

Exhibit 1 includes proposed changes for the Comprehensive Plan related to the Housing Options Project. The changes were proposed to update city policy statements related to housing, comply with state law (House Bill 2001 from 2019), and ensure consistency with Housing Options Project-related changes to the Development Code.

These exhibits omit some formatting and images to focus on the text changes to the content, but the images and formatting are proposed to remain in the Comprehensive Plan. In some places, portions of the Comprehensive Plan are not included because no changes are proposed. The gaps are marked with “***”.

Commentary is for information only.

Proposed new language is underlined.

Proposed deleted language is ~~stricken~~.

CHAPTER 1 – AMENDMENT PROCEDURES ELEMENT

1.5 CRITERIA FOR AMENDING THE COMPREHENSIVE PLAN

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

1.5.1 Criteria for Legislative and Quasi-judicial Comprehensive Plan Amendments

- A. The 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;
 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
 3. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans.
- B. The following criteria apply to all annexation-related quasi-judicial Comprehensive Plan Amendments. [ORD 4759 January 2019]
 1. In applying the most appropriate Comprehensive Plan designation, the decision-making authority shall use the relevant criteria below.

- a. If the property is or properties are subject to a Beaverton-approved Community Plan, Neighborhood Plan, or Concept Plan approved consistent with Section 1.5.1.A. wherein the zoning is specified, the decision-making authority shall apply the specified Comprehensive Plan designation or designations; or
- b. If the Washington County designation is Institutional, the decision-making authority shall find that the designation is consistent with Beaverton Comprehensive Plan policies in the Land Use Element; or
- c. If neither Section 1.5.1.B 1. or 2. apply, the decision-making authority shall find that the designation is consistent with one or more of the following criteria in applying a Beaverton Comprehensive Plan designation:
 - i. City Comprehensive Plan policies in the Land Use Element
 - ii. Consistency with the County Land Use Districts.

Commentary: Section 1.5.2 Criteria for Non-Discretionary Map Amendments

This section includes a table of City Comprehensive Plan land use designations that correspond to zoning designations adopted by Washington County. Washington County will also be adopting zoning amendments pursuant to HB 2001. The “cross-walk” table (Table 1, 1.5.2) needs to be updated to match Beaverton’s revised residential zones (RMA, RMB, RMC) with the appropriate County zones. The zones are matched based on similar allowed uses, density standards, and development standards (e.g., maximum height).

Also, the City’s current “Standard Density Neighborhoods” designation is proposed to be renamed as “Lower Density Neighborhoods.” See the commentary in Chapter 3 for further discussion.

1.5.2 Criteria for Non-Discretionary Map Amendments

A. Annexation-Related

The Washington County-Beaverton Urban Planning Area Agreement (UPAA) says: “Upon annexation, the city shall apply its Comprehensive Plan land use and zoning designations corresponding as closely as possible to designations already adopted by the county. The city shall maintain a list of county land use designations and the corresponding city comprehensive plan and zoning designations.” The list in Table 1 of Section 1.5.2. identifies City Comprehensive Plan designations and zoning districts that most closely approximate the density, use provisions and standards of the County designations. When annexation related Comprehensive Plan Map amendments are proposed that convert County zoning to a City plan designation

that is pursuant to Table 1 in Section 1.5.2. the City has no discretion.

This section describes the method by which City of Beaverton Comprehensive Plan designations and zoning districts shall be applied consistent with the Washington County-Beaverton Urban Planning Area Agreement when a property in unincorporated Washington County is annexed into the City of Beaverton.

Table 1 below shows city plan and zoning designations that correspond closely with the county land use districts. Properties with Washington County land use districts in Table 1 can be processed with a Type 1 application using the city's non-discretionary process. County land use districts not consistent with Table 1 and associated footnotes shown shall be subject to a Type 3 discretionary process. The decision-maker for Type 1 and Type 3 applications shall be the City Council, which shall adopt such plan amendments according to the requirements of the City Charter.

**Table 1, 1.5.2: Annexation-related plan and zone changes not requiring discretion
(Type I CPA/ZMA Applications)**

County Land Use District	City Comprehensive Plan Designation	City Zoning District
R-5, Residential 5 units/acre	<u>Standard Lower Density Neighborhoods (SLDN)</u>	<u>R7RMC</u>
<u>R-6, Residential 6 units/acre; R-6 NB, North Bethany District</u>	<u>Standard Lower Density Neighborhoods (SLDN)</u>	<u>R7RMC</u>
<u>R-9, Residential 9 units/acre; R-9 NB, North Bethany District</u>	<u>Standard Lower Density Neighborhoods (SLDN)</u>	<u>R5RMC</u>
<u>R-15, Residential 15 units/acre; R-15 NB, North Bethany District</u>	<u>Medium Density Neighborhoods (MDN)</u>	<u>RMB</u>
<u>R-24, Residential 24 units/acre</u>	<u>Medium Density Neighborhoods (MDN)</u>	<u>RMA</u>
<u>TO: R9-12, Transit Oriented Residential District 9-12 units/acre</u>	<u>Medium Density Neighborhoods (MDN)</u>	<u>RMB</u>
<u>TO: R12-18, Transit Oriented Residential District 12-18 units/acre</u>	<u>Medium Density Neighborhoods (MDN)</u>	<u>RMA</u>
TO:R24-40, Transit Oriented Residential ¹	Station Community (SC)	SC-HDR
TO:R24-40, Transit Oriented Residential ²	Town Center (TC)	TC-HDR
TO:R40-80, Transit Oriented Residential ¹	Station Community (SC)	SC-HDR
TO:R80-120, Transit Oriented Residential ¹	Station Community (SC)	SC-HDR
TO:RC, Transit Oriented Retail Commercial ^{1, 3}	Station Community (SC)	SC-MU
TO:BUS, Transit Oriented Business ²	Town Center (TC)	TC-MU
TO:BUS, Transit Oriented Business ¹	Station Community (SC)	SC-MU
TO:EMP, Transit Oriented Employment ¹	Station Community (SC)	SC-E1

1 Applies to property located within a Metro designated Station Community Area

2 Applies to property located within a Metro designated Town Center Area

3 Unincorporated property zoned TO:RC located within a Metro designated Station Community Area which is entirely within 2,600 linear feet from a light rail transit platform.

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CHAPTER 3 – LAND USE ELEMENT

What is this chapter about?

LOCAL LAND USE PLANNING AND THE STATEWIDE PLANNING PROGRAM

Oregon's statewide planning goals, statutes and rules include requirements for how local governments approach land use planning, including:

- procedures for development review, notice, public hearings, and public involvement;
- coordination among jurisdictions and consistency with statewide and regional plans;
- making efficient use of land inside urban growth boundaries, while limiting development on rural land;
- limiting and/or mitigating impacts to certain natural features;
- coordinating land use planning with transportation planning; and
- providing opportunities for the type and amount of housing and employment projected within the planning horizon.

The Land Use Element describes Beaverton's policies for the long-term growth and development of the city, consistent with the Comprehensive Plan's major themes - livability, equity, sustainability, and resiliency. The element guides the type, location and distribution of land use, and integrates how those uses will look, function and contribute to the form of the city. The policies also describe the aspirations and goals for Beaverton's distinct areas - Mixed Use Areas, Commercial Centers and Corridors, Neighborhoods, and Employment and Industrial Lands. The policies are supported by background studies and analysis, which are included in Volume II of the Comprehensive Plan (Background and Supporting Documents).

