

**Proposed Plan Amendment For: To remove the AF-20 (Agriculture and Forestry – 20 acre District) plan designation and designate the parcels AF-5 (Agriculture and Forestry – 5 Acre District); requiring exceptions to Statewide Planning Goals 3 (Agricultural lands) and Goal 14 (Urbanization).**

Following approval of the Comprehensive Plan Map Amendment from EFU to AF-5; the applicant will then submit a Subdivision application to subdivide the property into five AF-5 lots which will consist of the following acreages: four 5 acre lots and one 8.99 acre lot; presently the Paul Lee family lives on the property in a dwelling. Mr. Lee intends to stay in his dwelling and to eventually build houses for his extended family, including: his son; his mother; and his wife's relatives. This will allow for a close family community to be near one another. Mr. Lee, of Korean descent wishes to provide for his elderly family and his wife's elderly family, as is the custom in Korea. He is not a land developer and originally purchased the property for the benefit of his extended family.

The property is situated in the Agriculture district (EFU), which is intended to provide an exclusive farm use recognizing certain lands therein this zone may be marginal for agricultural use. The Paul Lee property has not been farmed for many decades and has never been in farm or small woodland deferral, thus property taxes have been paid at rural residential levels historically. The property is isolated from other EFU lands and is of a small size and hilly in nature which makes it unsuitable for agricultural use, given the adjacent pattern of development. Further because of the boundaries of NW Dick Road and the Railroad, any further rural residential zone changes from EFU would be prohibited.

It is the applicant's intent to change the existing land use designation from EFU to AF-5. This land use designation would better reflect the current use of the property and would be consistent with the adjacent pattern of rural residential development, which are also "exception areas".

The table of contents of this application outlines the applicable policies/ regulations and appendices submitted for review and approval. Please refer to the application text for more detailed information regarding the project.

**C. Land Use Reviews Requested**

In order change the land use designation, Washington County requires a plan amendment (zone change) to the Comprehensive Plan. **This request is reviewed through a Type III process.**

**Land Use Reviews Review Type**

**D. Fee Calculations:**

The following fees are required to review the plan amendment application. These are outlined below:

**Fee Type Fee**

**Plan Amendment (estimate): \$3,500**

**Total At This Time: \$3,500**

As part of the application fee, the applicant is also required to file an "Agreement for the Payment of Fees" to cover processing cost associated with the filing of the plan amendment.

## **2. Applicable State Policies, Regulations and State Considerations**

The following information responds to applicable State regulations. The Findings of Facts to individual sections are highlighted in bold for each applicable policy and/or regulations. Policies addressed include:

### **2.1 State Transportation Rule; 660-12-60 State Transportation Rule**

#### **OAR 660-12-60 OREGON TRANSPORTATION PLANNING RULE Plan and Land Use Regulation Amendments**

1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.

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) As measured at the end of the planning period identified in the adopted transportation system plan:
  - (A) Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
  - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan;
  - (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

**Findings of Fact: In accordance with this section of OAR 660-12-60, the proposal is required to demonstrate whether or not the proposed change in land use designation from EFU to Agriculture and Forest (AF-5) would significantly affect an existing or planned transportation facility. Both of these are rural resource designations. Adding 4 additional single family homes will generate 40 trip ends a day (trips coming and going); during the AM Peak hour 7% of the 40 trips will leave (2.8 or 3 trips); during the PM Peak hour 10% of the 40 trips return (4 trips). Neither the additional 3 trips in the AM Peak nor the 4 trips during the PM peak will affect the capacity of either Dick Road or NW Valley Vista Road or Phillips Road. These roads are significantly under capacity and the Peak Hour Capacity of them is 500-600 vehicles. There will be no impact on road capacity by the applicants desire to change the current land use designation from EFU to Agriculture and Forest (AF-5). Sight distance and other engineering issues will be evaluated with the Subdivision application after a specific site plan has been engineered and submitted.**

(2) Where a local government determines that there would be a significant effect, compliance with section (1) shall be accomplished through one or a combination of the following: (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