



CITY OF BEAVERTON
Planning Division
Community Development Department
Tel: 503-526-2420
www.beavertonoregon.gov

STAFF REPORT

Report Date: September 27, 2023

Project Name: LU32023-00537 Bronson Road Comprehensive Plan and Zoning Map Amendments

Application Numbers: CPMA32023-00535 / ZMA32023-00536

Proposal: The City of Beaverton proposes Quasi-Judicial Comprehensive Plan and Zoning Map Amendments for Tax Lot 18800 on Washington County Tax Assessor's Map 1N129CC. The lot is currently assigned Beaverton's Low Density Neighborhoods land use designation and RMB Residential Mixed B zone. City staff's preliminary recommendation is to apply Beaverton's Regional Commercial land use designation and General Commercial (GC) zone to this tax lot.

Proposal Location: 16290 NW Bronson Road, specifically identified as Tax Lot 18800 on Washington County Tax Assessor's Map 1N129CC.

Applicant: City of Beaverton

Recommendation: Recommendation of APPROVAL of CPMA32023-00535 and ZMA32023-00536

Hearing Information: October 4, 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://www.beavertonoregon.gov/291/Agendas-Minutes>

Contact Information:

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Property Owner: CTH Investments, LLC
14787 SW Millikan Way
Beaverton OR 97003

Existing Conditions

Zoning: The site is zoned Residential Mixed B (RMB).

Surrounding Zoning:

- North: Washington County R-15
- South: Interim Washington County
- East: Washington County Institutional
- West: Interim Washington County

Site Conditions: The site is developed with an existing single detached dwelling.

Site Size: Approximately 1.87 acres

Neighborhood Association Committee: Five Oaks/Triple Creek.

Application Information

Table 1: Application Summaries

Application	Application Type	Proposal Summary	Approval Criteria Location
CPMA 32023-00535	Comprehensive Plan Map Amendment (Quasi-Judicial)	Apply Regional Commercial Land Use Designation	Comprehensive Plan Section 1.5.1.A
ZMA 32023-00536	Zoning Map Amendment (Quasi-Judicial)	Apply General Commercial (GC) Zone	Development Code Section 40.97.15.1

Table 2: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	365-Day
CPMA 32023-00535	Aug. 4, 2023	Aug. 4, 2023	N/A	N/A
ZMA 32023-00536	Aug. 4, 2023	Aug. 4, 2023	N/A	N/A

Table of Contents

CPA Analysis and Findings.....	8
Goal 1: Citizen Involvement Findings	17
Goal 2: Land Use Planning Findings	18
Goal 9: Economic Development Findings.....	19
Goal 10: Housing Findings.....	20
Goal 11: Public Facilities and Services Findings	22
Goal 12: Transportation Findings.....	24
Oregon Administrative Rules – Housing Density and Mix	26
Zoning Map Amendment (ZMA) Analyses and Findings	27
Recommendation.....	34

Tables

Table 1: Application Summaries	3
Table 2: Key Application Dates.....	3
Table 3: Residential Capacity	11

Exhibits:

Exhibit 1: Materials Submitted by Staff

- Exhibit 1.1 Vicinity Map
- Exhibit 1.2 Land Use Map
- Exhibit 1.3 Zoning Map
- Exhibit 1.4 Traffic Impact Analysis

Exhibit 2: Agency Comment

- Exhibit 2.1 Email from Glen Hamburg, Metro, received August 30, 2023
- Exhibit 2.2 Memorandum from Marah Danielson, ODOT, received September 22, 2023

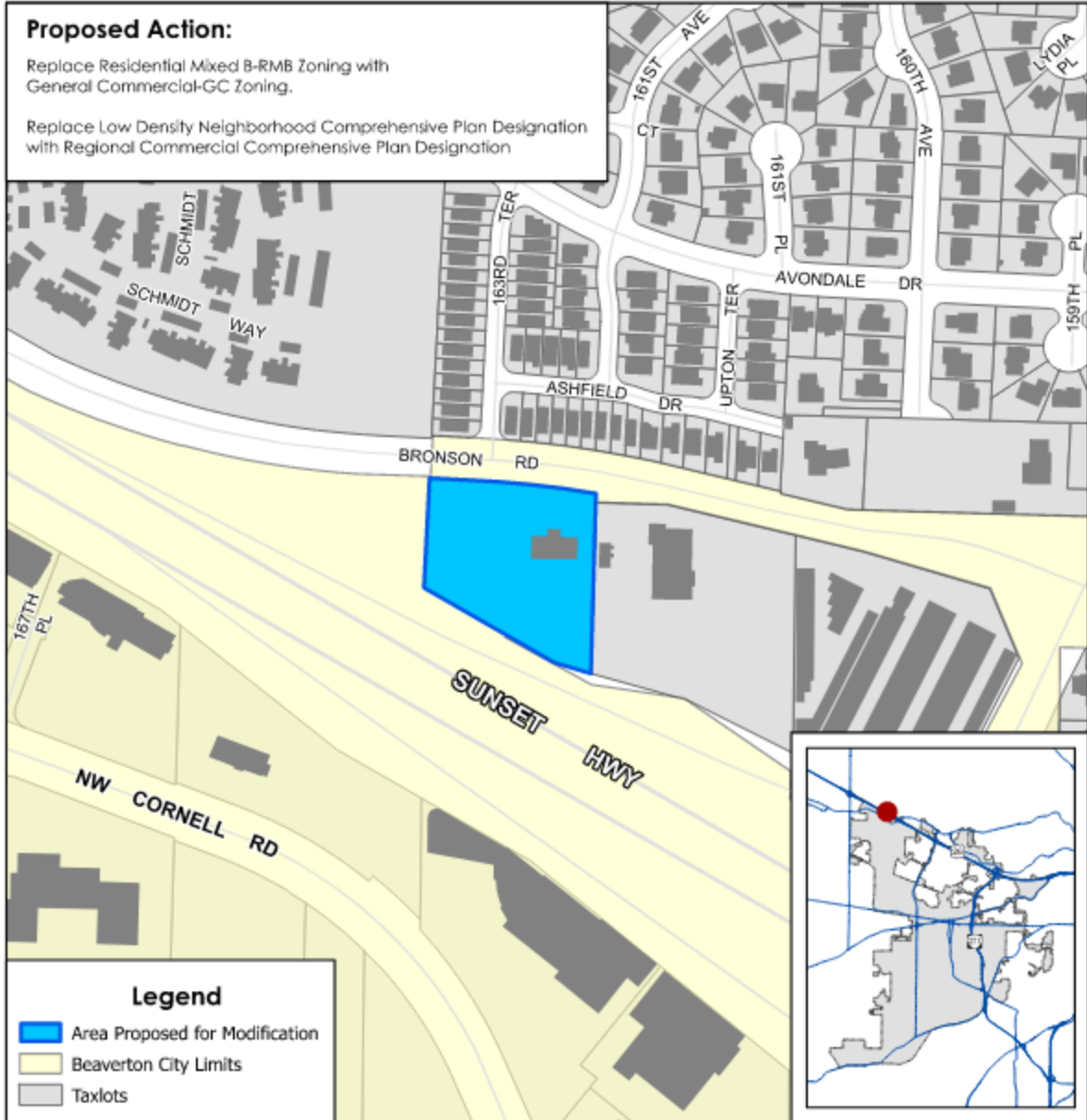


VICINITY MAP

Proposed Action:

Replace Residential Mixed B-RMB Zoning with General Commercial-GC Zoning.