The relationship between land use and urban design is fundamental to achieving quality infill, redevelopment, and increased densities (measured by the number of dwelling units and/or building floor area on a site). As the density of residential and non-residential development increases, urban design issues become more important. Consequently, this land use element considers both land use and urban design.

Land Use is a topic that touches many other issues, including housing, the local economy, transportation, and natural resources. Many of the policies in other chapters of the Comprehensive Plan have an impact on or relationship to land use.

Context

Beaverton's regional location as a first-tier suburb, largely developed in the second half of the 20th century, has shaped much of its growth and urban form. The city's Old Town, first platted in 1868, dates to an era before cars were dominant, and has the small, walkable blocks characteristic of that time. However, the prevalence of cars during later development in the city shaped a set of neighborhoods, employment areas, and commercial corridors that are primarily built around automobile access. The city is also strongly influenced by the presence of Highways 217 and 26, which provide access to major employment areas throughout the west side of the region, as well as connecting to downtown Portland and providing freight routes that connect to other parts of the state and to Interstate 5. The extension of the MAX light rail line in the 1990s began a gradual transition towards more transit-oriented development around light rail stations. Recent planning for areas such as Progress Ridge, Beaverton Central, and South

URBAN DESIGN

Urban design shapes the physical setting of cities by defining the interaction and transition between buildings, streets and landscapes. Integration of urban design concepts and land use policies will help promote quality places (such as streets, sidewalks, sites and buildings).

Cooper Mountain reflects an elevated priority for mixed use and walkable communities.

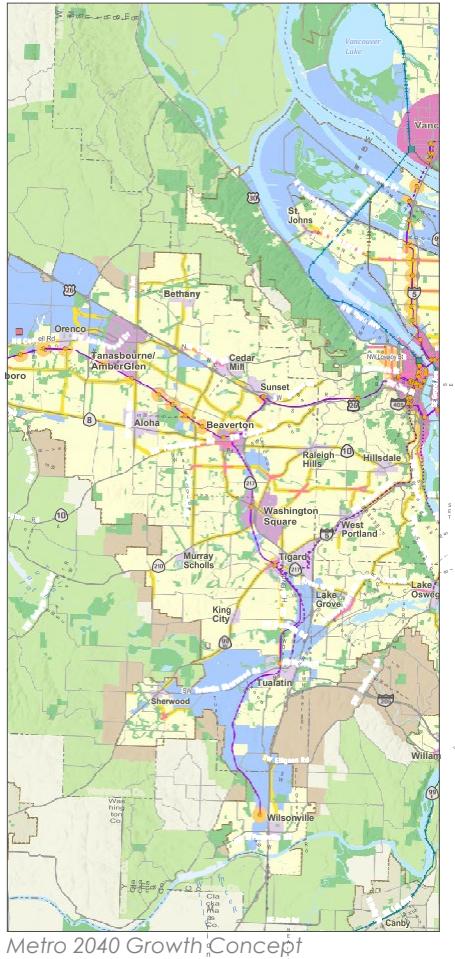
Beaverton has also become one of Oregon's most culturally diverse communities. Planning for the physical growth and development of the city will be influenced by the varied interests, backgrounds, and priorities of its residents.

Beaverton's location within the Portland Metropolitan region is an important context for the city's growth and livability. Metro, the regional government, sets overarching policies on land use, transportation, and natural resources that local jurisdictions in the region, including Beaverton, must incorporate into city policies and rules. It also sets a region-wide land use pattern, in collaboration with local governments. The Metro "2040 Growth Concept" highlights areas where growth should be focused and areas where higher densities and more redevelopment are appropriate (e.g. downtowns and light rail station areas). The 2040 Growth Concept is reflected in the city's land use designations and policies.

Relationships with other jurisdictions are also essential to Beaverton's land use and urban form. The city boundary lines are jagged and complex, sharing borders with Portland, Tigard, Hillsboro, urban unincorporated Washington County and rural Washington County. The boundary reflects a history of small land additions and highlights the importance of coordination with Washington County and neighboring cities to determine optimal land uses and transportation networks.

Major Themes of the Comprehensive Plan

As the city plans for its future growth and development needs, it does so with an increased emphasis on four major themes - livability, equity, sustainability, and resiliency. These themes are defined in the Introduction and they are intended to guide updates to the Comprehensive Plan by focusing on priorities of our community visioning process, linking the policies included in this and other chapters to clearly held public values. As a largely built-out first-tier suburb, accommodating projected growth and development over the next 20 years will be increasingly challenging. The goals and policies in this chapter respond to the city's limited supply of vacant land, potential redevelopment opportunities, multimodal transportation system (including pedestrian, bicycle, transit, and freight), valued natural resources, and rapidly changing demographics.



Chapter Format

The Land Use Element is organized into 9 sections, each with a discussion of issues and one or more goals. Each goal is followed by a series of policies intended to help Beaverton grow and develop in a manner that exhibits the city's commitment to livability, equity, sustainability, and resiliency.

Sections 3.1 through 3.5 address issues and goals of citywide relevance. Sections 3.6 through 3.9 provide goals and policies for each land use designation defined in the Comprehensive Plan. The Comprehensive Plan designations are grouped into four categories as shown below.



3.1 Land Use and Transportation Connections



Land use and transportation are inherently inter-related, as the transportation system is what connects different uses in different areas and moves people and goods between them. Development is strongly influenced by the transportation system that surrounds it, and land use and development can influence how attractive it is to travel by car, transit, bike, or on foot. While cars remain an important feature of daily life, a commitment to sustainability, livability, equity and resiliency means increasing the transportation options available and making it easier for people to meet daily needs without a car. That shift can't come from investments in the transportation system alone; land use patterns play an equal or greater role in shaping transportation options and choices. The policies below recognize and address the important relationship between land use and transportation.

Goal 3.1.1 Encourage development and land use patterns that support a variety of transportation options

Policies:



- a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.
- b) Encourage development and programs that reduce the need for vehicle use and ownership.
- c) Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.
- d) Apply land use designations and development regulations that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.
- e) Encourage increased intensity of development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations, such as MAX and WES.
- f) Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station.



- g)** Encourage providing amenities for transit users at transit stops or stations, such as food carts and coffee stands, covered benches, trash/recycling receptacles, and lighting.
- h)** Allow use of private parking lots near transit stops and stations for park-and-ride facilities during hours when the parking spaces are not needed for on-site uses.
- i)** Encourage the use of innovative technologies that improve parking and transportation efficiency.
- j)** Encourage use of structured, underground, and/or tuck-under parking for commercial, office, and multifamily development.
- k)** Encourage shared parking agreements in all areas with significant volumes of surface parking lots.
- l)** Accommodate automobile access and parking in an efficient manner that does not detract from the desirability of other modes.



DEFINING INFILL AND REDEVELOPMENT

The Housing Element identifies infill development as one means to provide an adequate supply of housing to meet future needs. As used in the Land Use Element, infill refers to the construction of additional housing in an existing neighborhood, or non-residential or mixed use development on relatively small pieces of undeveloped land in areas that are largely developed.

Redevelopment means demolition of an existing structure to make way for new development, which may or may not increase density or intensity of development. Redevelopment may replace existing development with a similar type and scale of new development, or may include changing the type or intensity of the use.

