collector in Washington County's Transportation System Plan. The affected lots are currently located in Washington County but are in the process of being annexed into the City of Beaverton, casefile ANX2022-0009.

**Proposal Location:** 1065 SW 181st Avenue and 18110 W Baseline Road. The properties are specifically identified as Tax Lots 3600, 3700, 3702 and 3800 on Washington County Tax Assessor's Map 1S106BC.

**Applicant:** City of Beaverton

**Recommendation:** Recommendation of APPROVAL of CPA2022-0009 to City Council

**Hearing Information:** January 18, 2023, at 6:30 p.m. in the City Council Chambers, First Floor, Beaverton Building, 12725 SW Millikan Way.

**Note: Public Hearings are held remotely** and can be viewed at the following link:  
<https://beavertonoregon.gov/913/Agendas-Minutes>

**Contact Information:**

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**Property Owner:** Panzer Investment Properties, LLC & GKP Investments, LLC  
Attn: Natalie K. Panzer  
2840 SW 121st Avenue  
Beaverton, OR 97005

## Existing Conditions

**Zoning:** Prior to annexation, the subject properties contain the following Washington County Land Use Districts:

- Transit Oriented Residential District 18-24 units per acre (TO: R18-24)
- Transit Oriented Residential District 24-40 units per acre (TO: R24-40)

Following annexation, the properties are proposed to be zoned either:

- Station Community – High Density Residential (SC-HDR)
- Station Community – Mixed Use (SC-MU)

### **Surrounding Zoning:**

- North: Washington County Industrial District and Transit Oriented Business District
- South: Washington County Transit Oriented Residential District 9-12 units per acre and Residential District 4-5 units per acre
- East: Washington County Residential District 5-6 units per acre
- West: Washington County Residential District 4-5 units per acre and Residential District 19-24 units per acre and City of Hillsboro Station Community Commercial and Station Community Residential

**Site Conditions:** The site is currently occupied by Panzer Nursery, a wholesale nursery, and is developed with multiple buildings, greenhouse structures, and a paved parking lot. The southern portion of the site also contains an existing single detached dwelling with associated parking and landscaping.

**Site Size:** The four parcels identified to be possibly directly impacted by the proposed collector street total approximately 22.68 acres.

**Neighborhood Association Committee:** The subject property is not in a NAC but is proposed to be added to the Five Oaks/Triple Creek NAC upon annexation.

# Application Information

**Table 1: Application Summaries**

Application	Application Type	Proposal Summary	Approval Criteria Location
CPA2022-0009	Comprehensive Plan Amendment (Non-Annexation Related Quasi-Judicial)	Apply Collector Street from Washington County TSP to Beaverton TSP	Comprehensive Plan Chapter 1, Section 1.5.1.A