Replace Low Density Neighborhood Comprehensive Plan Designation with Regional Commercial Comprehensive Plan Designation



LU32023-00537 Bronson Road
(CPMA32023-00535 / ZMA32023-00536)
 Comprehensive Plan and Zoning Map Amendments

9/27/2023 
 Tax map: 1N129CC
 Tax lot: 18800

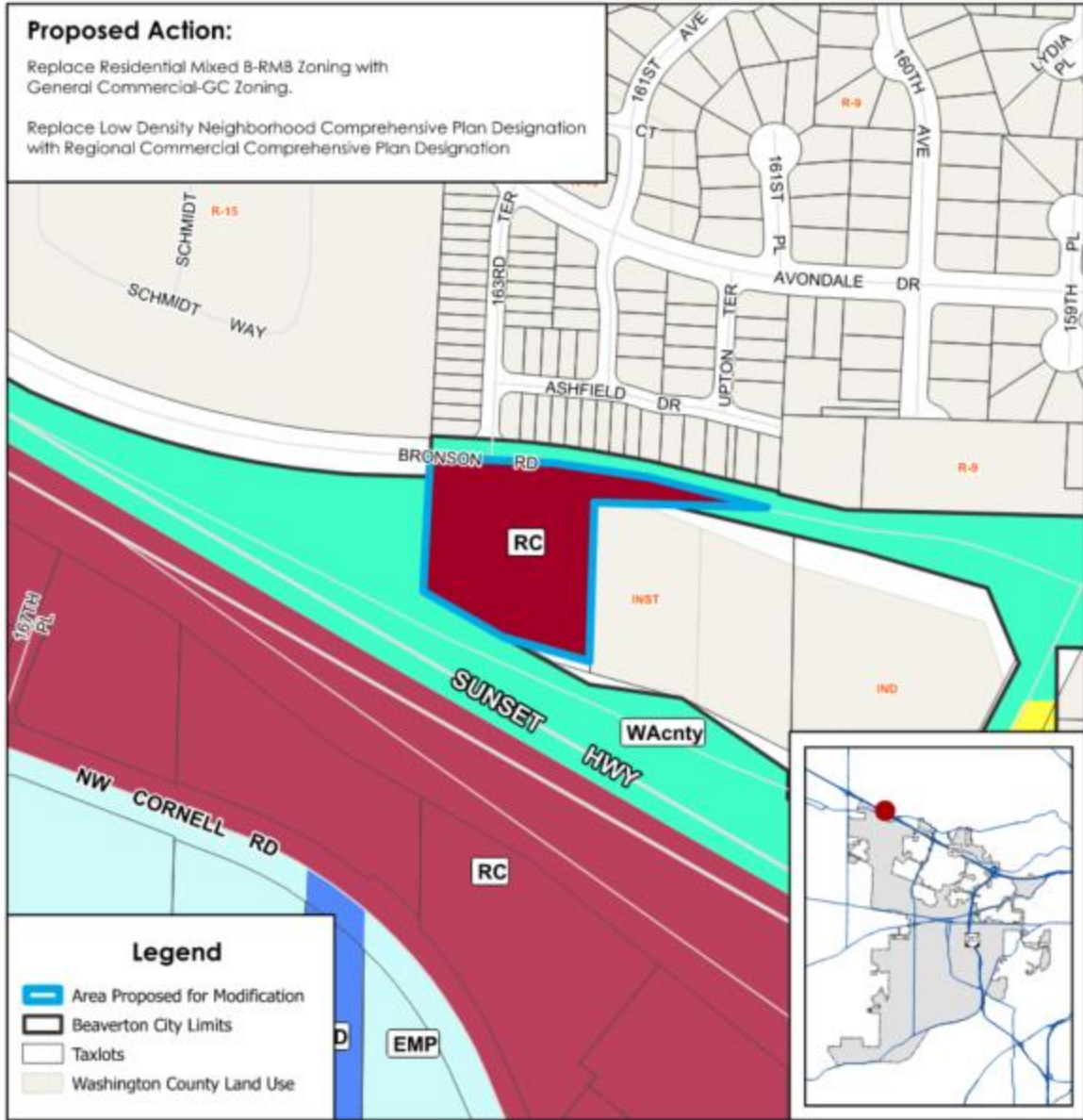


LAND USE MAP

Proposed Action:

Replace Residential Mixed B-RMB Zoning with General Commercial-GC Zoning.

Replace Low Density Neighborhood Comprehensive Plan Designation with Regional Commercial Comprehensive Plan Designation



LU32023-00537 Bronson Road
(CPMA32023-00535 / ZMA32023-00536)
 Comprehensive Plan and Zoning Map Amendments

