STAFF REPORT

HEARING DATE: July 7, 2010
TO: Planning Commission
STAFF: Jana Fox, Assistant Planner
PROPOSAL: Southeast Beaverton Office Commercial Zoning Map Amendment (ZMA2010-0006)
LOCATION: The subject parcels are located in the vicinity Hall Blvd/Ridgecrest Dr, Hall Blvd/Brightfield, and Pioneer Lane – Multiple tax lots
SUMMARY: The City is initiating a series of legislative zoning map amendments (ZMA’s) to replace obsolete zones with either new or existing zoning map districts. For this specific ZMA, the proposal is to amend the Zoning Map to delete the obsolete Office Commercial (OC) zone and apply the Community Service (CS) and Neighborhood Service Center (NS) zones. The subject site is a developed area, consisting of eight (8) parcels. The parcels are located in the general vicinity of Hall Blvd/Ridgecrest Dr, Hall Blvd/Brightfield, and 125th/Pioneer Lane. No new development is proposed as a part of this application.

APPLICANT: City of Beaverton
Community Development Director
PO Box 4755
Beaverton, OR 97076

DECISION CRITERIA: Development Code Section 40.97.15.2.C Legislative Zoning Map Amendment,
Comprehensive Plan Policies: 3.10, 3.14, and 6.2.4.d

RECOMMENDATION: Approval of ZMA2010-0006 (Southeast Beaverton Office Commercial Zoning Map Amendment), with no associated conditions of approval.
AERIAL PHOTO 3

Subject Site

125TH

PIONEER

SCHOLLS FERRY

NORTH DAKOTA

TARPAN

Beaverton GIS - FOR INTERNAL USE ONLY

0 280ft
BACKGROUND FACTS

Key Application Dates

<table>
<thead>
<tr>
<th>Application</th>
<th>Submittal Date</th>
<th>Submittal Complete</th>
<th>Final Written Decision Date</th>
<th>240-Day*</th>
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<tr>
<td>ZMA2010-0005</td>
<td>5/12/2010</td>
<td>5/12/2010</td>
<td>N/A</td>
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* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

<table>
<thead>
<tr>
<th>Zoning</th>
<th>Office Commercial (OC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Development</td>
<td>Primarily office, financial institutions, multi-family, and service.</td>
</tr>
<tr>
<td>NAC</td>
<td>Greenway &amp; Denney Whitford/Raleigh West</td>
</tr>
<tr>
<td>Comprehensive Plan designations</td>
<td>Land Use: Corridor</td>
</tr>
<tr>
<td></td>
<td>Street Functional Classification Plan: Hall Blvd and 125&lt;sup&gt;th&lt;/sup&gt; Avenue: Arterials</td>
</tr>
<tr>
<td></td>
<td>Street Improvement Master Plan: The Street Improvement Master Plan identifies: a signal phase change at Hall &amp; Brockman, additional turn lanes at Scholls Ferry &amp; Hall, and widen Scholls Ferry to 7 lanes and SB right turn lane at Scholls Ferry &amp; 125&lt;sup&gt;th&lt;/sup&gt; as future improvements in the general vicinity of the proposed zoning map amendment.</td>
</tr>
<tr>
<td></td>
<td>Pedestrian &amp; Bicycle Master Plan and Action Plans: Existing bike facilities along Hall Blvd and 125&lt;sup&gt;th&lt;/sup&gt; Avenue.</td>
</tr>
</tbody>
</table>
DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

Attachment A: ZMA2010-0006 (Southeast Beaverton Office Commercial Zoning Map Amendment) Staff Report

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ZMA1-ZMA15

EXHIBITS

Exhibit 1. Vicinity Map (page 2 of report) and Aerial Photos (page 3-5 of report)
Exhibit 2. Comments Received None Received
Exhibit 3. Applicable Use Section of the Development Code
    3.1 Office Commercial
    3.2 Neighborhood Service/Community Service
ANALYSIS AND FINDINGS FOR
LEGISLATIVE ZONING MAP AMENDMENT APPROVAL

Section 40.97.05. Zoning Map Amendment; Purpose
The purpose of a Zoning Map Amendment application is to provide for the
consideration of legislative and quasi-judicial amendments to the zoning map.
Legislative amendments to the zoning map are amendments of generally large size,
diversity of ownership or of interest to a large geographic area. Quasi-judicial
amendments to the zoning map are amendments that are generally small in size,
single ownership or affect only a relatively small geographic area. Annexation
related amendments to the zoning map are those amendments, whether legislative or
quasi-judicial, which are associated with land being annexed into the City. It is
recognized that such amendments may be necessary from time to time to reflect
changing community conditions, needs, and desires. This Section is carried out by
the approval criteria listed herein.