3.2 Infill and Redevelopment

The city's buildable lands inventory shows that there is not much vacant land left in any comprehensive plan designation, except for land added to the city through expansion of the urban growth boundary. This means that a significant share of future growth in the city will occur through infill and redevelopment.

Goal 3.2.1 Provide for thoughtful and strategic infill and redevelopment

Policies:

- a)** Provide a set of residential infill guidelines and standards that encourage compatible infill development, consistent with the following principles:
 - i.** Provide flexibility on development standards when it can help preserve trees and natural resources.
 - ii.** Allow a wider variety of housing choices that can accommodate a range of ages, household sizes and/or income levels while ensuring the new housing responds to the scale and form of the neighborhood.
 - iii.** Manage transitions between different uses and housing types.
 - iv.** In areas well-served by transit, amenities and services, offer more flexibility for infill housing and innovative housing types that meet city goals for affordability and livability, and provide housing for diverse household sizes, types, and age ranges.
 - v.** Encourage site and building design features, including setbacks and sight lines, that minimize impacts to sunlight and privacy for existing adjacent homes.
- b)** Encourage and support quality redevelopment in target areas that is consistent with city goals.
- c)** Work to reduce and mitigate displacement and loss of affordable housing and commercial/employment space when planning and implementing major capital investments that increase livability and desirability.

- d) Recognize the value of low-cost commercial space for supporting small businesses and start-ups.
- e) Maintain an equitable policy to allow food carts and other mobile eateries in strategic locations and provide support for siting at multiple venues citywide.
- f) On underutilized property and excess parking areas, provide opportunities for interim uses, such as community gardens and food carts, that are appropriate for each plan designation.





3.3 Sustainability and Natural Resources

The Natural Resources Element of the Comprehensive Plan addresses protection of significant natural resources, including riparian corridors, wildlife habitat, wetlands, and cultural and historic resources. The Environmental Quality and Safety Element of the Comprehensive Plan addresses water quality, air quality, noise, seismic hazards, geologic hazards, flood hazards, and solid and hazardous waste. Direct impacts to air and water quality are generally addressed through state regulations and permits. However, sustainability and resiliency go beyond these issues. Sustainable development also means building a way that mitigates and adapts to climate change impacts, reduces energy and resource consumption in buildings, reduces the energy and fossil fuel consumption associated with transportation, and connects people to the environment.

Resilient development means building in a way that protects people, anticipates natural events and disasters, and improves the community's ability to prepare for, adapt to, and recover from potential shocks and stresses. This section provides policies that complement, but do not repeat, the policies in the Natural Resources Element and Environmental Quality and Safety Element. Policies relevant to the transportation side of sustainability are provided in Section 3.1 of this chapter as well as the Transportation Element of the Comprehensive Plan.

Goal 3.3.1 Promote sustainable development, resilience, and resource protection

Policies:



- a) Use land effectively in urban areas to relieve development pressure in rural areas and help protect farms, forests and natural resources.
- b) Conserve, protect and enhance natural resources identified in the city's adopted Significant Natural Resources inventories, consistent with policies in the Natural Resources Element.
- c) Encourage and incentivize sustainable building and site design approaches that minimize environmental impacts of the built environment while creating healthy, safe places for people to live, work and play, through:
 - i. Energy conservation and renewable energy
 - ii. Reducing resource consumption and waste
 - iii. Reducing water consumption and wastewater



generation, including use of non-potable water systems where appropriate

- iv.** Integration of storm water and natural systems
 - v.** Protecting and supporting human health
 - vi.** Designing for adaptability over time
- d)** Wherever possible, allow resource areas to serve multiple purposes and acknowledge their multiple benefits.
- e)** Increase the resiliency of the built environment by:
- i.** Promoting retrofits to existing buildings and public facilities to increase the likelihood that buildings will stand and people can remain in place
 - ii.** Increasing awareness of natural hazard risks and the value of mitigation and preparedness measures
 - iii.** Encouraging the design of new public buildings to provide safe gathering spaces in the event of a natural disaster or other major emergency event
 - iv.** Promoting the design of new buildings and infrastructure to withstand a natural disaster with minimal or no repair





3.4 Planning and Development Review

The city is responsible for establishing development code regulations to implement the Comprehensive Plan. The code regulates growth through the review of development applications, and through code enforcement efforts.

Portions of the city were originally developed under Washington County development regulations. In these areas, annexation occurred after County planning and initial development, requiring the city to implement the County's plans through city zoning. In addition, the city and county have defined an "Urban Planning Area", an area larger than the current city limits in which both jurisdictions have an interest in comprehensive planning and development. The Urban Planning Area Agreement spells out roles and responsibilities for both jurisdictions within the Urban Planning Area.

Goal 3.4.1 Provide effective and inclusive planning and development review services

Policies:



- a) Ensure that development regulations are consistent with and implement the Comprehensive Plan.
- b) Ensure that land use planning, notification, and public involvement procedures and processes are inclusive and provide meaningful opportunities for engagement by all community members.
- c) Expand outreach to under-represented populations and increase participation in community activities by posting event and service notices in multiple venues and providing information in multiple languages, consistent with the city's language access practices.
- d) Apply zoning districts consistent with Comprehensive Plan policies; applicable Community Plans; adopted Comprehensive Plan designations, as identified in the Comprehensive Plan and zoning district matrix, below; and the following policies.
 - i. New zoning districts consistent with applicable Comprehensive Plan policies may be added or modified as needed to address area-specific needs or changing circumstances.

- ii. Existing zoning that is not consistent with the Comprehensive Plan and zoning district matrix may remain in place until the city or property owner initiates a zone change; however, zoning map amendments must be consistent with the Comprehensive Plan and zoning district matrix.
 - iii. Area-specific zoning districts (as indicated in the Comprehensive Plan and Zoning District Matrix) shall be applied only in locations consistent with the title and purpose statement of the zone, applicable Community Plan policies or Metro Title 6 designations.
 - iv. Where a property is subject to an area-specific zone (as indicated in the Comprehensive Plan and Zoning District Matrix), quasi-judicial zone changes shall be limited to applying another implementing zone specific to the same area, consistent with applicable Community Plan policies or Metro Title 6 designations.
- e) Where a land use approval requires demonstration of consistency with the policies of the Comprehensive Plan, the policies of the adopted Comprehensive Plan designation shall apply, regardless of whether the zone is listed as an implementing zone for the applicable Comprehensive Plan designation.



Commentary: *Comprehensive Plan and Zoning District Matrix*

Beaverton's residential zones are proposed to be revised as follows:

R1 → Multi-Unit Residential (MR)

R2 → Residential Mixed A (RMA)

R4 and R5 → Residential Mixed B (RMB)

R7 and R10 → Residential Mixed C (RMC)

These Development Code changes need to be reflected in the matrix matching Comprehensive Plan Designations with implementing zones. This requires some reorganization of the land use designations because the existing zones are being combined in a way that does not line up perfectly with the current Comprehensive Plan designations. However, the proposed combining of zones better captures the linkages and areas of overlap between the zones. For example, R4 and R5 (merged to RMB) are more similar than R2 and R4, even though R4 is currently classified as "Medium Density" (like R2) while R5 is classified as "Standard Density."