9/27/2023 
 Tax map: 1N129CC
 Tax lot: 18800

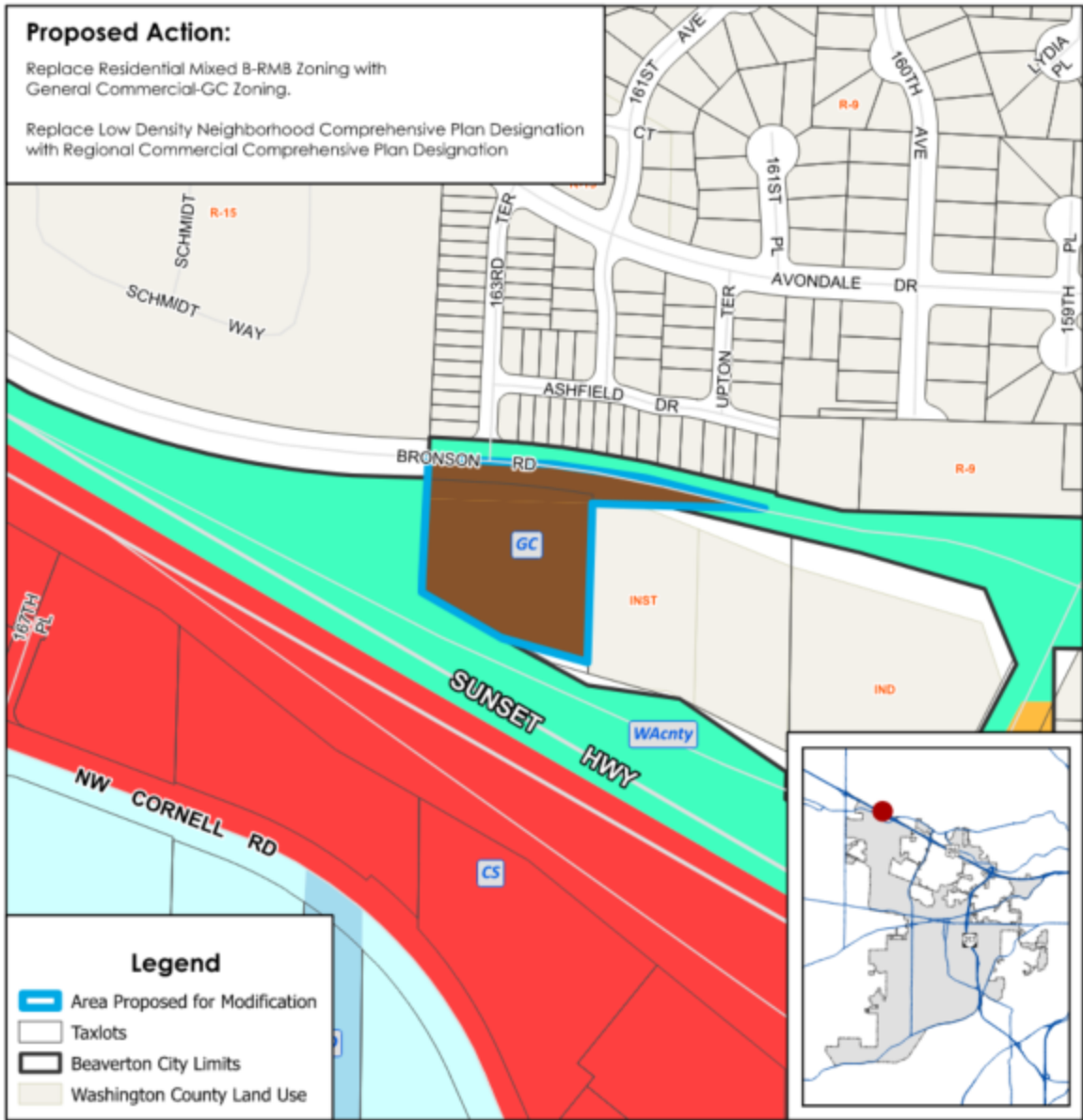


ZONING MAP

Proposed Action:

Replace Residential Mixed 8-RMB Zoning with General Commercial-GC Zoning.

Replace Low Density Neighborhood Comprehensive Plan Designation with Regional Commercial Comprehensive Plan Designation



LU32023-00537 Bronson Road
(CPMA32023-00535 / ZMA32023-00536)
 Comprehensive Plan and Zoning Map Amendments

9/27/2023



Tax map: 1N129CC
Tax lot: 18800

CPA Analysis and Findings

Section 1.3 Amendment Procedural Categories

Quasi-Judicial Amendments are amendments to a Land Use Map designation as it applies to specific parcels or that applies to a small number of individuals or properties or locations.

FINDING:

The proposed amendments are to apply the city's Regional Commercial land use designation at 16290 NW Bronson Road, specifically identified as Tax Lot 8800 on Washington County Tax Assessor's Map 1N129CC. Because these amendments apply to a specific property, it meets the definition of Quasi-Judicial Amendments and is subject to the approval criteria in Section 1.5.1.

Conclusion: The proposal is for Quasi-Judicial Comprehensive Plan Amendments and must meet the relevant approval criteria in Section 1.5.1.

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 August 9, 2023, 56 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 on August 23, 2023. 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 on September 6, 2023. Notice of Public Hearing was 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 on September 6, 2023. Notice was also

posted at the subject site at least 20 days prior to the initial hearing on August 23, 2023. 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:

Because the proposed amendments also involve rezoning the subject properties, Measure 56 Notices were mailed to the property owners via certified mail at least 20 days but not more than 40 days prior to the initial hearing on this application on September 6, 2023, pursuant to ORS 227.186.

Conclusion: This application satisfies the notice requirements for Quasi-Judicial Amendments, as outlined in Section 1.4.2.

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:

The proposed non-annexation-related quasi-judicial Comprehensive Plan Amendment is to change the land use designation of Tax Lot 18800 on Washington County Tax Assessor’s Map 1N129CC from Lower Density Neighborhoods to Regional Commercial, and the criteria in this section (Section 1.5.1.A) apply to this proposal. As detailed in the findings in this staff report beginning on page 18, the proposal is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules.

Conclusion: This proposal 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

FINDING:

Metro’s Urban Growth Management Functional Plan (UGMFP) provides tools to meet goals of the 2040 Growth Concept, Metro’s long-range growth management plan for the Portland metropolitan area. The applicable titles are addressed below:

Title 1: Housing Capacity

The Metro 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. Tax Lot 18800 is currently assigned Beaverton’s Lower Density Neighborhoods land use designation and Residential Mixed B (RMB) zone. The City of Beaverton proposes non-annexation-related quasi-judicial Comprehensive Plan and Zoning Map Amendments to apply the Regional Commercial land use designation and General Commercial (GC) zone to Tax Lot 18800. Although the proposal will change the property’s land use designation and zone from residential to commercial, the proposed amendments increase the potential residential density of the site because the GC zone allows for a smaller minimum land area requirement for residential development (1,000 square feet per attached dwelling unit) than the RMB zone (1,300-4,000 square feet per detached/attached dwelling unit); therefore, the proposed amendments will allow for similar residential density amounts on Tax Lot 18800. Please refer to **Table 3 Residential Capacity** for a comparison of the current RMB zoning versus the proposed GC zoning for the minimum residential capacity of the site. The proposed amendments are consistent and compatible with this title.

Table 3: Residential Capacity

Zone	Dwelling Types	Minimum Land Area	Site Density Capacity
RMB	Single Detached	3,000 Square Feet	27 Units
	Duplex	3,000 Square Feet	54 Units
	Triplex	4,000 Square Feet	60 Units
	Quadplex	4,000 Square Feet	80 Units
	Townhouse	1,300 Square Feet	63 units
	*Cottage Cluster	7,000 Square Feet	186 Units
	Multi-Dwelling	Prohibited Use	N/A
GC	Single Detached	Prohibited Use	N/A
	Duplex	1,000 Square Feet/unit	87 Units
	Triplex	1,000 Square Feet/unit	87 Units
	Quadplex	1,000 Square Feet/unit	87 Units
	Townhouse	1,000 Square Feet/unit	87 Units
	*Cottage Cluster	Prohibited Use	N/A
	Multi-Dwelling	1,000 Square Feet/unit	87 Units

* Staff has provided the site density capacity of each dwelling type in both zones using the following calculation: Site Square Footage (81,893)/Minimum Land Area for RMB or

Square Feet per Unit for GC. This equation produced the maximum site density for each dwelling type in each zone seen in Table 3. Staff notes that the projected units do not include site encumbrances, such as, property dedications, vehicular and pedestrian access requirements, open space requirements, and landscaping requirements. For example, the calculations for a cottage cluster indicate a potential for up to 186 units if dividing the total site square footage (81,892 square feet.) by the minimum land area required for a cottage cluster (7,000 square feet.) and multiplying that by a potential 16 cottage cluster units per 7,000 square feet. However, site encumbrances previously discussed would reduce the feasible unit potential below the listed 186 units.