Section 40.97.15.2.C. Approval Criteria:
In order to approve a Legislative 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
   Legislative Zoning Map Amendment application.

Facts and Findings:
Section 40.97.15.2.A Threshold: An application for Legislative Zoning Map
Amendment shall be required when the following threshold applies:

“The change of zoning designation for a large number of properties.”

Background: The Beaverton City Council, under Ordinances 4541 and 4542, has
recently adopted legislative amendments (the Chapter 20 Update) to the
Comprehensive Plan and the Development Code, respectively. Ord. 4542 amended
the list of implementing zones for land use plan designations, deleted 11 zoning
districts and established 5 new zoning districts at multiple locations throughout the
City. Some of the non-discretionary Development Code amendments became
effective immediately and thereby amended the zoning map on June 17, 2010.

Current Proposal: The City is has initiated a series of legislative zoning map
amendments (ZMA’s) to replace obsolete zones with either new or existing zoning
map designations, at multiple locations throughout the City. The first group of
discretionary ZMA’s are scheduled before the Planning Commission during the month of July 2010.

For ZMA2010-0006, the City proposes to amend the zoning map to delete the obsolete Office Commercial (OC) zone and replace it with the Community Service (CS) and Neighborhood Service (NS) zones. Staff's recommendation of the Community Service (CS) and Neighborhood Service (NS) zones for specific parcels will occur within this staff report as part of the analysis of appropriate implementing zones that is necessary for this discretionary decision. The specific zoning proposed for each parcel is also identified in Exhibit 1 (Vicinity Map).

Therefore, staff finds that the proposal meets the criterion for approval.

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

Facts and Findings:
The City, as the applicant, is not required to submit any fees associated with an application for Zoning Map Amendments.

Therefore, staff finds that the proposal meets the criterion for approval.

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

Land Use Element

3.10 Corridor Development

| 3.10.1 Goal: An attractive mix of commercial and higher density residential uses along major roads through the City that invites pedestrian activity where appropriate. |

Policies:

a) Regulate new development in Corridors to provide a mix of commercial and residential uses with pedestrian amenities.

b) Apply the Corridor land use designation consistent with the Metro 2040 Regional Urban Growth Concept Map.

c) Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix.
d) The community shall endeavor to improve the appearance of commercial areas.

e) Commercial facilities shall be allocated in a reasonable amount and in a planned relationship to the people they will serve.

Facts and Findings:
The subject site meets the applicable policies for Corridor Development. The 2040 Growth Concept Plan map designates the parcels included in this proposal under Corridor and Town Center design types, subject to local interpretation of the Growth Concept Map. The Corridor land use designation allows for a mix of both residential and commercial uses, as shown by the Comprehensive Plan and Zoning District Matrix. The subject parcels are fully developed with commercial multi-family residential buildings. The appearance of commercial areas is regulated by the Development Code. The proposed CS and NS zones, which are implementing zones of the Corridor land use designation, will permit redevelopment to be designed in a way that is compatible in scale and setbacks to the existing nearby structures.

3.14 Zoning District Matrix.

<table>
<thead>
<tr>
<th>Comprehensive Plan Designation</th>
<th>Zoning District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Regional Center</td>
<td>RC-E, RC-OT, RC-TO</td>
</tr>
<tr>
<td>Washington Square Regional Center</td>
<td>C-WS, OI-WS</td>
</tr>
<tr>
<td>Station Community</td>
<td>SC-HDR, SC-MU, SC-E1, SC-E3, SC-S¹</td>
</tr>
<tr>
<td>Town Center</td>
<td>TC-HDR, TC-MU</td>
</tr>
<tr>
<td>Main Street</td>
<td>Neighborhood Service, R1, R2</td>
</tr>
<tr>
<td>Corridor</td>
<td>General Commercial, Community Service, Neighborhood Service, R1, R2, R4, Corridor Commercial</td>
</tr>
<tr>
<td>Employment Areas</td>
<td>Office Industrial</td>
</tr>
<tr>
<td>Industrial</td>
<td>Industrial, Office Industrial</td>
</tr>
<tr>
<td>Neighborhood Residential</td>
<td>Institutional</td>
</tr>
</tbody>
</table>