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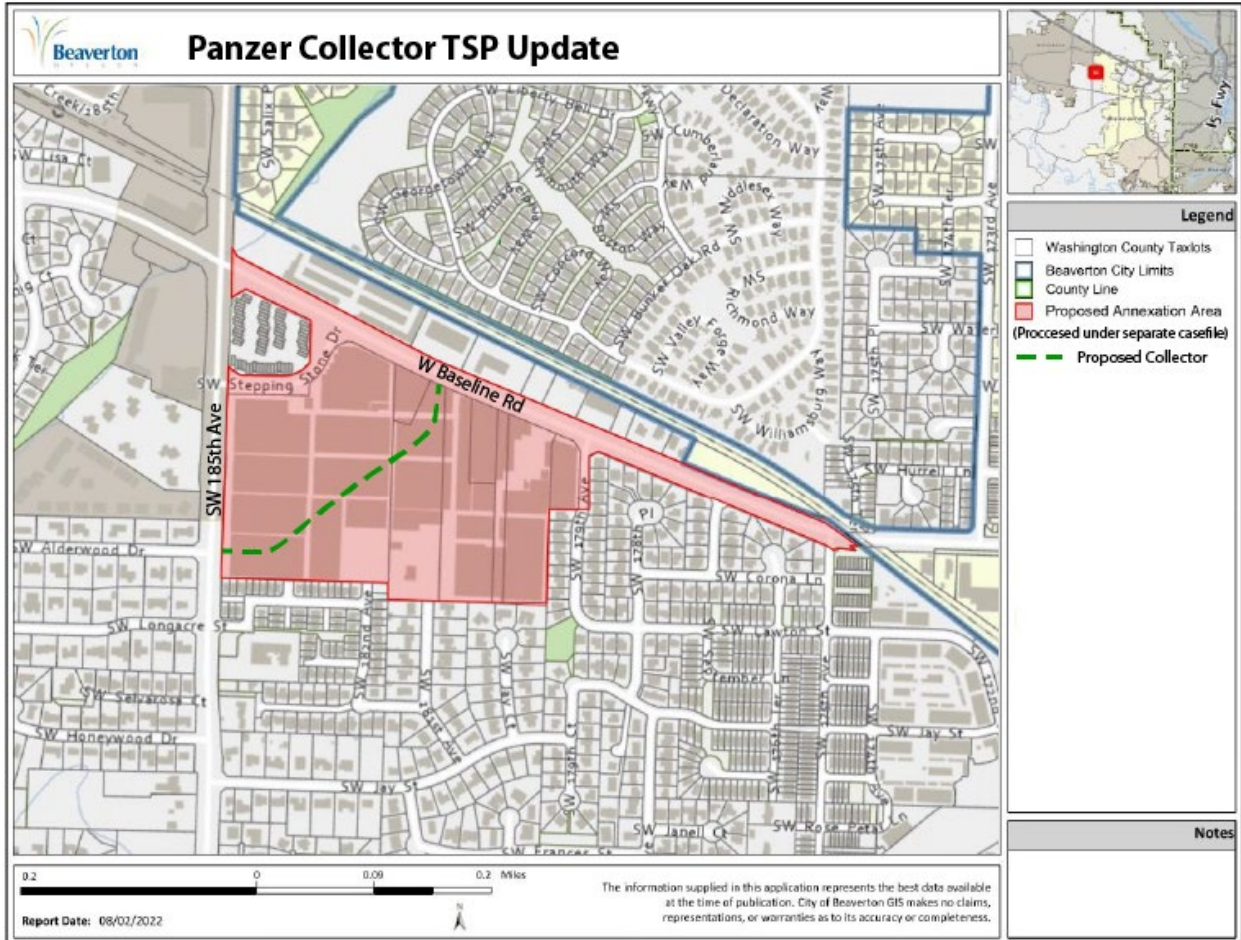
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