Also, the "Standard Density Neighborhoods" designation is proposed to be renamed as "Lower Density Neighborhoods." This is for two reasons: (1) the current "Low Density Neighborhoods" designation is being removed because R10 was the only implementing zone; and (2) "Lower Density" better reflects the intended relative density of this land use designation (i.e., it's the lowest-density residential designation) while avoiding calling one land use designation "standard" when many of them promote a mix of housing types share consistency with House Bill 2001.

Comprehensive Plan and Zoning District Matrix

Comprehensive Plan Designation		Implementing Zoning Districts
Mixed Use Areas		
Downtown Regional Center		RC-E, Downtown Regional Center – East* RC-BC, Downtown Regional Center – Beaverton Central District* RC-OT, Downtown Regional Center – Old Town District* RC-DT, Downtown Regional Center – Downtown Transition District* RC-MU, Downtown Regional Center – Mixed Use District*
Town Centers		TC-HDR, Town Center – High Density Residential District TC-MU, Town Center – Multiple Use District
Station Communities		SC-E1, Station Community – Employment Sub Area 1 District SC-E3, Station Community – Employment Sub Area 3 District SC-HDR, Station Community – High Density Residential District SC-MU, Station Community – Multiple Use District SC-S, Station Community – Sunset District*
Mixed Use Corridors		CS, Community Service NS, Neighborhood Service <u>MR, Multi-Unit Residential R1, Residential Urban High Density District (1,000)</u> <u>RMA, Residential Mixed AR2, Residential Urban Medium Density District (2,000)</u>
Commercial Centers and Corridors		
Regional Commercial		CC, Corridor Commercial CS, Community Service C-WS, Washington Square Regional Center – Commercial District* GC, General Commercial
Community Commercial		CC, Corridor Commercial CS, Community Service C-WS, Washington Square Regional Center – Commercial District*
Neighborhood Centers		NS, Neighborhood Service <u>RMA, Residential Mixed AR2, Residential Urban Medium Density District (2,000)</u> <u>RMB, Residential Mixed BR4, Residential Urban Medium Density District (4,000)</u>
Neighborhoods		
<u>Low-Density Neighborhoods</u>		<u>R10, Residential Urban Low Density District (10,000)</u> <u>RMB, Residential Mixed B</u> <u>R5, Residential Urban Standard Density District (5,000)</u> <u>RC, Residential Mixed C</u> <u>R7, Residential Urban Standard Density District (7,000)</u>
<u>Standard Lower Density Neighborhoods</u>		<u>RMA, Residential Mixed A</u> <u>RMB, Residential Mixed B</u> <u>R2, Residential Urban Medium Density District (2,000)</u> <u>R4, Residential Urban Medium Density District (4,000)</u>
Medium Density Neighborhoods		<u>MR, Multi-Unit Residential R1, Residential Urban High Density District (1,000)</u>
High Density Neighborhoods		
Employment and Industrial Land		
Employment		OI, Office Industrial OI-NC, Office Industrial – Nike Campus* OI-WS, Washington Square Regional Center – Office Industrial District*
Industrial		IND, Industrial OI, Office Industrial

* Area-specific zones subject to Policy 3.4.1.d, part iii and iv

Commentary: Section 3.8 Neighborhoods

Housing terms should be updated to be consistent with proposed BDC amendments. E.g., "single family detached" has been re-termed "single-detached dwelling" and "multifamily" has been re-termed "multi-dwelling." Proposed changes to the land use designations (discussed above) are also reflected in this section.

NEIGHBORHOODS

- **Low Density Neighborhoods**
- **Standard Lower Density Neighborhoods**
- **Medium Density Neighborhoods**
- **High Density Neighborhoods**



Section 3.8

3.8 Neighborhoods

Neighborhoods generally prioritize residential uses and compatible non-residential uses, such as schools and public parks. The different designations within this category reflect different scales and densities among different types of Neighborhoods.

The city's existing ~~Low and Standard Lower~~ Density Neighborhoods are mostly developed with subdivisions built in the second half of the 20th Century. Nearly all of the existing housing ~~is consists of~~ single ~~family~~-detached ~~dwellings~~. Streets were generally built with larger collector roads connecting between neighborhoods and many dead ends, loops, and curving streets within neighborhoods. Many subdivisions include protected open space, either in the form of parks or tracts preserved and owned by a homeowners association. Schools, religious institutions, and other civic uses are found throughout the neighborhoods, often on the larger roads.

Existing Medium and High Density Neighborhoods are developed with a mix of housing types but with an emphasis on ~~multi-dwelling family~~ housing.

Commentary: Goal 3.8.1 Complete and livable Neighborhoods

Density in the RMA, RMB, and RMC zones will be regulated only by minimum lot size and minimum density — not by maximum density — because state rules do not allow maximum density in residential zones that allow single-detached dwellings. This should be reflected in the Comprehensive Plan's references to maximum residential density.

It also will be necessary to remove references to lot size averaging, since those provisions are proposed to be removed from BDC Chapter 20.

Goal 3.8.1 Complete and livable Neighborhoods

The following policies apply to all Neighborhoods.

Policies:

- a) Regulate maximum residential density and/or minimum lot area by zone to maintain a balance between planned land uses and infrastructure capacity.
- b) Regulate minimum residential density to ensure efficient use of residential land and meet regional housing needs.
 - i. Generally, the zoning code should require that residential development achieve at least 80% of the maximum density, where applicable, allowed in the applicable zoning district.
 - ii. Minimum densities should be calculated excluding significant natural resource areas and other constrained lands.
- c) Allow flexibility ~~through lot size averaging and other tools~~ to provide ~~flexibility and~~ housing variety while maintaining an overall density consistent with the Comprehensive Plan designation and zoning.



- d) For development that achieves a public benefit or goal (*i.e., such as* increased housing options, public space or affordable housing) the city may provide code incentives, such as opportunities in the Development Code to allow additional for additional floor area or housing units that exceed the ranges listed for each Comprehensive Plan designation.
- e) Provide opportunities for a variety of housing types in all residential plan designations while maintaining a scale and character consistent with the intent of each plan designation.
- f) Facilitate development of housing that is affordable to a range of incomes, including low-income households.
- g) Ensure integration of parks and schools into neighborhoods in locations where safe, convenient connections from adjacent neighborhoods on foot and by bike are or will be available.
- h) Use Crime Prevention through Environmental Design (design that provides opportunities for “eyes on the street” through street-facing windows and doors) to reduce graffiti, vandalism and other property crimes and to promote a feeling of safety for pedestrians.
- i) Require subdivisions and development on large sites to create a connected network of pedestrian ways, local streets, and other multimodal connections, including connections to adjacent properties or opportunities to connect in the future.



Commentary: Goal 3.8.2 Low and Standard Density Neighborhoods

The current references to maximum residential densities will need to be modified, given that different lot size standards will apply to different housing types, and maximum density does not apply in RMA, RMB, and RMC. The proposed amendments focus on minimum densities, rather than maximum densities. The proposed changes also promote housing variety, rather than emphasizing detached housing. Policy d) provides policy guidance about more appropriate locations for Lower Density zones when decision-makers are evaluating discretionary zoning map applications.



Goal 3.8.2 ~~Low and Standard~~Lower Density Neighborhoods: Provide residential neighborhoods that emphasize ~~detached~~ housing variety and integrate parks, schools, and other community institutions

The following policies apply to ~~Low and Standard~~Lower Density Neighborhoods, in addition to policies under Goal 3.8.1.