(equivalent to Metro’s Inner and Outer Neighborhood Design Types)

- Low Density: R10²
- Standard Density: R7, R5³
- Medium Density: R4, R2
- High Density: R1
- Any of the plan designations cited above: Institutional
Facts and Findings:
The subject properties are currently zoned OC. The City Council’s adoption of Ord. 4542, effective on June 17, 2010, amended Policy 3.14 (the Matrix) and thereby deleted the OC zone. Therefore, a new replacement zone that implements the land use designation must be chosen to amend the zoning map. ZMA approval, as recommended by staff, would result in the change of the zoning map designation on the subject parcels to NS and CS (See Exhibit 1). The new Matrix lists the NS and CS zones as two of the implementing zones of the Corridor land use plan designation.

The following factors; existing development, land use, and surrounding zoning, have been evaluated by staff in considering the recommendation of the most appropriate zone that best implements the land use plan designation under Policy 3.14. The following zoning districts are identified in Chapter 3 of the Comprehensive Plan as implementing zones of the Corridor Land Use designation: General Commercial, Community Service, Neighborhood Service, R-1, R-2, R-4 and Corridor Commercial.

The historic and continuing uses of the subject sites are generally commercial, rather than residential, in nature. Accordingly, staff finds that the Residential implementing zones of the Corridor designation (R-1, R-2, and R-4) are not intended and would not be suitable for the subject site.

Of the Commercial designations, staff finds that the General Commercial and Corridor Commercial zones are not the best suited for the subject properties. The General Commercial zone is intended for uses which are land intensive and often involve outdoor storage and display of merchandise, equipment, or inventory. In contrast the OC zone required that uses be conducted within a wholly enclosed structure. The Corridor Commercial zone is intended to provide for multiple use employment and service centers whereas the OC zone was a commercial zone oriented towards office uses, although permitting medical offices and banks, and eating and drinking establishments as conditional uses.

The NS zone, which is proposed for the subject properties along Hall/Ridgecrest and Pioneer/125th, is intended to provide minimal areas of service and convenience to meet the needs of nearby residents. These two areas are adjacent to residential districts and provide services to meet those needs, such as banks and medical/professional offices. These two areas are not located on major commercial streets and are oriented towards neighborhood needs, therefore the NS zone is an appropriate zoning designation for these parcels. A portion of the area to be zoned NS along Pioneer Lane/125th Avenue is developed as multifamily residential, however the area developed as residential is approximately half the contiguous area to be zoned NS.

The CS zone which is intended to provide a variety of business types and commercial activities found principally along the City’s major streets is proposed for those properties along Hall Blvd/Brightfield Ln. These properties are oriented toward SW Hall Blvd near Scholls Ferry Rd, a major commercial area, and adjacent
to existing properties zoned CS. The properties are generally developed as medical and professional office uses.

Therefore, staff finds that the Community Service (CS) and Neighborhood Service (NS) zones are the best suited to the subject sites, as depicted in Exhibit 1. The purpose of the NS zone is to provide for, “minimal areas of service and convenience uses to meet the frequent needs of nearby residents.” Staff concludes that given the codes purpose for the NS zone, compatibility with abutting zones, and conformity with the existing development, the Neighborhood Service (NS) zone is the most appropriate implementing zone for the parcels on SW Hall Blvd/Ridgecrest Drive and Pioneer Lane/125th Avenue (see Exhibit 1). Staff also concludes that given the purpose of the CS zone (to provide for, “a variety of business types compatible with and of similar scale to commercial activities found principally along the City’s major streets.”), compatibility with abutting zones, and conformity with the existing development, the Community Service (CS) zone is the most appropriate implementing zone for the parcels on and near SW Hall Blvd/Brightfield Lane (see Exhibit 1).

Because of the factors considered, staff recommend that the CS and NS zones are the most appropriate zone to implement the Plan designation.

Transportation Element

Policy 6.2.4.d:
Maintain levels of service consistent with Metro’s Regional Transportation Plan and the Oregon Transportation Plan. Applications for Comprehensive Plan Amendments shall comply with the requirements of OAR 660-012-0060 and as appropriate include a Transportation Impact Analysis that shows that the proposal will not degrade system performance below the acceptable two-hour peak demand-to-capacity ratio of 0.98. If the Adopted Comprehensive Plan forecasts a two-hour peak demand-to-capacity ratio greater than 0.98 for a facility, then the proposed amendment shall not degrade performance beyond the forecasted ratio. (Ord. 4301)

Reduce traffic congestion and enhance traffic flow through such system management measures as intersection improvements, intelligent transportation systems, incident management, signal priority, optimization, and synchronization, and other similar measures.