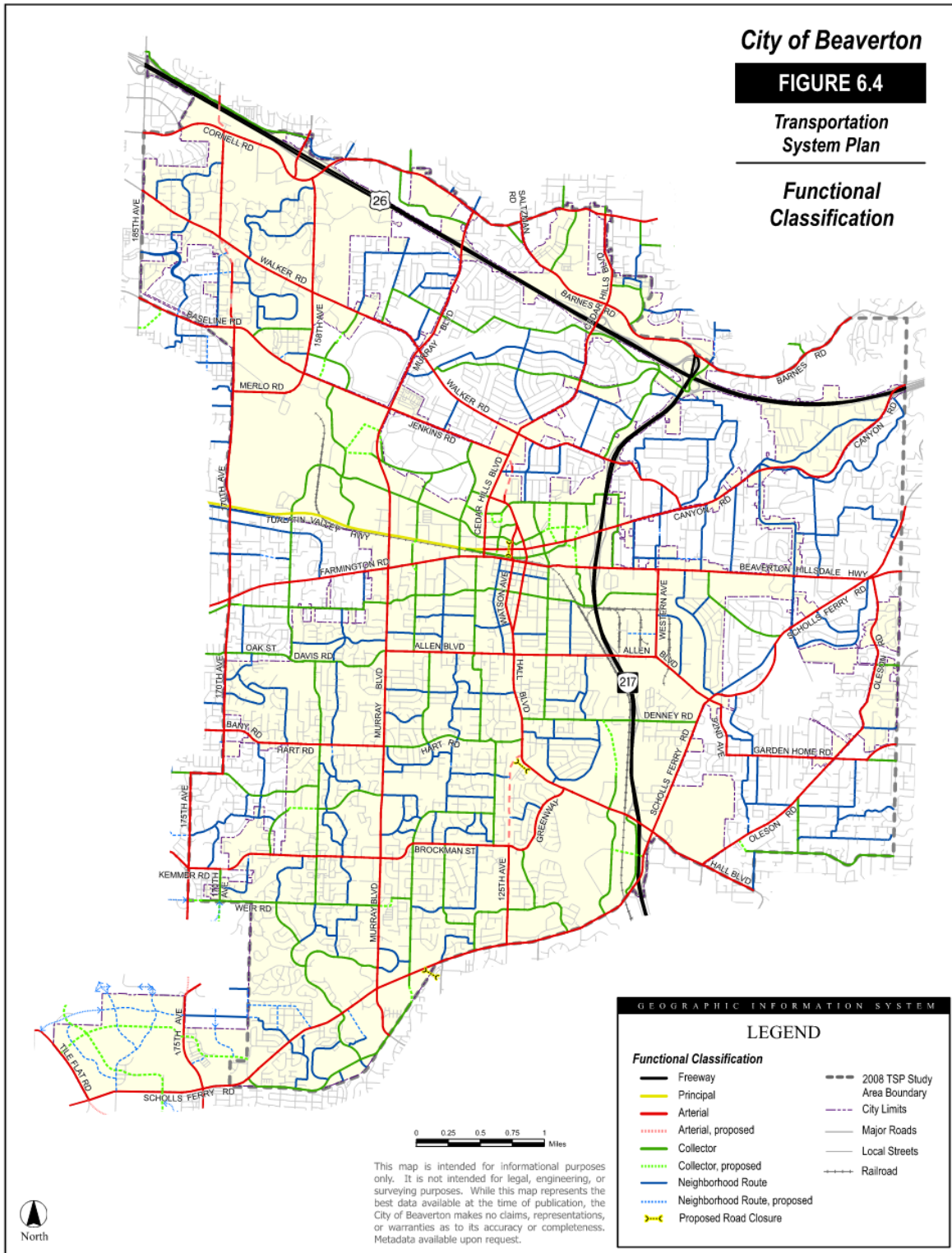
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# Exhibit 1: Proposed Collector Alignment