Title 7: Housing Choice

The Regional Framework Plan calls for the establishment of voluntary affordable housing production goals to be adopted by local governments and assistance from local governments on reports on progress towards increasing the supply of affordable housing. It is the intent of Title 7 to implement these policies of the Regional Framework Plan. The proposed amendments will have a negligible effect on the potential for more affordable housing options on Tax Lot 18800 because the GC zone allows for a similar variety in housing types that is currently allowed in the RMB zone. The GC zone allows for residential uses such as care facilities, accessory dwelling units, attached duplexes/triplexes/quadplexes, and multi-dwellings. The RMB zone also allows for care facilities, accessory dwelling units, and duplexes/triplexes/quadplexes. The primary difference between the two zones is that the GC zone allows for multi-dwelling but prohibits single-detached dwellings and the RMB zone allows for single-detached dwellings but prohibits multi-dwelling. Accordingly, the proposed amendments will continue to allow for a diverse range of housing types to be built on the subject property and may increase the potential for more affordable housing units to be developed in the city due to the allowance of multi-dwelling developments, which are historically more affordable per unit than single-detached dwellings. The proposed amendments are consistent and compatible with this title.

Title 8: Compliance Procedures

Title 8 establishes a process for ensuring city compliance with requirements of the Urban Growth Management Functional Plan (UGMFP) and requires cities to submit proposed Comprehensive Plan Amendments to Metro for review. Metro requires the city to submit notice of the proposed amendments at least 35 days prior to the first evidentiary hearing, which is the Planning Commission hearing. City staff provided notice to Metro on August 23, 2023, 42 days prior to the Planning Commission hearing on October 4, 2023. The city received comments from Metro on August 30 asking city staff to include findings addressing applicable sections of 3.07.120 of the UGMPF. Staff cites the findings to Title 1-Housing Capacity to address all applicable sections of 3.07.120. Therefore, the proposed amendments are consistent and compatible with this title.

Title 12: Protection of Residential Neighborhoods

The purpose of Title 12 is to help implement the policy of the Regional Framework Plan to protect existing residential neighborhoods from air and water pollution, noise, and crime and to provide adequate levels of public services. Title 12 also emphasizes locating commercial retail near residential neighborhoods in order to be more accessible to residents and to reduce air pollution and traffic congestion. There are existing residential neighborhoods located north of Tax Lot 18800 (on the north side of NW Bronson Road) and approximately 800 feet away from the property (on the east side of NW Bethany Boulevard). Assigning the Regional Commercial land use designation and GC zone to Tax Lot 18800 will allow for a wide variety of commercial uses, such as eating and drinking establishments, financial institutions, offices, retail trade, meeting facilities, service businesses, and professional services, to be near existing neighborhoods and be easily accessible to nearby residents. The proposed amendments are consistent and compatible with this title.

The Metro Regional Transportation Functional Plan contains policies and guidelines to help local jurisdictions implement the policies in the Regional Transportation Plan and its modal plans, include those for active transportation, freight movement and high-capacity transit.

Title 5: Amendment of Comprehensive Plans

The Metro Regional Transportation Functional Plan contains policies and guidelines to help local jurisdictions implement the policies in the Regional Transportation Plan and its modal plans, include those for active transportation, freight movement and high-capacity transit.

Title 5 of the Regional Transportation Functional Plan (RTFP) requires cities and counties to consider additional strategies when determining whether a proposed amendment to an acknowledged comprehensive plan causes a significant effect as described in OAR 660-012-0060 (also referred to as the Transportation Planning Rule, which implements Statewide Planning Goal 12: Transportation). Staff defer to the Goal 12: Transportation findings later in this report that find the proposed Comprehensive Plan and zoning map amendment for the subject site will not cause a significant impact on the planned and existing transportation network. As such, the proposed Comprehensive Plan and zoning map amendment does not require proposing new projects to the Regional Transportation Plan (RTP) project list nor does it require any alternative transportation projects or strategies for mitigating. Staff find that compliance with Title 5 of the RTFP is met.

Conclusion: This proposal is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan.

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

FINDING:

Tax Lot 18800 is not subject to any Beaverton-approved Community Plan, Neighborhood Plan, or Concept Plan. The applicable chapters of the Beaverton Comprehensive Plan are addressed below:

Chapter 1: Amendment Procedures Element

Chapter 1 outlines the processes and procedures for amendments to the Comprehensive Plan. The proposal is for a non-annexation-related quasi-judicial Comprehensive Plan Amendment to change the land use designation of Tax Lot 18800 from Lower Density Neighborhoods to Regional Commercial and is subject to the public noticing requirements in Section 1.4.2 and the approval criteria in Section 1.5.1.A. As detailed in the CPA Analysis and Findings in this staff report, the proposal complies with all the public notice requirements in Chapter 1 and meets all applicable approval criteria. The proposed amendment is consistent and compatible with this chapter.

Chapter 2: Community Involvement Element

The goals of Chapter 2 focus on providing citizens the opportunity to be involved in the phases of the planning process and discuss public outreach and public noticing procedures. The proposal is to amend the city's Comprehensive Plan Land Use Map by changing the land use designation of Tax Lot 18800 from Lower Density Neighborhoods to Regional Commercial. The proposal requires a Type 3 Discretionary Procedure, which includes noticing and a comment period prior to a public hearing before the Planning Commission. The hearing is open to members of the public, allowing them to provide testimony if they so choose. 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. As detailed in the CPA Analysis and Findings in this staff report, the proposal complies with all the public noticing requirements in Section 1.4.2. The proposed amendment is consistent and compatible with this chapter.

Chapter 3: Land Use Element

Chapter 3 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 proposal is to apply the Regional Commercial land use designation to Tax Lot 18800; therefore, city staff's findings will emphasize the policies in Section 3.7 Commercial Centers and Corridors of the Land Use Element.

Goal 3.7.2 Regional Commercial is to provide suitable locations for commercial uses that serve the broader region and require large sites, significant access, and visibility. Policies 3.7.2.a-c also focus on allowing for commercial uses at a range of scales, including large-format retail, to address community needs and state that the Regional

Commercial land use designation may be applied in areas along highways and major arterials with high visibility and auto accessibility.