Policies:

- a) Allow and encourage a variety of housing types that respond to the scale and form of existing neighborhoods as a way to increase housing options within established neighborhoods while recognizing neighborhood character.
- b) Establish zoning regulations that allow housing ~~variety at low-to-medium minimum densities, with the lowest minimum density at 7 units per acre, et generally the following residential densities, while allowing for flexibility as described under Goal 3.8.1:~~
 - i. ~~Low Density Neighborhoods: one dwelling unit per 10,000-12,500 square feet of residential land area~~
 - ii. ~~Standard Density Neighborhoods: one dwelling unit per 5,000-10,000 square feet of residential land area~~
- c) Provide adequate flexibility on development standards (e.g. setbacks and lot coverage) to make development of single-story housing feasible.



Image Credit: Union Studio Architects

- d) The Standard-Lower Density Neighborhood designation maybe applied in areas that are presently developed with predominately single-detached homes, have limited access to transit, and are not located at/near a major intersection or highway interchange; or areas that are presently developed with predominately single-family homes. Implementing zones with higher minimum density may be applied relatively closer to transit, major intersections or highway interchanges, and implementing zones with lower minimum density may be applied farther from those areas

Commentary: Goal 3.8.3 Medium and High Density Neighborhoods

As in the previous section, the proposed amendments below modify density references to focus on minimum—rather than maximum—densities and to emphasize housing variety. The one exception is for High Density Neighborhoods, where maximum density will continue to apply (regulated in the BDC based on minimum land area per unit).

Generally, the state does not allow cities to regulate maximum density for lots that are zoned for the development of a detached single-detached dwelling. Since the RMA, RMB and RMC zones allow single-detached dwellings, then maximum density does not apply in these zones.

However, if a lot is not zoned for the development of a detached single-family dwelling, then maximum density can apply. In the MR zone, single-detached dwellings were removed as an allowed use; therefore, maximum density could be applied to that zone.

In sum, MR regulates by minimum and maximum density, whereas RMA regulates by minimum density and minimum land area (this zone allows two different approaches because it allows multi-dwelling structures with 5+ units, but it also allows single-detached dwellings, so maximum density cannot be used).



Goal 3.8.3 Medium Density Neighborhoods and High Density Neighborhoods: Provide for a variety of housing types and higher residential densities in areas with more amenities and transit service

The following policies apply to Medium Density Neighborhoods and High Density Neighborhoods, in addition to policies under Goal 3.8.1.

Policies:

- a) Provide for a variety of housing types including single-detached homes, while emphasizing, with an emphasis on multi-dwelling family and attached single family middle housing.
- b) Establish zoning regulations that allow housing ~~at generally that is consistent with~~ the following residential density policies, while allowing for flexibility as described under Goal 3.8.1:
 - i. Medium Density Neighborhoods: allow housing variety at medium densities, with the lowest minimum density at 10 units per acre one unit per 2,000-5,000 square feet of residential land area
 - ii. High Density Neighborhoods: one unit per 1,000-~~2,000~~ square feet of residential land area
- c) Focus the highest density housing closest to transit, commercial services, parks, and/or other amenities, to



- provide convenient access to these amenities by as many households as possible.
- d)** Provide direct and efficient pedestrian and bicycle connections to nearby retail and services, transit, parks, and/or schools.
 - e)** Ensure that the internal circulation system for larger developments creates direct and desirable pedestrian and bicycle routes and connects to adjacent local streets wherever possible.
 - f)** Allow for innovative housing types and designs that are consistent with the other policies for these neighborhoods to accommodate projected growth and meet the diverse housing needs of the community.
 - g)** Allow limited, small-scale retail and service uses that primarily serve the immediate neighborhood and are compatible with adjacent residential uses in terms of the amount of traffic created, noise, parking needs, and other quality of life issues.
 - h)** The Medium and High Density Neighborhood designations may be applied in areas that have walkable access to transit, commercial services, parks, and/or other amenities. The Medium Density Neighborhood may serve as a transition between ~~Standard Density or Low Lower~~ Density Neighborhoods and higher density neighborhoods or commercial or mixed use designations.

Commentary is for information only.
Proposed new language is underlined.
Proposed deleted language is ~~stricken~~.

CHAPTER 4 - HOUSING

What is this chapter about?

STATEWIDE PLANNING GOAL 10 (HOUSING)

Cities and counties are required to “provide for the housing needs of the citizens of the state”, and their Comprehensive Plans must include, at a minimum, the following items:

- An inventory of buildable lands for residential use, and an assessment of the ability of those lands to meet the current and future housing needs;
- A comparison of the distribution of residents’ incomes and available housing units by cost;
- A determination of vacancy rates and expected housing demand at varying cost levels; and
- Allowances for a variety of densities and housing unit types

The primary focus of this chapter is to provide an assessment of the city’s current and future housing needs across a spectrum of housing types, cost levels, and housing tenure (owner vs. renter). Goals and policies are established to help the city meet the housing needs of current and future residents in a manner consistent with the Comprehensive Plan’s major themes - livability, equity, sustainability, and resiliency. More detailed analysis, with supporting background and documentation, is included in Volume II of the Comprehensive Plan (Background and Supporting Documents).

Context

How Will Beaverton Meet its Future Housing Needs?

By 2035, Beaverton is projected to add 11,000 new households (approximately 18,000 more residents), an increase of more than 25% of the city’s 2015 housing supply. However, undeveloped residential land has nearly disappeared in the city, and Beaverton already has an identified mismatch between existing housing supply and housing demand, most notably for very low and moderate income renters and high income homeowners. Meanwhile, only 13% of jobs within the city are held by Beaverton residents, which points to an imbalance between the city’s housing supply and the needs/preferences of its workforce. Improving the city’s jobs-housing balance is important as it has the potential to reduce commute times for local residents and demand on the city’s transportation infrastructure.

The city’s demographics are expected to continue to change over the next 20 years, with an increasing number of ethnic minorities, smaller households (including millennials and empty nest baby boomers), and low income households. Accommodating this growth requires new policies, strategies and solutions.

Beaverton has a valuable asset in its established ~~single-family~~ residential neighborhoods, which will continue to attract ~~families~~ ~~residents~~ drawn to the city’s excellent schools, plentiful parks, and diverse local economy. At the same time, areas such as Central Beaverton and the Sunset Transit Center area have the potential to attract new residents looking for a more urban lifestyle, including proximity to transit, employment centers, and amenities such as restaurants and shopping.

HOUSING AFFORDABILITY

The U.S. Department of Housing and Urban Development (HUD) considers a household cost burdened if it is spending more than 30% of its gross income on housing costs. The discussion of supply and demand in this chapter is based on the city's current income profile, and the assumption that households should not be spending more than 30% of their income on housing costs.

Affordable housing is also a major concern for Beaverton's future, as the city's housing market has experienced significant increases in home prices and rental costs since the end of the 2008-2009 Recession. As of 2013, nearly half of all renter households in Beaverton were considered housing cost burdened, while the availability of affordable housing was the most frequently mentioned topic in the city's 2014 Housing Survey.