## Exhibit 2: Proposed Figure 6.4 Functional Classification





## Section 1.3 Amendment Procedural Categories

Quasi-Judicial Amendments are amendments to the Comprehensive Plan as it applies to specific parcels or that applies to a small number of individuals or properties or locations.

### FINDING:

The subject parcels impacted by the collector designation is made up of four parcels at 1065 SW 181st Avenue and 18110 W Baseline Road (Tax Lots 3600, 3700, 3702 and 3800 on Washington County Tax Assessor's Map 1S106BC). The proposed amendment is to add a proposed Collector already identified in Washington County's Transportation System Plan into Beaverton's Transportation System Plan, in response to a current annexation proposal, casefile ANX2022-0007. While it is in response to an annexation being processed, it is technically not annexation-related, as it does not propose new land use designations or amend the Comprehensive Plan Land Use Map. Because this amendment applies to specific properties, it meets the definition of a Non-Annexation Related Quasi-Judicial Amendment and is subject to the approval criteria in Section 1.5.1.A.

**Conclusion:** This Comprehensive Plan Amendment is a Non-Annexation Related Quasi-Judicial application and must meet the relevant approval criteria in Section 1.5.1.A.

## Section 1.4.2 Notice Requirements: Quasi-Judicial Amendments

- A. Notice of the initial hearing shall be provided as follows:
1. By providing the required inter-agency DLCD notice to DLCD, Metro, and Washington County at least thirty-five (35) calendar days prior to the initial hearing;
  2. By mailing the required inter-agency DLCD notice to the chair(s) of any City-recognized Neighborhood Association Committee (NAC) or County-recognized Citizen Participation Organization whose boundaries include the property for which the change is contemplated, and the Chair of the Beaverton Committee for Community Involvement at least thirty-five (35) calendar days prior to the initial hearing;
  3. By publication of a notice with the information specified in 1.4.2.B.1., 2., 3. and 4. in a newspaper of general circulation within the City;
  4. By posting notice with the information specified in 1.4.2.B. at Beaverton City Hall and the Beaverton City Library;
  5. By mailing notice with the information specified in 1.4.2.B. to property owners included in the proposed change area, if applicable, and within an area enclosed by lines parallel to and 500 feet from the exterior boundary of the property for which the change is contemplated; and



6. By placing notice with the information specified in 1.4.2.B. on the City's web site.

Notice required by Oregon Revised Statutes (ORS 227.186, also known as Ballot Measure 56) shall be provided, when applicable. ORS 227.186(6) specifies notice requirements for city-initiated amendments related to Periodic Review.

Hearing notices required by numbers 3 through 6 of this subsection shall be given not less than twenty (20) and not more than forty (40) calendar days prior to the date of the initial hearing.

B. Notice required in subsection 1.4.2.A.4. and 5. shall:

1. State the date, time, and location of the hearing, and the hearings body;
2. Explain the nature of the application and the use or uses, which could be authorized;
3. Include the case file number, title or both of the proposed ordinance to be considered at the time of hearing;
4. List the applicable criteria from the Comprehensive Plan by section number that apply to the application at issue;
5. State that a copy of the application, all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost and will be provided at reasonable cost and include the days, times and location where available for inspection;
6. State that a copy of the staff report will be available for inspection at no cost at least seven (7) calendar days prior to the hearing and will be provided at reasonable cost include the days, times and location where available for inspection;
7. Include the name and phone number of the City staff person assigned to the application from whom additional information may be obtained;
8. State that failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the Planning Commission an opportunity to respond to the issue precludes appeal to the City Council and the Land Use Board of Appeals based on that issue;
9. Include a general explanation of the requirements for submission of testimony and procedure for conduct of the hearing; and
10. Set forth the street address or other easily understood geographical reference to the subject property and include a map, if applicable.

## FINDING:

The required inter-agency notice was submitted to DLCD on October 26, 2022, 35 days prior to the initial hearing on this application. The required inter-agency notice was also mailed to Metro, Washington County, NAC Chairs within 500 feet of the subject site, Citizen Participation Organization Chairs within 500 feet of the subject site, and the Beaverton Committee for Community Involvement Chair at least 35 days prior to the initial hearing. Notice of Public Hearing was mailed to the owner of the subject properties and to property owners within 500 feet of the subject site at least 20 days but not more than 40 days prior to the initial hearing. Notice of Public Hearing was also published in a local newspaper, posted at Beaverton City Hall and the Beaverton City Library, and posted on the city's website at least 20 days but not more than 40 days prior to the initial

hearing. All distributed notices included the required information outlined in Section 1.4.2.B.

- C. If an application is City-initiated and would change the Land Use Plan Map for a property to a designation that would require a rezone, a notice must be sent to the owner pursuant to Oregon Revised Statutes (ORS 227.186(3) also known as Ballot Measure 56).

**FINDING:**

The proposal consists of adding a proposed collector designation to Beaverton’s Transportation System Plan. No changes to the Land Use Plan Map are proposed, and no rezoning is anticipated with this amendment. Therefore, this criterion is not applicable.