The subject site is appropriately located for the Regional Commercial land use designation because it is bordered by a freeway to the south (Highway 26), a collector street to the north (NW Bronson Road) and is also less than 1,000 feet from an arterial (NW Bethany Boulevard), which allows for high visibility and auto accessibility. The recommended GC zone (which implements the Regional Commercial land use designation) allows for a wide variety of commercial uses such as eating and drinking establishments, financial institutions, offices, retail trade, meeting facilities, service businesses, professional services, self-storage facilities, temporary living quarters, and certain automobile-related uses, which will benefit from the site's significant access and high visibility along major roads. Additionally, the maximum building height for the GC zone is 60 feet, which will allow for the future construction of large-format retail buildings to address community needs.

For these reasons, staff finds the proposal is consistent and compatible with this chapter.

Chapter 4: Housing Element

The primary focus of Chapter 4 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. Goals and policies are established to help the city meet the housing needs of current and future residents.

Tax Lot 18800 is currently assigned Beaverton's Standard Density Neighborhoods land use designation and RMB zone. The proposal is to apply the Regional Commercial land use designation and GC zone to this tax lot. Although the proposal will change the property's land use designation and zone from residential to commercial, the proposed designations will continue to allow for a variety of housing types, including middle housing. The primary difference between the RMB and GC zone for housing allowance is that the RMB zone allows single-detached dwellings and prohibits multi-dwellings, while the GC zone prohibits single-detached dwellings and allows multi-dwellings. The proposed amendment will continue the potential for a variety of housing types to be developed in the city, and the residential uses allowed in the GC zone meet the need for duplexes and multi-dwelling units identified in Beaverton's Housing Needs Analysis from 2015. Additionally, the GC zone has a smaller minimum land area requirement for residential development (1,000 square feet per attached dwelling unit) than the RMB zone (1,300-4,000 square feet per detached dwelling unit); therefore, the proposed amendments will allow for higher residential density on Tax Lot 18800. Staff incorporates **Table 3- Residential Density** to indicate that the proposed zone change has a negligible impact on the density allowances of the site.

Chapter 5: Public Facilities and Services Element

Goal 5.3.1, Policy a), says the city “shall maintain agreements with the special districts and the County to plan for the long-term provision of services within the City’s Urban Services Area.” Chapter 5 also calls for the city to ensure public facilities services to the existing city and annexed areas.

Staff incorporates the findings for Statewide Planning Goal 11- Public Facilities and Services to address Chapter 5: Public Facilities and Services Element.

For these reasons, staff finds the proposal is consistent and compatible with this chapter.

Chapter 6: Transportation Element

The Transportation Element focuses on providing a development strategy for ensuring the transportation network of the city meets the needs of current and future users. The eight goals and policies identified in Chapter 6 are primarily implemented through the Beaverton Development Code and Engineering Design Manual.

Goal 6.2.4, Policy e), Action 1: Tax Lot 18800 is currently assigned Beaverton’s Lower Density Neighborhoods land use designation and RMB zone. The proposal is to apply the Regional Commercial land use designation and GC zone to this tax lot. The property has one access point via an existing driveway on NW Bronson Road. NW Bronson Road has a functional classification of a Collector and is under the jurisdiction of Washington County. The county provided comments on September 9, 2023, stating that they had no comments on the comprehensive and zoning changes, and that they will provide additional comments when the site is developed. Additionally, the owner of the property has provided a Traffic Impact Analysis (Exhibit 1) further referred to herein as (TIA) studying the operational impacts of the zoning change on NW Bronson Road, NW Bethany Boulevard, NW 163rd Terrace, and the intersections of NW Bethany Boulevard with NW Bronson Road and NW Bronson Road with NW 163rd Terrace. The TIA analyzed the Intersection Capacity at the three intersections to demonstrate the peak hour volume/capacity (v/c) ratio at their existing conditions and a potential build out in 2035. Staff cites Table 7: Intersection Capacity Analysis Summary of the TIA which states that the existing conditions and 2035 buildout conditions will not exceed a peak hour v/c ratio of 0.98 for either of the analyzed intersections.

For these reasons, staff finds the proposal is consistent and compatible with this chapter.

Conclusion: This proposal is consistent and compatible with the Comprehensive Plan and other applicable local plans.

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 Land Use Map by changing the land use designation of Tax Lot 18800 from Lower Density Neighborhoods to Regional Commercial. The amendments are 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 amendments, 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 that the proposal 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 proposal is to amend the city's Comprehensive Plan Land Use Map by changing the land use designation of Tax Lot 18800 from Lower Density Neighborhoods to Regional Commercial. The proposal requires a Type 3 Discretionary Procedure, which 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.

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 9: Economic Development Findings

The purpose of Goal 9 planning is to make sure cities and counties have enough land available to realize economic growth and development opportunities.

FINDING:

Goal 9 requires that Comprehensive Plans and policies contribute to a stable and healthy economy by identifying areas suitable for increased economic growth and activity. Additionally, Goal 9 emphasizes the provision of an adequate supply of sites of suitable sizes, types, locations, and service levels for a variety of industrial and commercial uses. Economic development is also addressed in the Economy Element of Beaverton's Comprehensive Plan, which has been found to be consistent with Oregon's Statewide Planning Goals and has been acknowledged by the Land Conservation and Development Commission.

Beaverton's Economic Opportunities Analysis shows a deficit of 132 acres for industrial land (essentially flex space, manufacturing, and warehouses) and 100 acres for commercial land (such as retail, office, and institutional uses) given the demand through 2035 and the available vacant or redevelopable land.

Applying the Regional Commercial land use designation to the subject site will contribute to a stable and healthy economy by allowing for a wide variety of commercial uses such as eating and drinking establishments, financial institutions, offices, retail trade, meeting facilities, service businesses, professional services, self-storage facilities, temporary living quarters, and certain automobile-related uses. The subject site has significant access and visibility along major roads, as it is bordered by a freeway to the south (Highway 26) and a collector street to the north (NW Bronson Road) and is also located less than 1,000 feet from an arterial (NW Bethany Boulevard). These locational characteristics allow for high visibility and auto accessibility, which will encourage increased economic activity and will attract future businesses to the site. Additionally, the maximum building height in the GC zone (which implements the Regional Commercial land use designation) is 60 feet, which will allow for commercial uses in a wide range of building sizes and types. Accordingly, staff finds that applying the Regional Commercial land use designation to the site will encourage economic growth and will attract new development opportunities.

Conclusion: For these reasons, staff finds that the proposal is consistent with Statewide Planning Goal 9.

Goal 10: Housing Findings

Goal 10 requires that cities inventory their land inside an urban growth boundary that is suitable and available for residential use.