Seniors in the community have been vocal about their desire to age in place, either in their existing homes or within or near their neighborhoods, but have been impacted by rising housing costs and property taxes and existing housing types that might not meet their future needs. Minorities and lower-income households that have historically settled in central cities have begun to move to first tier suburbs¹ such as Beaverton in increasing numbers, which has impacted the city's poverty rate and income profile. Increased poverty is more than just a housing issue, and will result in an increased demand for lower-cost housing options with proximity to transit, social services, educational opportunities and living wage jobs. Given anticipated demographic trends, it is imperative to provide fair and equitable housing opportunities to Beaverton residents.

Major Themes of the Comprehensive Plan

As the city plans for its future housing needs, it does so with an increased emphasis on four major themes - livability, equity, sustainability, and resiliency. These themes are defined in the Introduction and intend to guide updates to the Comprehensive Plan by focusing on priorities established through the community visioning process that link the policies included in this and other chapters to clearly-held public values. As a largely built-out first tier suburb, accommodating projected growth over the next 20 years will be increasingly challenging, requiring a framework and vision that recognize the city's limited supply of vacant land, potential redevelopment opportunities, multimodal transportation system (including pedestrian, bicycle, transit, and freight), valued natural resources, and rapidly changing demographics.

Chapter Format

The Housing Element is organized into five sections, each with a discussion of issues and a central goal. Each goal is followed by a series of policies intended to help Beaverton meet its housing needs in a manner that illustrates the city's commitment to livability, equity, sustainability, and resiliency.

¹ First tier suburbs are defined as communities that developed on the borders of central cities in the early to mid-20th Century and are now experiencing demographic and economic conditions similar to those previously experienced by the central city.

BEAVERTON'S VISION FOR HOUSING

"Beaverton has become one of the most livable communities in the nation, thanks to a cutting edge civic plan, a range of housing options and a commitment to sustainability"

Beaverton Community Vision, Enhance Livability Mini-Vision Statement

4.1 Housing Supply

As of 2015, Beaverton has just under 41,000 housing units and a vacancy rate of under 4%, suggesting housing demands of the current population are being met. However, the 2015 Housing Strategies Report identified a significant mismatch between the city's current housing supply and the current housing needs of its residents. In general, there is an unmet demand for additional ownership units at a range of price points and housing types. The city's current unmet housing needs are especially pronounced for very low income renter households and high income homeowner households.

The city's Buildable Lands Inventory (BLI) estimates future housing supply within city boundaries and Beaverton's Urban Service Boundary (USB). The BLI shows the city has capacity for just under 10,700 new housing units through 2035 with the majority (63%) comprised of multi-dwellingfamily units. Based on projected housing demand over the 20-year planning period, there is a large surplus of land available for multi-dwellingfamily residential, but a large deficit of vacant land zoned for single-detached single family and medium density attached units (townhomes, duplexes, triplexes, etc.).

Approximately 15% of the housing demand in the city over the next 20 years is projected to be from households with annual incomes below \$25,000 per year (in 2015 dollars), which will increase the demand for lower-cost housing options in the future. Nearly 20% of growth is expected to come from households with annual incomes above \$150,000. Meanwhile, the unincorporated areas outside of the city but within its USB show a large surplus of land that has capacity to accommodate detached single family residential development and a moderate surplus of land for medium density attached units over the next 20 years.

Given the lack of vacant single-detached family residential land and the relative abundance of vacant and re-developable mixed-use land, it is not surprising that there is excess capacity for multi-dwelling family residential units, but a large deficit in capacity for single-detached single family and medium density attached units in the estimated 20-year land supply. The policies under Goal 4.1.1 have been developed to ensure that Beaverton is able to provide current and future residents with the housing supply needed to accommodate projected growth and housing trends in a manner that is consistent with the Comprehensive Plan's major themes – livability, equity, sustainability, and resiliency.

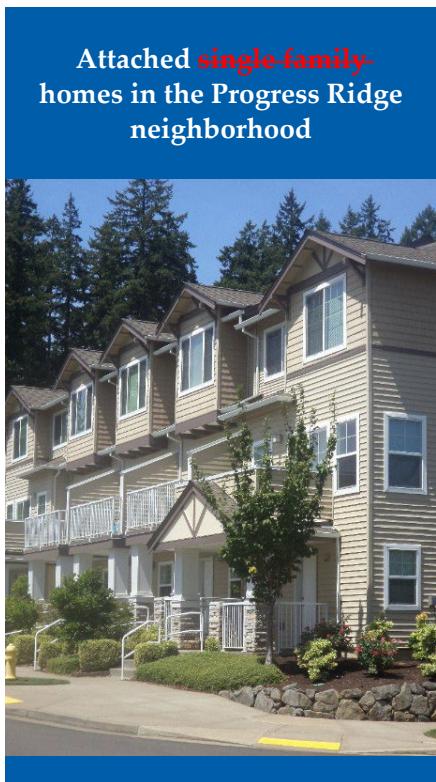
Construction of Summer Falls, one of Beaverton's newest subdivisions



Goal 4.1.1 Provide an adequate supply of housing to meet future needs

Policies:

- a)** Use available land within the city efficiently, encouraging new residential development to take advantage of allowed maximum densities where appropriate
- b)** Support higher density infill development that capitalizes on existing infrastructure and where impacts can be mitigated
- c)** Encourage high density residential development on mixed use and commercially zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods
- d)** Develop a Housing Implementation Plan that is updated regularly based on market conditions and trends
- e)** Develop programs or strategies to improve Beaverton's jobs-housing balance, thereby reducing impacts on transportation infrastructure and the environment
- f)** Strive to meet the city's future housing demand within city limits, while coordinating with Washington County and Metro to assess future housing needs at a larger geographic scale, especially for single-detached ~~single-family~~ units
- g)** Support UGB expansions and city boundary changes that consider the city's unique geopolitical boundaries and the availability of city and other urban services to help meet the city's identified housing needs
- h)** Provide an efficient, consistent, and reliable development review process
- i)** Work with regional partners to develop measures that reduce upfront housing development costs





45 Central, a recent housing development which provides a mix of compact single-detached family homes and condominiums



4.2 Housing Type

The city's 2015 Housing Strategies Report identified a number of trends based on current housing demand and anticipated demographic changes, including:

- A continued significant need for affordable housing for the City's lowest income residents, particularly for rental housing.
- A need for more housing options at the upper end of the price range for higher-income households in the city, which can include both single-detached ~~single family~~ residences on larger lots as well as upscale townhomes and condominiums.
- High demand for owner-occupied housing in the \$250,000-\$390,000 price range (in 2015 dollars).
- A need for programs and services to assist seniors who want to age in place in their current homes or neighborhoods.
- A need for lower cost, larger rental housing units for larger immigrant and other households that cannot afford larger ownership housing.
- Increased need for rental units and smaller single-detached family homes for baby boomers and millennials, particularly in areas that provide a more urban lifestyle with easy access to shopping, transit, restaurants and other services and amenities such as bike lanes and pedestrian paths.

In addition, a number of housing types have begun to gain popularity in the metropolitan region over the last several decades as the population has aged, demographics and household composition have changed, vacant land has become less abundant, and housing affordability has become a major issue. These include single level homes, garden apartments, accessory dwelling units, cluster housing, tiny lots, skinny houses, tiny houses, cohousing/communal living, pocket neighborhoods and container homes. There is also increased interest in energy efficient and low impact housing options.