## **Section 1.5.1 Criteria for Legislative and Quasi-Judicial Comprehensive Plan Amendments**

- A. The following criteria apply to all legislative Comprehensive Plan amendments and non-annexation-related quasi-judicial Comprehensive Plan Amendments.
  - 1. The proposed amendment is consistent and compatible with relevant statewide Planning Goals and related Oregon Administrative Rules:

**FINDING:**

ORS 197.175(1) requires cities to exercise their planning responsibilities consistent with Statewide Planning Goals and ORS Chapters 195, 196, and 197.

## **Goal 1: Citizen Involvement Findings**

Goal 1 requires each city and county to have a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

**FINDING:**

The proposal is to amend the city’s Comprehensive Plan Transportation System Plan and add a proposed collector alignment that currently exists in Washington County’s Transportation System Plan. This proposal is subject to the public notice requirements in Section 1.4.2 of the Comprehensive Plan.

At the public hearing, the Planning Commission considers written comments and oral testimony before making a decision. The procedures outlined in Comprehensive Plan Section 1.4.2 allow for proper notice and public comment opportunities on the proposed amendment, as required by Statewide Planning Goal 1.

Beaverton's Comprehensive Plan procedures have been acknowledged as consistent with Statewide Planning Goal 1. These Comprehensive Plan procedures were followed, as described under the CPA Analysis and Findings in this staff report.

**Conclusion:** For these reasons, staff finds the proposed amendment is consistent with Statewide Planning Goal 1.

## Goal 2: Land Use Planning Findings

Goal 2 requires each local government in Oregon to have and follow a comprehensive land use plan and implementing regulations.

### FINDING:

Beaverton's Comprehensive Plan contains procedures for applying Comprehensive Plan land use designations and policies regarding use of land in the Plan's Land Use Element. The Comprehensive Plan has been found to be consistent with the Metro Urban Growth Management Functional Plan and Oregon's Statewide Planning Goals, and it has been acknowledged by the Land Conservation and Development Commission.

The amendment of the Transportation System Plan requires a Type 3 Discretionary Procedure. A Type 3 process includes noticing and a comment period prior to an initial public hearing before the Planning Commission. The hearing is open to the public and testimony, if any, will be received. At the conclusion of the hearing, the Planning Commission can continue the hearing to a later date, keep the record open for more information, or make a recommendation to the City Council, which is the ultimate decision-making authority for annexation-related discretionary Comprehensive Plan amendments.

Staff fulfilled all public notice requirements for the proposed amendment, as detailed in Section 1.4.2 of this staff report.

**Conclusion:** For these reasons, staff finds that the proposal is consistent with Statewide Planning Goal 2.

## Goal 12: Transportation Findings

Goal 12 requires cities, counties and the state to create a transportation system plan that takes into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian.

### FINDING:

OAR 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule (TPR), provide guidance on compliance with Statewide Planning Goal 12. A

Transportation System Plan (TSP) adopted pursuant to OAR Division 12 fulfills the requirements for public facilities planning required under Oregon Revised Statutes 197.712(2)(e), Goal 11, and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Beaverton's Comprehensive Plan contains the City's adopted TSP.

The Transportation Planning Rule states that amendments that "significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and performance standards (e.g., level of service, volume to capacity ration, etc.) of the facility."

A "significant effect" can result from:

- A change to functional classification or the standards implementing a functional classification system; or
- Changes to planned land uses that would result in types or levels of travel or access that are inconsistent with adopted functional classifications; or
- Changes that would degrade performance so that it doesn't meet performance standards or further degrade performance for a facility that is already projected not to meet performance standards.