FINDING:

Beaverton’s Housing Needs Analysis (HNA) was published in October 2015. It demonstrated a need for all housing types in the 20-year period ending in 2035. This is true both for the current Beaverton city limits as well as the city limits plus the assumed urban service area, which is an area where it is assumed Beaverton will provide governance in the future. The state Department of Land Conservation and Development (DLCD) found it to be consistent with the requirements of Statewide Planning Goal 10. See Table 4 for the number of housing units projected to be needed.

Table 4: Projected Future Need for New Housing Units (2035)

	SF detached	SF attached	Duplex	3 or 4 units	5+ units
Current city limits (2015)	5,767	1,542	295	718	3,866
City limits plus assumed urban service boundary	14,001	2,626	958	2,107	7,999

Source: Beaverton Housing Needs Analysis (part of the city’s Housing Strategies Report) Table 3 and Table 5 <https://content.civicplus.com/api/assets/369e03ca-f639-4ac5-bbf8-79c987e554e1>. Accessed September 6, 2023.

Based on the findings in Beaverton’s Housing Strategies Report in Volume II of the Comprehensive Plan, which includes the city’s Buildable Lands Inventory and Housing Needs Analysis, Beaverton updated its Comprehensive Plan’s Housing Element and Land Use Element to address the identified housing needs. DLCD also found these Comprehensive Plan changes consistent with the Statewide Planning Goals.

The subject site (Tax Lot 18800) is approximately 1.88 acres in size and is developed with an existing single detached dwelling. The site has the potential to be redeveloped for future housing, subject to the land use standards in Development Code Section 20.10.20.

Although the proposal will change the property’s land use designation and zone from residential to commercial, the proposed designations will continue to allow for a variety of housing types, including middle housing. The primary difference between the RMB and GC zone for housing allowance is that the RMB zone allows single-detached dwellings and prohibits multi-dwellings, while the GC zone prohibits single-detached dwellings and allows multi-dwellings. Accordingly, the proposed amendment will

continue the potential for a variety of housing types to be developed in the city, and the residential uses allowed in the GC zone meet the need for duplexes and multi-dwelling units identified in Beaverton's Housing Needs Analysis from 2015. Additionally, the GC zone has a smaller minimum land area requirement for residential development (1,000 square feet per attached dwelling unit) than the RMB zone (1,300-4,000 square feet per detached dwelling unit); therefore, the proposed amendments will allow for higher residential density on Tax Lot 18800.

Conclusion: For these reasons, staff concludes that applying the Regional Commercial land use designation and GC zone to Tax Lot 18800 will continue to provide potential for new housing units to be built in the city, as well as allow a variety of housing types on the subject property. Accordingly, staff finds this proposal is consistent with Statewide Planning Goal 10, Beaverton's Housing Needs Analysis, and Beaverton's Housing Strategies Report.

Goal 11: Public Facilities and Services Findings

Goal 11 requires that cities plan for the timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

FINDING:

Goal 11 requires cities to establish policies and regulations to ensure adequate public facilities are provided as part of development. Public facilities and services are also addressed in the Public Facilities and Services Element of Beaverton's Comprehensive Plan, which has been found to be consistent with Oregon's Statewide Planning Goals and has been acknowledged by the Land Conservation and Development Commission.

The proposal is to amend the city's Comprehensive Plan Land Use Map by changing the land use designation of Tax Lot 18800 from Lower Density Neighborhoods to Regional Commercial. No development is proposed on the subject property at this time, but city staff has determined that the following public facilities and services are available to the site.

Public Water: The subject property is currently served by Tualatin Valley Water District (TVWD), and there is an existing water main located adjacent to the site in NW Bronson Road. Upon development of the property, the site will continue to be served by TVWD pursuant to Section 3.4 of the City's Intergovernmental Agreement with TVWD that was approved in 2018.

Public Water: The subject property is currently served by Tualatin Valley Water District (TVWD), and there is an existing water main located adjacent to the site in NW Bronson Road. Upon development of the property, the site will continue to be served by TVWD pursuant to Section 3.4 of the City's Intergovernmental Agreement with TVWD that was approved in 2018.

Public Sanitary Sewer: There is an 8-inch Clean Water Services (CWS) sanitary sewer main approximately 140 feet away from the site in NW 163rd Terrace.

Fire and Emergency Medical Services: Tualatin Valley Fire & Rescue (TVF&R) provides fire and ambulance services to the subject site and is designated as the long-term service provider to this area.

Schools and Parks: The subject site is within the Beaverton School District. Because no development is proposed at this time, school enrollment will not be impacted by the proposed amendments, and no additional service demands will be imposed upon the school district. The subject site is within the Tualatin Hills Park & Recreation District. School and park district boundaries will remain unaffected by the proposed amendments.

Police Protection: The subject site receives police protection from the City of Beaverton Police Department, and it is also located adjacent to the Washington County Enhanced Sheriff's Patrol District. In practice, whichever law enforcement agency is able to respond first to an emergency does so in accordance with a mutual aid agreement.

Conclusion: For these reasons, staff finds that the proposal is consistent with Statewide Planning Goal 11.

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.

Oregon Administrative Rules (OAR) 660-012 provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP) adopted pursuant to 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, effective October 21, 2010, with a planning period through the year 2035.

Applicable elements of the OAR Division 12 are below:

OAR 660-012-0060

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

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

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

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be 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.

FINDING:

The proposed amendment changes the land use designation for the subject site (Tax Lot 18800). The TIA states that the proposal will not impact or alter the functional classification of an existing or planned facility and the proposal does not include a change to any functional classification standards. Therefore, subsections (a) and (b) are not applicable to the proposed changes.

In response to subsection (c), the TIA refers to the operational analysis of the two studied intersections (NW Bethany Boulevard and NW Bronson Road and NW Bronson Road and NW 163rd Terrace), consistent with the “Areas of Influence” thresholds contained in BDC 60.55.20 to determine which nearby intersections shall be analyzed for impacts. The operational analysis concludes that the two intersections will continue to operate within the acceptable jurisdictional standards through the 2035 Planning Horizon, consistent with the City’s adopted TSP’s planning year horizon.

Subsection (4) of OAR 660-012-0060 requires coordination with affected transportation facilities. The subject site is located outside of an interstate interchange area and thus is not subject to additional requirements to coordinate with the Oregon Department of Transportation as described in (4)(c). In determining whether or not the proposed plan amendments will significantly affect the existing and planned transportation network, the City relied upon its adopted TSP, the Washington County TSP, and the Regional Transportation Plan to determine planned facilities and improvements as is allowed under subsection (4)(e).

Therefore, the performance of all existing transportation facilities within the study area are expected to meet the City’s adopted standards without the need to provide additional transportation improvements or measures.

Conclusion: For these reasons, staff finds that the proposal will not significantly affect the transportation system and is consistent with Statewide Planning Goal 12.

Oregon Administrative Rules – Housing Density and Mix

Oregon Administrative Rule 660-007-030 requires the City of Beaverton to designate sufficient buildable land to provide the opportunity for at least 50 percent of new residential units to be attached single family housing or multiple family housing or justify an alternative percentage based on changing circumstances.