Action: Maintain performance standards that meet the needs of the City and are consistent with regional and State standards. (Ordinance 4301)

Facts and Findings:
In response to Comprehensive Plan section 1.5.1 Criteria for Legislative Comprehensive Plan Amendments, Transportation Planning staff have prepared the following analysis for this legislative zoning map amendment application. The existing zoning designation is OC (Office Commercial), however the OC zone has
been deleted from the Comprehensive Plan and Development Code. The proposed zoning is NS (Neighborhood Service Center) or CS (Community Service).

Comprehensive Plan section 1.5.1 requires the finding that:

A. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;
B. 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
C. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans.

The Oregon Administrative Rules (OAR) Chapter 660-012-0060 (1) (State Transportation Planning Rule (TPR)) contains standards by which to review “amendments to functional plans, acknowledged comprehensive plans and to land use regulations.” The TPR states that such amendments “which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.”

This zoning map amendment does not change functional classifications or change standards implementing a functional classification system. It does allow a change in land use that may result in levels of service or access that is inconsistent with the functional classification of a transportation facility, or reduce the performance standards of the facility. The analysis will consider the possible traffic impact of the new proposed allowed uses compared to the existing allowed uses.

The Transportation Division staff has compared the traffic impact of the highest trip generator now allowed under the current zoning classification OC, ‘drive-thru bank’, to the highest trip generator allowed under the proposed NS or CS zonings, ‘convenience store with gas pumps’, and found that the net difference could be a slightly higher number of trips with the new NS or CS zoning, based on Institute Of Traffic Engineers (ITE) Trip Generation Manual. Staff was not able to forecast the specific impact of the potential for development of all 8 parcels or determine the level of service of all of the impacted intersections. Therefore, staff concluded that there could possibly be a significant impact from the zoning change, that the zoning change will meet criteria 1 (C) of the TPR: “Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or Comprehensive Plan.” To address this significant impact, the TPR states that compliance with section (1) can be accomplished by (e) “Providing other measures as a condition of development...Local governments shall as part of the amendment specify when measures or improvements provided pursuant to this subsection will be provided.”

To the extent that the Transportation System Plan (TSP) cannot anticipate all impacts of future specific development proposals on the area transportation system, the TSP establishes a level of service standard and the Development Code...
establishes standards for traffic analysis of development. To assure that transportation facilities are not significantly affected by future development, the TSP requires that development proposals are subject to meeting a level of service maximum, specifically the volume to capacity ratio of 0.98, identified in the City’s Development Code, Section 60.65.10.7.

As this is a City initiated legislative zoning map amendment with no proposed development; a site specific traffic analysis is not possible at this time. At such time that development or redevelopment is proposed on these 8 parcels, Section 60.55.20 of the City Development Code will require, if the proposed development meets the trip threshold, a traffic analysis that is consistent with the Engineering Design Manual (EDM). The City staff will review conformance with the level-of-service standards, and can establish conditions of approval requiring necessary transportation improvements based upon the impacts of development. Therefore, to the degree that the TSP does not anticipate all future traffic impacts, the Development Code’s requirement for traffic analysis can be relied upon to address the transportation impacts of the proposed zoning map amendment, when redevelopment is proposed.

Summary: Staff finds that through the implementation of the transportation system improvements planned in the TSP, reliance on the City’s maximum level-of-service standard, and the City’s ability to mitigate traffic impacts through future conditions of approval, the proposed rezoning will not significantly affect transportation facilities. Therefore, staff finds that this zoning map amendment is consistent with the land use assumptions of the TSP, and will be consistent with land use and transportation planning requirements contained in the TPR and the UGMFP, without unanticipated impacts.

Summary Comprehensive Plan Facts and Findings:
Staff finds the proposed CS and NS zones to be in conformance with all the applicable policies of the Comprehensive Plan.

Therefore, staff finds that the proposal meets the criterion for approval.

Therefore, staff finds that the proposal meets the criterion for approval.

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.