### Significant Effects

The TPR requires a two-step analysis for proposed amendments to the City's Comprehensive Plan and/or land use regulations. (1) The first step is to determine whether or not the proposed amendment *significantly affects* an existing or planned transportation facility. If the proposed amendment does not significantly affect the transportation network, then no further analysis is needed and compliance with Goal 12 is satisfied. If a proposed amendment does significantly affect the surrounding transportation network, then the City must (2) determine what mitigation is required to off-set the impacts to the transportation network brought on by the proposed amendments, or demonstrate that the expected impact resulting from the proposed amendment meets the approval criteria for one of several exceptions allowed under OAR 660-012-0060.

Washington County's Transportation System Plan currently shows the proposed Collector between SW 185<sup>th</sup> Avenue and W Baseline. This collector has been included in regional models studied by Washington County to demonstrate compliance with Goal 12 and the Transportation Planning Rule.

The proposed amendment to Beaverton's Transportation System Plan adopts the same Collector alignment, producing no deviation from current regional transportation models.

According to OAR 660-012-0060 (1), a significant affect to a planned transportation facility would occur if a proposal were to:

“(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 response to item (a), staff notes that the proposed amendment would not change the functional classification of the planned facility, as Washington County shows the facility as a Collector, and the proposed amendment to Beaverton’s Transportation System Plan adds the Collector the Functional Plan.

In response to item (b), staff notes that Washington County’s standard street section identifies Collectors as containing 2 or three vehicle lanes. Beaverton’s standard street section also identifies Collectors as containing 2 or three vehicle lanes.

In response to item (c), staff notes that there is no type of level or access inconsistent with the classification of Collector for the proposed street alignment, and there is no projected degradation of performance for the planned collector that would not meet performance standards.

**Conclusion:** For these reasons, staff concludes that adding the proposed Collector to Beaverton’s Transportation System Plan would not cause a “significant effect” to the transportation network, therefore satisfying Goal 12.

Staff finds that Statewide Planning Goals 1, 2, and 12 are applicable to the proposed Comprehensive Plan Amendment. As described above staff finds that the proposal complies with the applicable Statewide Planning Goals.

**Conclusion:** For these reasons, staff finds the proposed amendment is consistent with applicable Statewide Planning Goals.

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

**FINDING:**

Staff provides the following responses to the relevant Metro Titles:

## Title 1: Housing Capacity

**FINDING:**

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.

Staff notes that the proposed Comprehensive Plan amendment is limited to the addition of a proposed Collector Street to Beaverton’s Transportation System Plan. Staff further notes that policies of Title 1 speak to setting minimum densities for residential levels, ensuring sufficient housing opportunities are provided in each municipality. The proposed amendment does not directly impact density requirements. However, staff notes that the inclusion of the proposed Collector will accommodate future growth on the impacted properties by providing improved vehicle, bicycle and pedestrian access.

**Conclusion:** The proposed amendment is consistent and compatible with Metro Title 1.

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

### FINDING:

Title 6 calls for Centers, Corridors, Station Communities and Main Streets – a hierarchy of mixed-use, pedestrian friendly centers, connected by high capacity transit and corridors - to be the principal centers of urban life in the region. The actions and investments of cities should enhance this role. Completing these actions and investments makes cities eligible for regional investments. Regional investments include MAX light rail transit, WES commuter rail, bus service, pedestrian and bicycle access, and automobile travel options.

All mixed-use, pedestrian friendly centers are shown on Metro's *2040 Regional Growth Concept Map* and *Centers, Corridors, Station Communities and Main Streets Map (Title 6 Map)*. The map indicates that the subject site where the proposed Collector is to be located within a Washington County designated Station Community. Therefore, Title 6 applies to the proposed amendment. However, the proposal is limited to adding a proposed Collector already in Washington County's Transportation System Plan.

Section 3.07.620 of Metro Title 6 includes policies addressing how to become and remain eligible for regional investments for centers, and how to set or modify center boundaries. These policies do not refer to the addition or modification of streets with the Transportation System Plan.