FINDING:

Beaverton Housing Strategies Report, in Figure 11.1 on Page 74, shows the capacity for 8,273 attached or multi-dwelling units and 5,033 single-detached dwelling units in the city. The capacity for 8,273 attached or multi-dwelling units provides for about 62 percent of the total capacity for the city, exceeding the 50 percent required by OAR 660-007-030. The proposal is to apply the Regional Commercial land use designation and GC zone to the subject property (Tax Lot 18800), which will allow for attached (townhouses), multi-dwelling units, duplexes, triplexes and quadplexes. Therefore, the site will continue to contribute to the city's ability to maintain the capacity for 50 percent or more multi-dwelling units in the future.

Additionally, Oregon Administrative Rule 660-007-035 requires the City of Beaverton to provide for an overall density of 10 or more dwelling units per net buildable acre. Beaverton's Housing Strategies Report, in Table 6 on Pages 20-21, lists the net residential acres available at 504 acres within the city. Figure 11.1 on Page 74 of Exhibit C the Housing Strategies Report (Housing Needs Analysis) shows a total capacity of 13,306 units within the city. Dividing the units by the acres available results in 26.4 units per net buildable acre, exceeding the 10 units per net buildable acre minimum.

Tax Lot 18800 is currently assigned Beaverton's RMB Residential Mixed B Density zone. Additionally, the GC zone has a smaller minimum land area requirement for residential development (1,000 square feet per attached dwelling unit) than the RMB zone (1,300-4,000 square feet per detached dwelling unit); therefore, the proposed amendments will allow for higher residential density on the subject site.

Accordingly, the proposed amendments will result in an increase to overall density, and the city will remain compliant with OAR 660-007-035.

Conclusion: For these reasons, staff concludes that applying the Regional Commercial land use designation and General Commercial zone to the subject property (Tax Lot 18800) is consistent with OAR 660-007-030 and 660-007-035.

Zoning Map Amendment (ZMA) Analyses and Findings

Section 40.97.15.1.C Quasi-Judicial Zoning Map Amendment Approval Criteria

In order to approve a Quasi-Judicial Zoning Map Amendment application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Quasi-Judicial Zoning Map Amendment application.

FINDING:

The proposed Quasi-Judicial Zoning Map Amendment requests a zoning designation change of tax lot 18800 from the Residential Mixed B (RMB) District to General Commercial (GC). Therefore, this application satisfies Threshold No. 1 of the Quasi-Judicial Zoning Map Amendment application which reads:

1. The change of zoning designation for a specific property or limited number of specific properties.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

FINDING:

Pursuant to BDC Section 40.97.15.1.D. an application for a Quasi-Judicial Zoning Map Amendment may be made by the owner of the subject property, or the owner's authorized agent, the City Council, City Manager, or their designee. As such, this application has been initiated by the City of Beaverton. Therefore, City application fees for this process do not apply when the applicant is the City of Beaverton. In conclusion, this approval criterion is not applicable.

3. The proposal conforms with applicable policies of the City's Comprehensive Plan.

FINDING:

Chapter 2: Community Involvement Element

The goals of Chapter 2 focus on providing citizens the opportunity to be involved in the phases of the planning process and discuss public outreach and public noticing procedures. The proposal is to amend the city's Zoning Map by changing the designation of Tax Lot 18800 from Residential Mixed B (RMB) to General Commercial (GC). The proposal requires a Type 3 Discretionary Procedure, which includes noticing

and a comment period prior to a public hearing before the Planning Commission. The hearing is open to members of the public, allowing them to provide testimony if they so choose. 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. The proposal complies with all the public notice requirements in Section 50.45. The proposed amendment is consistent and compatible with this chapter.

Chapter 3: Land Use Element

Chapter 3 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 proposal is to apply the General Commercial (GC) zoning designation to Tax Lot 18800, therefore, city staff's findings will emphasize the policies in Section 3.7 Commercial Centers and Corridors of the Land Use Element.

Goal 3.7.2 Regional Commercial is to provide suitable locations for commercial uses that serve the broader region and require large sites, significant access, and visibility. Policies 3.7.2.a-c also focus on allowing for commercial uses at a range of scales, including large-format retail, to address community needs and state that the Regional Commercial land use designation may be applied in areas along highways and major arterials with high visibility and auto accessibility.

The subject site is appropriately located for the Regional Commercial land use designation because it is bordered by a freeway to the south (Highway 26), a collector street to the north (NW Bronson Road) and is also located less than 1,000 feet from an arterial (NW Bethany Boulevard), which allows for high visibility and auto accessibility. The recommended GC zone (which implements the Regional Commercial land use designation) allows for a wide variety of commercial uses such as eating and drinking establishments, financial institutions, offices, retail trade, meeting facilities, service businesses, professional services, self-storage facilities, temporary living quarters, and certain automobile-related uses, which will benefit from the site's significant access and high visibility along major roads. Additionally, the maximum building height for the GC zone is 60 feet, which will allow for the future construction of large-format retail buildings to address community needs.

For these reasons, staff finds the proposal is consistent and compatible with this chapter.

Chapter 4: Housing Element

The primary focus of Chapter 4 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. Goals and policies are established to help the city meet the housing needs of current and future residents.

Tax Lot 18800 is currently assigned Beaverton's Lower Density Neighborhoods land use designation and RMB zone. The proposal is to apply the Regional Commercial land use designation and GC zone to this tax lot. Although the proposal will change the property's land use designation and zone from residential to commercial, the proposed designations will continue to allow for a variety of housing types, including middle housing. The primary difference between the RMB and GC zone for housing allowance is that the RMB zone allows single-detached dwellings and prohibits multi-dwellings, while the GC zone prohibits single-detached dwellings and allows multi-dwellings. Accordingly, the proposed amendment will continue the potential for a variety of housing types to be developed in the city, and the residential uses allowed in the GC zone meet the need for duplexes and multi-dwelling units identified in Beaverton's Housing Needs Analysis from 2015. Additionally, the GC zone has a smaller minimum land area requirement for residential development (1,000 square feet per attached dwelling unit) than the RMB zone (1,300-4,000 square feet per detached dwelling unit); therefore, the proposed amendments will allow for higher residential density on Tax Lot 18800. Staff incorporates **Table 3- Residential Density** to indicate that the proposed zone change has a negligible impact on the density allowances of the site.

Chapter 5: Public Facilities and Services Element

Goal 5.3.1, Policy a), says the city "shall maintain agreements with the special districts and the County to plan for the long-term provision of services within the City's Urban Services Area." Chapter 5 also calls for the city to ensure public facilities services to the existing city and annexed areas.

Staff incorporates the findings for Statewide Planning Goal 11- Public Facilities and Services to address Chapter 5: Public Facilities and Services Element.