Facts and Findings:
Chapter 90 of the Development Code defines “critical facilities” to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection.
City engineering staff has reviewed the proposal and there are no public utility service provision issues of significance. The City is the designated provider of sanitary sewer and storm drainage for this site. Tualatin Valley Water District provides water service to the subject site.

Public utility master plans (water, sanitary sewer, and storm) conducted by the City have previously considered this and others properties in the vicinity as ultimately developing or re-developing in the future according to the densities or intensities forecast under the existing Comprehensive Plan designation. Additionally, the area in question for rezoning is relatively small and the potential for maximum use of the affected site under the proposed zoning designation is insignificant in terms of master planning for public utilities. Therefore, staff find that there are adequate public facilities to support the maximum intensity of development of the CS and NS zoning designations. Specific utility capacity and local service issues are addressed at the time of a development application.

This zoning map amendment will not change the level of public services to the site, which staff finds to be sufficient to serve the current use and any of the listed permitted uses of the CS and NS zones. Should expansion or new development occur, staff will evaluate the adequacy of the site’s critical facilities and services with the associated development application.

Therefore, staff finds that the proposal meets the criterion for approval.

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

Facts and Findings:
Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

The buildings on this site are served by essential facilities and services including schools, police services, emergency services and public transportation. To the extent that previous development of the site has provided public transportation facilities that met City standards at the time, the site is adequately served by streets and pedestrian and bicycle facilities. This zoning map amendment will not change the level of services to the site, which staff finds to be sufficient to serve the current use. At the time when intensification of land uses or new development occurs, staff will evaluate the adequacy of the site’s essential facilities and services with the associated development application.

Therefore, staff finds that the proposal meets the criterion for approval.
6.  **The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).**

Facts and Findings:
Staff cites Sections 20.10.15 and 20.10.20 of the Development Code as being the applicable Chapter 20 Code sections in the review of this proposal. These code sections contain the list of permitted, conditional, and prohibited land uses and the site development regulations that are specific to the CS and NS zones.

The subject sites are fully developed under the current zoning with the exception of two vacant parcels on Hall Blvd near Ridgecrest Drive and no physical development is proposed with the subject ZMA application. Staff has evaluated the existing development’s compliance with Chapter 20 Site Development Standards (Section 20.10.15) and found that the site development standards for the OC, NS, and CS zones are closely matched with the exception of the height limitation which is 30 ft. in the OC zone, 35 ft. in the NS zone and 60 ft in the CS zone (if the building is not within 100 ft of residentially zoned property). Therefore buildings in the current OC zone would be required to meet the same site development standards as those in the NS and CS zones.

Rezoning the properties would not create nonconformance with site development standards where they did not already exist. Were the existing structures removed, they would be allowed to be rebuilt under the CS and NS zones. Review of Section 20.10.20 shows that the primary existing uses of land, as financial institutions, service businesses and offices, are permitted in the CS and NS zones. The existing multifamily development which is proposed to be rezoned NS is a conditional use in the Ns zone, however, per Section 30.45 of the Development Code, permitted uses existing before the requirement for Conditional Use approval shall be considered conforming uses.

Therefore, staff finds that the proposal meets the criterion for approval.

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

Facts and Findings:
The City submitted the application on May 12, 2010 and was deemed complete on the same day. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets the criterion for approval.
8. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

Facts and Findings:
The City has submitted this Zoning Map Amendment application in order to rezone properties which are currently zoned Office Commercial, an obsolete zone that has been removed from the Development Code. No associated development activities are proposed and, accordingly, no additional applications are related to the request.

Therefore, staff finds that the proposal meets the criterion for approval.

9. In addition to the criteria stated in Section 40.97.15.2.C.1 through 8 above, the following criteria shall apply to Legislative Zoning Map Amendments which would change the zone designation to the Convenience Commercial (CV) zoning district .........

Facts and Findings:
The City has submitted this Zoning Map Amendment application proposing that the obsolete OC zone be replaced with the NS and CS zones for the properties noted. In addition, the City’s adoption of Ord. 4542 has deleted the Convenience Commercial (CV) zoning district from the zoning map and Development Code. Criterion 9, above, is not applicable to the proposal.