**Conclusion:** Staff finds that Metro Title 6 policies are not applicable to the proposed amendment.

## Title 8: Compliance Procedures

### FINDING:

Section 3.07.810.A of Metro Title 8 establishes a process for determining whether city or county comprehensive plans and land use regulations substantially comply with requirements of the Functional Plan, and requires cities to submit proposed comprehensive plan amendments to Metro for their review. Metro requires the city to submit the proposed amendment to Metro at least 45 days before the first evidentiary hearing, which is the Planning Commission hearing. Although the city provided initial notice of October 26, 2022, this did not meet the 45 day requirement for compliance with the Metro Functional Plan. The city provided new notice to Metro on November 28, 2022, which is 51 days before the Planning Commission hearing. The city has not received any comments from Metro.

**Conclusion:** The proposed amendment is consistent and compatible with Metro Title 8.

Staff provides the following responses to the relevant Regional Transportation Functional Plan titles:

## Title 2: Development and Update of Transportation System Plans

3.08.210.A Each city and county shall update its TSP to incorporate regional and state transportation needs identified in the 2035 RTP and its own transportation needs. The determination of local transportation needs shall be based upon:

1. System gaps and deficiencies identified in the inventories and analysis of transportation systems pursuant to Title 1...

### FINDING:

The proposed Transportation System Plan (TSP) amendment is limited to the addition of one collector street in an areas which is int eh process of annexing to the City of Beaverton from Washington County. Washington County's Transportation System Plan currently shows the proposed Collector between SW 185<sup>th</sup> Avenue and W Baseline. This collector has been included in regional models studied by Washington County, including the 2035 RTP.

The proposed amendment to Beaverton's Transportation System Plan adopts the same Collector alignment, producing no deviation from current regional transportation models.

Staff notes that the proposed amendment would not change the functional classification of the planned facility, as Washington County shows the facility as a Collector, and the proposed amendment to Beaverton's Transportation System Plan adds the Collector the Functional Plan. In addition, staff notes that Washington County's standard street section identifies Collectors as containing two or three vehicle lanes. Beaverton's standard street section also identifies Collectors as containing two or three vehicle lanes. Staff notes that the there is no type of level or access inconsistent with the classification of Collector for the proposed street alignment, and there is no projected degradation of performance for the planned collector that would not meet performance standards. As the proposal does not include modification to the location, design or access of the proposed collector street the proposal remains consistent with the RTP and may rely on the analysis performed in compliance with this section by Washington County in adoption of their 2019 TSP.

**Conclusion:** For these reasons, staff finds the proposed amendment is consistent with Regional Transportation Functional Plan Title 2.



## Title 5: Amendment of Comprehensive Plans

3.08.510.A When a city and county proposes to amend its comprehensive plan or its components, it shall consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060.

### FINDING:

The proposal is to amend the city's Comprehensive Plan Transportation System Plan (TSP) and add a proposed collector alignment that currently exists in Washington County's Transportation System Plan. Washington County, in adopting their 2019 TSP update, which identified the collector, would have been required to perform the needed analysis to show compliance with 3.08.220A and OAR 660-012-0060. The City proposed to place the collector in the same location as shown by Washington County in their TSP as the area encompassing the collector is being annexed to the City of Beaverton. The inclusion of this collector in the City of Beaverton TSP ensures that the regional RTP remains consistent regardless of the jurisdictional location of the identified collector. As no modifications are being made to the collector location or configuration no additional analysis is warranted.

**Conclusion:** For these reasons, staff finds the proposed amendment is consistent with Regional Transportation Functional Plan Title 5.

## Title 6: Compliance Procedures

3.08.610.D An amendment to a city or county TSP shall be deemed to comply with the RTFP upon the expiration of the appropriate appeal period specified in ORS 197.830 or 197.650 or, if an appeal is made, upon the final decision on appeal. Once the amendment is deemed to comply with the RTFP, the RTFP shall no longer apply directly to the city or county land use decisions.

3.08.610.E An amendment to a city or county TSP shall be deemed to comply with the RTFP as provided in subsection D only if the city or county provided notice to the COO as required by subsection F.