The Housing Strategies Report identified the city's needs for a variety of housing types for all income ranges, both for the current population and to accommodate projected growth over the next 20 years. The policies under Goal 4.2.1 build upon those listed under Goal 4.1.1 and are intended to meet the diverse housing needs of Beaverton's current and future residents in a manner that is consistent with the Comprehensive Plan's major themes – livability, equity, sustainability, and resiliency.

Goal 4.2.1 Provide a variety of housing types that meet the needs and preferences of residents

Policies:



- a) Ensure that sufficient land is appropriately zoned to meet a full range of housing needs, including an adequate amount of single-detached-~~single-family~~ housing to meet projected demand
- b) Develop partnerships and programs and dedicate funding to expand ownership opportunities across income ranges, including the preservation of the city's supply of moderately priced single-detached-~~family~~ homes
- c) Identify and research emerging housing types and regularly consider appropriate updates to the Development Code to allow for their development
- d) Incentivize the development of housing types that are needed but not currently being provided in adequate numbers by market forces, such as single level detached homes and larger multi-dwelling-~~family~~ rental units
- e) Support older residents' ability to age in place through targeted investments that make existing housing more age-friendly and accessible and contribute to neighborhood stabilization
- f) Encourage the development of a variety of housing types within planned unit developments and other large projects, which can serve to improve the aesthetic character of the neighborhood and provide housing choices for different income levels

4.3 Housing in and near the Downtown Regional Center

The Civic Plan placed a major emphasis on stimulating development and stabilizing the neighborhoods in and near the Downtown Regional Center through housing rehabilitation and renovation programs. Increased residential development in and near the Downtown Regional Center would provide much-needed housing supply while also contributing to the city's desire to create an 18-hour neighborhood with opportunities for a more urban lifestyle. A critical mass of residents in this area will attract more services and

amenities to the area, consistent with the Beaverton Community Vision's goal to "Create a Vibrant Downtown." Additional housing options for a range of income levels in and near the Downtown Regional Center will help to provide equitable housing opportunities for current and future residents.

Mixed-use zones have the ability to attract residents looking for easy access to transit, employment, restaurants, and other amenities and the capacity to accommodate a large portion of Beaverton's anticipated residential growth. Surrounding single-detachedfamily neighborhoods have a large supply of moderately priced homes that can meet the future housing needs of young and increasingly diverse families. The policies under Goal 4.3.1 are intended to capitalize on the assets of the Downtown Regional Center and nearby neighborhoods, commercial zones and multiple-use zones. In addition, they are intended to stimulate residential development and revitalization in these areas, while recognizing the potential displacement of existing residents, in a manner that is consistent with the Comprehensive Plan's major themes – livability, equity, sustainability, and resiliency.

4.5 Livability and Neighborhood Character

A conceptual rendering shows some of the attributes that will make South Cooper Mountain one of the most livable communities in the metropolitan region



The Comprehensive Plan Introduction defines livability as "the sum of factors contributing to a complete community's quality of life", factors which apply to both the built and natural environments. As it relates to housing, livability is a major determinant of where people choose to live. While no two Beaverton residents may have the same ideas of what comprises a livable community, visioning has shown that residents value a number of common characteristics that led them to live in Beaverton. Among these desirable traits are safe streets and neighborhoods; a variety of housing choices; nearby shops and commercial services; easily accessible quality parks and schools; abundant natural resources and trails; quality design; and opportunities to walk and bike.

At the local level, livability is about building community, strengthening neighborhoods, and creating a sense of place. Beaverton is a city of strong and vibrant neighborhoods, each one unique, but also bound together in a way that makes Beaverton the livable community that it is. In order for Beaverton to continue to be an attractive and desirable place to live, it is important that neighborhood strengths be maintained and protected, while opportunities to enhance livability are capitalized upon.

From established single-detached-family neighborhoods to its urbanizing Central City, Beaverton has identified a vision for growth that can continue to make Beaverton a quality community. As

Beaverton continues to grow over the next several decades, opportunities exist to improve upon the already high quality of life and livability that exist in the city.

Recent years have seen housing development in Beaverton that, while consistent with regional efforts to focus future population growth within the existing urban growth boundary and protect natural resources, have resulted in an increase in density and traffic that some residents see as a threat to their quality of life and the livability of Beaverton. The policies under Goal 4.5.1 have been developed in recognition of the changes that are likely to continue to occur in Beaverton as it grows over the next 20 years, while seeking to maintain and enhance the characteristics that make Beaverton a highly desirable community to live in and in a manner that is consistent with the Comprehensive Plan's major themes – livability, equity, sustainability, and resiliency.

Local residents rake leaves in their neighborhood as part of Visioning Clean Up Day



Goal 4.5.1: Ensure that Beaverton continues to be one of the most livable communities in the region

Policies:

- a) Encourage quality design throughout the city that acknowledges neighborhood character, provides safe and direct connections for pedestrians and bicyclists to a variety of destinations, and integrates open space, natural resources and scenic view corridors
- b) Provide support to local neighborhood associations for programs that encourage neighborhood pride such as clean up days, block parties, community gardens, and other special events
- c) Work with neighborhood associations to improve resiliency by preparing residents for potential natural disasters and economic uncertainty
- d) Engage the community in a continuing dialogue about the city's anticipated population growth, limited land supply, and current housing trends
- e) When considering comprehensive plan and zoning map amendments, address the potential impacts of densification, including increased traffic and noise, on established neighborhoods
- f) Provide flexible development standards for projects that exceed the minimum requirements for natural resource protection, open space and public gathering places, and energy efficiency
- g) Work with regional partners to improve bicycle and pedestrian access to nearby parks, schools, and

neighborhood services and provide increased opportunities for healthy active living

- h)** Encourage a compact mix of uses at the neighborhood level that increase the number of local jobs and services, and reduce impacts to the city's transportation system
- i)** Provide adequate opportunities for residents to be involved in decisions affecting their neighborhoods
- j)** Review and reconsider minimum parking standards for new multi-dwelling~~ple family~~ development.

Commentary: *Public Facilities and Services Element*

The only proposed amendments in this chapter update the references to “multifamily” housing to reflect revised terminology.

Commentary is for information only.

Proposed new language is underlined.

Proposed deleted language is ~~stricken~~.

PUBLIC FACILITIES AND SERVICES ELEMENT

5.5 POTABLE WATER

5.5.1 Goal: *The City shall continue to participate in the Joint Water Commission and work with the West Slope, Raleigh and Tualatin Valley Water Districts to ensure the provision of adequate water service to present and future customers in Beaverton.*

Policies:

- a) All new land development (residential subdivisions, multi-ple family dwelling development, and industrial and commercial developments) shall be connected to a public water system.
- b) All new development served by the Beaverton Water Division shall be reviewed by the City to determine that the pressure of water available to serve the proposed development meets City standards.
- c) The City shall encourage water conservation consistent with current intergovernmental agreements, to prolong existing supplies and to help postpone water system capacity improvements needed to supply expected future demands as a result of projected population increases.

Action 1: The City shall consider establishing a wellhead protection program.

- d) The City will comply with State and federal laws and regulations relating to potable water.

5.6 SANITARY SEWER

5.6.1. Goal: The City shall continue to cooperate with CWS to ensure long-term provision of an adequate sanitary sewer system within existing City limits and areas to be annexed in the future.