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

Conformance with Metro Titles

Title 1: Requirements of Housing and Employment Accommodation
Section 3.07.830 of the Urban Growth Management Functional Plan (UGMFP) requires that any Comprehensive Plan or land use regulation change must be consistent with the requirements of the Functional Plan. Section 3.07.130 of the UGMFP states:

“For each of the following 2040 Growth Concept design types, city and county comprehensive plans shall be amended to include the boundaries of each area, determined by the city or county consistent with the general locations shown on the 2040 Growth Concept Map...” The 2040 Growth Concept Plan map designates the parcel included in this proposal under the Corridor design type. Section 3.07.130 of the UGMFP describes Corridors as follows: “Along good quality transit lines, corridors feature a high-quality pedestrian environment,
convenient access to transit, and somewhat higher than current densities.”

This title of the Functional Plan requires the City to ensure that its Comprehensive Plan and zoning regulations accommodate certain amounts of housing and employment potential for the horizon year 2017. This application proposes to apply a zoning designations of NS and CS to replace the obsolete OC zoning designation. The properties are designated “Corridor” by the Functional Plan. The Zone Change proposal will increase the allowed density of the subject parcels which are being rezoned to the CS designation which allows attached and detached residential outright without limiting the area which can be developed residually within the zone, complying with Title 1’s intent. Allowed density of the parcels being rezoned NS will not change as the allowed density is the same as the OC zone. Future development will include a specific review as to whether the proposal meets the Development Code’s adopted Title 1 minimum density standards. Approval of the proposed rezoning to NS and CS best supports the ability of the City to meet Metro’s Functional Plan and specifically Title 1. Staff find that the requirements of this title have been met.

Title 2: Regional Parking Policy
The City has established minimum and maximum parking requirements for land uses. The maximum parking limitations are in conformance with the Parking Zone A and B standards found in Table 2 of Sec. 3.07 of the UGMFP. The subject properties at Hall Blvd/Ridgecrest Drive are within Parking Zone B, so that the Maximum Permitted Parking Spaces per Zone B applies to the subject property. The subject properties at Hall Blvd/Brightfield Lane and Pioneer Lane/125th Avenue are within Parking Zone A, so that the Maximum Permitted Parking Spaces per Zone A applies to the subject property. The proposed ZMA proposes no amendments to the parking requirements of the Development Code. The types of land uses permitted in the proposed CS and NS zones are consistent with the City’s Comprehensive Plan and thereby meet the purpose of Title 2 with respect to regulating parking in the City. Future development under the proposed zoning is required to be consistent with the parking requirements of the City Development Code, which implements the maximum parking provisions of Title 2.

Title 3: Water Quality and Flood Management Conservation
In concert with other local governments in Washington County, the City partnered with Clean Water Services to enact legislation acknowledged to comply with Title 3.

Title 4: Industrial and Other Employment Areas
This site is not identified as an Industrial or Employment area on the Title 4 map. Therefore, this Title is not applicable to the proposed amendment.

Title 5: Neighbor Cities and Rural Reserves
Title 5 concerns Neighbor Cities and Rural Reserves. The proposal is within the City of Beaverton. Therefore, this Title does not apply.
Title 6: Central City, Regional Centers, Town Centers and Station Communities
Title 6 predominantly focuses on local government strategies to improve implementation of Centers. The subject property is not within the Beaverton designations of Regional Center, Town Center or Station Community. Therefore; this Title is inapplicable to the proposed amendment.

Title 7: Affordable Housing
The proposed amendment for CS and NS zoning does not include a residential or multiple use zone where the City has planned for the substantial majority of residential development to occur. However, the proposed CS and NS zones do permit residential dwellings at a minimum density of 1,000 sq. ft per attached dwelling unit and 4,000 sq. ft. per detached dwelling unit. This ZMA is not expected to provide for low cost housing.

Title 8: Compliance Procedures
Notice of the CPA and TA applications for the Chapter 20 Update, approved by City Council in Ordinances 4541 and 4542, was previously provided to the Chief Operating Officer of Metro. The City’s decision on the Chapter 20 amendments form the basis for the current ZMA application.

Notice of this particular zoning map amendment (ZMA2010-0004) was sent to the Chief Operating Officer of Metro on May 14, 2010, 45 days prior to the first evidentiary hearing as required by Metro Code Section 3.07.820.

Title 9: Performance Measures
Title 9 directs Metro to measure the progress of the region in implementing the Urban Growth Management Functional Plan. This title is not relevant to the proposal.

Title 10: Functional Plan Definitions
Title 10 provides definitions for use in Metro’s administration of the UGMFP and is, therefore, unrelated to the compliance of this proposal to the UGMFP.