3.08.610.F At least 45 days prior to the first public hearing on a proposed amendment to a TSP the city or county shall submit the proposed amendment to the COO. The COO may request, and if so the city shall submit, an analysis of compliance of the amendment with the RTFP. Within four weeks after the receipt of the notice, the COO shall submit to the city or county a written analysis of compliance of the proposed amendment with the RTFP, including recommendations, if any, that would bring the amendment into compliance with the RTFP. The COO shall send a copy of its analysis to those persons who have requested a copy.

## FINDING:

The proposal is to amend the city's Comprehensive Plan Transportation System Plan and add a proposed collector alignment that currently exists in Washington County's Transportation System Plan. This proposal will follow the City standard process for modifications to the comprehensive plan, including the TSP. This includes allowing for appeals pursuant to ORS 197.830 (Review Proceedings) and 197.650 (Appeals to Court of Appeals).

The required notice was submitted to Metro on November 28, 2022, 51 days prior to the initial hearing on this application.

**Conclusion:** For these reasons, staff finds the proposed amendment is consistent with Regional Transportation Functional Plan Title 6.

Staff finds that Metro Titles 1 and 8 and Regional Transportation Functional Plan (RTFP) Titles 2, 5, and 6 are applicable to the proposed Comprehensive Plan Amendment. Per the analysis provided above staff finds that the proposed amendment is consistent with the applicable Metro Titles.

**Conclusion:** For these reasons, staff finds the proposed amendment is consistent with applicable Metro Titles.

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

## FINDING:

Staff finds that the following policies of the Comprehensive Plan are applicable to the proposed amendment.

## Chapter 6: Transportation Element

6.2.1 Goal Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.

Policies:

- a) Maintain the livability of Beaverton through proper location and design of transportation facilities

## FINDING:

The proposal is to amend the city's Comprehensive Plan Transportation System Plan and add a proposed collector alignment that currently exists in Washington County's Transportation System Plan (TSP). The design and location of the collector street were considered with the adoption of the Washington County TSP. The addition of this collector street to the City's TSP will provide continuity in the regional transportation model and continue to provide for a livable Beaverton through the property location and design of transportation facilities in the region.

### 6.2.3 Goal: A safe transportation system.

Policies:

- b) Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

*Action:* Maintain a functional classification system that meets the City's needs and respects the needs of other agencies including, but not limited to, Washington County, Oregon Department of Transportation, the city of Tigard, Hillsboro, and Portland, Trimet, Tualatin Valley Fire and Rescue, Tualatin Hills Park and Recreation District, and Metro.

## FINDING:

The proposal is to amend the city's Comprehensive Plan Transportation System Plan and add a proposed collector alignment that currently exists in Washington County's Transportation System Plan (TSP). The design and location of the collector street were considered with the adoption of the Washington County TSP. The addition of this collector street to the City's TSP will serve to provide the necessary function in the regional transportation system.

### 6.2.7 Goal: Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents.

Policies:

- c) Monitor and update the Transportation Element of the Comprehensive Plan so that issues and opportunities are addressed in a timely manner.

## FINDING:

The proposal is to amend the city's Comprehensive Plan Transportation System Plan and add a proposed collector alignment that currently exists in Washington County's Transportation System Plan (TSP). The design and location of the collector street were considered with the adoption of the Washington County TSP. The addition of this collector street to the City's TSP will serve to provide the necessary function in the regional transportation system and is in response to the annexation of the area in which the collector is identified to the City of Beaverton.

**Conclusion:** Staff finds that the proposed amendment is consistent with the applicable policies of the Comprehensive Plan.

## CONCLUSION & RECOMMENDATION

Based on the facts and findings presented, staff concludes that amending the Comprehensive Plan to add a proposed Collector to the Transportation System Plan is appropriate for the subject site. Therefore, staff recommends that Planning Commission approve the proposed Comprehensive Plan Amendment.