Policies:

- a) All new land development (residential subdivisions, and multi-~~ple family~~-dwelling, industrial, and commercial developments) shall be connected to the City sewer system.
- b) When sewer service is extended into an area that contains existing development, all existing habitable buildings shall be connected to the new sewer if they are within 100 feet of the sewer line and if gravity lateral sewer lines can serve them.

Commentary:

Amendments to some of the housing-related terms in the Comprehensive Plan are proposed for consistency with revised terms in the BDC.

[Note: Some of the definitions below include references to the Metropolitan Housing Rule (OAR 660, Division 7) or to the Oregon Revised Statutes (ORS). Because the OAR and ORS define certain terms differently than the City of Beaverton, not all terms are proposed to be updated.]

Commentary is for information only.

Proposed new language is underlined.

Proposed deleted language is ~~stricken~~.

GLOSSARY OF COMPREHENSIVE PLAN TERMS

The terms in this Plan embody the legislative intent of the City Council. Terms of ordinary usage are to be given their usual and reasonable meanings. Key words and concepts used in this Plan are explained below.

When the meaning ascribed to a term in this section conflicts with an identical or nearly identical term appearing in a closely-related state, regional, or federal law, the intent under this ordinance shall prevail unless a superior source of law requires a different result.

Where terms are not defined in this section, and a term conflicts with a provision of statewide, regional, or City of Beaverton law, the more restrictive interpretation will prevail unless it leads to an unlawful result.

Commentary:

House Bill 2583 (2021) prohibits cities from establishing an occupancy limit for any residential unit based on the familial or nonfamilial relationships among occupants. In the current BDC, the term “family” is defined in a way that limits the number of unrelated occupants in a dwelling unit to five individuals; this conflicts with HB 2583. Accordingly, the term “family” is proposed to be removed from the BDC, and also from the Comprehensive Plan.

FAMILY ~~(1) Two or more persons related by birth, marriage or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a bona fide single family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club or other group of persons occupying a hotel, lodging house or institution of any kind.~~

FEASIBLE Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

HOUSEHOLD All those persons, related or unrelated, who occupy a single housing unit. *(See Family)*

HOUSING AFFORDABILITY The availability of housing such that no more than 30 percent (an index derived from federal, state and local housing agencies) of the monthly income of the household need be spent on shelter. (Metro Regional Framework Plan definition)

HOUSING UNIT The place of permanent or customary abode of a person or family. A housing unit may be a single-detached-family dwelling, unit in a multi-family dwelling structure, condominium, modular home, mobile home, cooperative, or any other residential unit considered realproperty under State law. A housing unit has, at least, cookingfacilities, a bathroom, and a place to sleep.

IMPACT The effect of any direct manmade actions or indirect repercussions of manmade actions on existing physical, social, or economic conditions.

METROPOLITAN SIGNIFICANCE An issue or action with major or significant impact throughout the metropolitan area.

MIDDLE HOUSING A category of housing types that includes duplexes, triplexes, quadplexes, townhouses, and cottage clusters.

MIXED USE Comprehensive plan or implementing regulations that permit a mixture of commercial and residential development.

Properties on which various uses, such as office, commercial, institutional and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. Land uses, which when combined constitute mixed or multiple uses, exclude parks, golf courses, schools, and public facilities (fire stations, utility substations, etc.).

Mixed-use development is a type of multiple-use in which one or more structures on a lot or contiguous lots in common ownership, accommodate any of the following combinations of uses

(1) Residential Mixed-Use Project with residential units occupying a minimum of 25 percent of the total floor area and the remaining floor area occupied by retail, office, light industrial, community service or other residentially compatible uses or combinations thereof;

(2) Non-Residential Mixed-Use Project consisting of office retail, light industrial, community service or other compatible uses or combination thereof with retail space or other pedestrian oriented commercial uses occupying a minimum of 60% of the street level building frontage.

A building or groups of buildings under one ownership, to encourage a diversity of compatible land uses, which may include a mixture of residential, office, retail, recreational, light industrial, and other miscellaneous uses.

MOBILE HOME A structure constructed for movement on the public highways, that has sleeping, cooking and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes and that was constructed between January 1, 1962 and June 15, 1976, and met the construction requirements of Oregon mobile home law in effect at the time of construction.

MULTI-FAMILY DWELLING UNITS STRUCTURE Means attached housing where each dwelling unit is not located on a separate lot. (OAR 660-007-0005(11)) A structure that contains five or more dwelling units that share common walls or floor/ceilings with one or more units. The land underneath the multi-dwelling structure is not divided into separate lots. Also referred to as "multi-family dwellings." In certain zones, "multi-dwelling structure" also includes residential dwellings that are attached to non-residential uses.

MULTI-MODAL Transportation facilities or programs designed to serve many or all methods of travel, including all forms of motor vehicles, public transportation, bicycles and walking. (Metro Code 3.07.1010(rr))

MULTI-USE OR SHARED-USE PATH Multi-use or Shared-use path means an off-street path that can be used by several transportation modes including bicycles, pedestrians, and other non-motorized modes. Multi-use paths accommodate two-way travel.

RESIDENTIAL USE Activities within land areas used predominantly for housing.

RESIDENTIAL, MULTI-DWELLING ~~See Multi Family Dwelling Unit Development composed of one or more Multi-Dwelling structures.~~

RESIDENTIAL, SINGLE-DETACHED FAMILY ~~A single dwelling unit on a building site. Development composed of one or more single-detached dwellings.~~

RETAIL Activities which include the sale, lease or rent of new or used products to the general public or the provisions of product repair or services for consumer and business goods.

SIGNIFICANT NATURAL RESOURCES Areas identified on the City's Statewide Planning Goal 5 Inventories, Volume III of the Comprehensive Plan. (Beaverton Development Code)

SINGLE FAMILY ATTACHED DWELLINGS ~~A structure containing two or more single family dwelling units with both side walls (except end units of building) attached from ground to roof.~~

SINGLE FAMILY DETACHED DWELLING A dwelling unit that is ~~not attached to any other dwelling, excluding accessory dwellings, and that is located on its own lot. Also referred to as a “single-family detached dwelling.” free standing and separate from other dwelling units. (OAR 660-007-0005(4))~~

SINGLE FAMILY DWELLING ~~A structure containing one or more single family units with each unit occupying the building from ground to roof.~~

SINGLE OCCUPANT VEHICLE (SOV) Private passenger vehicle carrying one occupant. (Metro Code 3.07.1010(ooo)) (Metro Regional Framework Plan definition)

TOWN CENTERS Areas of mixed residential and commercial use that serve tens

of thousands of people. Examples include the downtowns of Forest Grove and Lake Oswego. (Metro Regional Framework Plan) Town centers provide local shopping, employment and cultural and recreational opportunities within a local market area. They are designed to provide local retail and services, at a minimum. They would also vary greatly in character.

Compact development and transit service should be provided in town centers. An average of 40 persons per acre is recommended. (Metro Code 3.07.170)

TOWNHOUSES

A dwelling unit, located on an individual lot, that shares one or more common or abutting walls with one or more dwelling units. Two or more attached single family dwelling units within a structure having common side walls, front and rear yards, and individual entryways. (See Single Family Attached Dwellings)

TRAFFIC CALMING

A traffic management program usually designed to address safety and aesthetic issues related to automobile use in residential areas, and which reduces the operating speed of motor vehicles. Features include, landscaping, walkways, speed swales, roadway narrowing and/or increasing the width of bicycle lanes and sidewalks.