For these reasons, staff finds the proposal is consistent and compatible with this chapter.

Chapter 6: Transportation Element

The Transportation Element focuses on providing a development strategy for ensuring the transportation network of the city meets the needs of current and future users. The eight goals and policies identified in Chapter 6 are primarily implemented through the Beaverton Development Code and Engineering Design Manual.

Goal 6.2.4, Policy e), Action 1: Tax Lot 18800 is currently assigned Beaverton's Lower Density Neighborhoods land use designation and RMB zone. The proposal is to apply the GC zone to this tax lot. The property has one access point via an existing driveway on NW Bronson Road. NW Bronson Road has a functional classification of a Collector and is under the jurisdiction of Washington County. The county provided comments on September 9, 2023, stating that they had no comments on the comprehensive and zoning changes, and that they will provide additional comments when the site is

developed. Additionally, the owner of the property has provided a Traffic Impact Analysis studying the operational impacts of the zoning change on NW Bronson Road, NW Bethany Boulevard, NW 163rd Terrace, and the intersections of NW Bethany Boulevard with NW Bronson Road and NW Bronson Road with NW 163rd Terrace. The TIA analyzed the Intersection Capacity at the three intersections to demonstrate the peak hour v/c ratio at their existing conditions and a potential build out in 2035. Staff cites Table 7: Intersection Capacity Analysis Summary of the TIA which states that the existing conditions and 2035 buildout conditions will not exceed a peak hour v/c ratio of 0.98 for either of the analyzed intersections.

For these reasons, staff finds the proposal is consistent and compatible with this chapter.

Conclusion: This proposal is consistent and compatible with the Comprehensive Plan and other applicable local plans.

4. All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.

FINDING:

Critical facilities and services shall include public water, public sanitary sewer, storm water drainage, treatment, and detention, transportation, and fire protection. Staff cites the findings of the Comprehensive Plan Map Amendment application, Chapter 5 Public Facilities and Services Element.

Conclusion: For these reasons, staff finds the proposal will be able to provide critical facilities and services when the site is developed.

5. Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.

FINDING:

Essential facilities and services shall include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way. In addition to the findings for On-Site Pedestrian and Bicycle Facilities below, staff incorporates the findings for Statewide Planning Goal 11- Public Facilities and Services.

Onsite Pedestrian and Bicycle Facilities: The site is developed with a single detached dwelling and accessory structures. There aren't any existing pedestrian or bicycle facilities on site and will remain unaffected by the proposed amendments. When a development proposal is submitted to the city, staff will have the opportunity to ensure any new proposal is consistent with the Beaverton Development Code and Engineering Design Manual as it relates to on-site pedestrian and bicycle facilities.

Conclusion: For these reasons, staff finds the site can or will be able to provide all essential services.

6. The proposal is or can be made to be consistent with all applicable provisions of CHAPTER 20 (Land Uses) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District.

FINDING:

Chapter 20 Code Conformance Analysis

Chapter 20 Use and Site Development Requirements: General Commercial (GC) Zoning District.

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code 20.10.20			
Existing Land Uses: Single Detached Dwelling with accessory structures.	Permitted Uses	The proposed project is for a zone change from RMB to GC.	*Yes
Development Code Section 20.10.15 (GC Site Development Standards)			
Minimum Land Area	7,000 square feet	The site is approximately 1.88 acres in overall area.	Yes
Yard Setbacks	Front = None Side = None Rear = None	For existing Single Detached Dwelling: Front = 71 Feet Side = 30 Feet Rear = 180 Feet	Yes
Maximum Building Height	60-feet	The existing height of the single detached dwelling is approximately 13 feet.	Yes

*Existing single-detached dwellings as of June 30, 2022, and their accessory uses are Permitted uses and can be rebuilt if destroyed. Building additions of up to 500 square feet of an existing single-detached dwelling are Permitted. New single-detached dwellings are Prohibited.

Additionally, when a development is proposed in the future, staff will have the opportunity to ensure any new development is in compliance with Chapter 20 Land Uses.

Conclusion: For these reasons, staff finds the proposal is in compliance with all applicable provisions of Chapter 20 Land Uses.

7. The proposal shall include a Traffic Impact Analysis that meets the requirements of Section 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of Sections 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development.

FINDING:

The owner of the property has provided a traffic impact analysis (TIA) prepared by Lancaster Mobley, dated August 24, 2023. The TIA analyzed the worst-case development trip scenario of the recommended General Commercial (GC) zone (which implements the Regional Commercial land use designation). The GC zone allows for a wide variety of commercial uses such as eating and drinking establishments, financial institutions, offices, retail trade, meeting facilities, service businesses, professional services, self-storage facilities, temporary living quarters, and certain automobile-related uses. The worst-case development analyzed in the TIA is for a fast-food establishment with a drive-thru. The report states that all study intersections will continue to operate acceptably through the 2035 Planning Horizon, no significant queuing issues would occur and traffic signal warrants for NW Bronson Road and NW 163rd Terrace aren't projected.

Staff notes that NW Bronson Road is under the jurisdiction of Washington County and in the comments provided Washington County staff on September 11, 2023 they had no comments on the proposed zoning change and that when a development is proposed additional comments for improvements to the transportation system may be provided.

Conclusion: For these reasons, staff finds the proposal is in compliance with all applicable provisions of Sections 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7.

8. As an alternative to Section 40.97.15.1.C.7, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.

FINDING:

The applicant has addressed Criterion 7 as opposed to Criterion 8 as an alternative.

Conclusion: Therefore, staff finds that the approval criterion is not applicable.

9. For zone changes that create a parcel with more than one zoning designation the portion of the lot within each zoning district shall meet the minimum lot size and dimensional requirements of that zoning district.

FINDING:

There is one parcel proposed for General Commercial zoning.

Conclusion: Therefore, staff finds that the approval criterion is not applicable.

10. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.

FINDING:

Staff has reviewed the ZMA application and has found all submittal requirements have been provided by the applicant.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

11. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

FINDING:

The applicant has submitted this Quasi-Judicial Zoning Map Amendment application with the associated Comprehensive Plan Amendment (CPAM32023- 00535). The Zoning Map Amendment application is dependent upon approval of the Comprehensive Plan Map Amendment. Therefore, staff recommends a condition of approval that CPAM32022-00535 be approved in order for ZMA32023-00536 to be approved.

Conclusion: Therefore, staff finds that by meeting the condition of approval, the proposal meets the approval criterion.

Recommendation

Based on the facts and findings presented, staff concludes that amending the Comprehensive Plan Land Use Map to apply the Regional Commercial land use designation and amending the Zoning Map to apply the General Commercial (GC) zone is appropriate for the subject site. Therefore, staff recommends that the Planning Commission recommend approval of the proposed Comprehensive Plan and Zoning Map Amendments to the City Council.