Title 11: Planning for New Urban Areas
Title 11 concerns planning for new urban areas. This proposal is within the Urban Growth Boundary and is within the corporate limits of the City of Beaverton. This Title does not apply to the amendment.

Title 12: Protection of Residential Neighborhoods
Protection of residential neighborhoods is a key to success of the 2040 Growth Concept. The proposed amendment for CS and NS zoning does not include a residential or multiple use zone where the City has planned for the substantial majority of residential development to occur. The subject sites are predominately surrounded by commercial and higher density residential zones.

Title 13: Coordination
The City, as a member of the Tualatin Basin Coordinating Committee, complies
Metro Regional Transportation Plan (RTP)
Section 6.4.4: Regional transportation system analysis is required for amendments to local plans or the addition of significant single occupancy vehicle capacity to regional facilities.

“This section applies to city and county comprehensive plan amendments or to any local studies that would recommend or require an amendment to the Regional Transportation Plan to add significant single occupancy vehicle (SOV) capacity to the regional motor vehicle system, as defined by Figure 1.12. This section does not apply to projects in local TSPs that are included in the 2000 RTP. For the purpose of this section, significant SOV capacity is defined as any increase in general vehicle capacity designed to serve 700 or more additional vehicle trips in one direction in one hour over a length of more than one mile. This section does not apply to plans that incorporate the policies and projects contained in the RTP.”

The City’s Transportation System Plan (TSP) has been adopted for consistency with, and implementation of, the 2000 RTP. Therefore; the Regional Transportation Plan does not apply to the proposed zoning map amendment. Staff cites the findings of conformance with the State Transportation Planning Rule (TPR), found on page ZMA6 of this report, as applicable to conformance with the RTP.

Finding: The proposed zoning map designation is compatible with the UGMFP (by the review of Metro Titles) and the RTP.

Conformance With Statewide Planning Goals

City staff will not be addressing statewide planning goals because that review is not necessary for proposed local amendments in jurisdictions that have acknowledged Comprehensive Plans and land use plan maps. The process leading up to local adoption of the City’s Plan and acknowledgement is summarized below.

The City of Beaverton adopted a Comprehensive Plan, which includes text and maps in a three-part report (Ordinance 1800) along with implementation measures, including implementation of the Development Code (Ordinance 2050) in the late 1980’s. The City adopted a new Comprehensive Plan (Ordinance 4187) in January of 2002 that was prepared pursuant to a periodic review work program approved by the State Department of Land Conservation and Development (DLCD). The proposed Plan, including a new Land Use Map, was the subject of numerous public hearings and considerable analysis before adoption. The adopted Plan and findings supporting adoption were deemed acknowledged pursuant to a series of Approval Orders from the Department of Land Conservation and Development, effective December 31, 2003, with a final set of acknowledgement findings for adoption dated April 27, 2004. Therefore, the land use planning processes and policy framework
described in the Development Code and Comprehensive Plan form the basis for decisions and actions on amendments to the Plan and Code, including the subject zoning map amendment.

**Conformance with the State Transportation Planning Rule**

The Transportation Planning Rule (TPR) (OAR Sec. 660-012-0060) contains standards by which to review “amendments to functional plans, acknowledged comprehensive plans and to land use regulations”. The TPR states that such amendments “which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility.”

The City’s Transportation System Plan (TSP) is based on Metro’s modeling of projected transportation system impacts based on growth that is assumed for Metro’s Urban Growth Management Function Plan (UGMFP) (the “2040 Growth Concept”). As refined within the City’s study area, the TSP’s transportation modeling is based on the assumed growth projections, and implementation of, the City’s Land Use Map (Figure III-1 of the Comprehensive Plan). The City’s Plan Map includes all 2040 Growth Concept design types. The TSP provides adequate system-wide traffic analysis so that an additional traffic analysis is not necessary for the current zoning map amendment.

Staff cite the TPR findings found in this report on pages ZMA6-ZMA8, as applicable to conformance with the state Transportation Planning Rule.

**SUMMARY OF ZMA FINDINGS:** For the reasons identified above, staff finds that the proposal satisfies the applicable approval criteria for a Legislative Zoning Map Amendment approval pursuant to Section 40.97.15.2.C.1 through 9 of the Development Code, in addition to compliance with applicable State and Metro requirements.

**LEGISLATIVE ZONING MAP AMENDMENT CONCLUSION**

Based on the facts and findings presented, staff concludes the proposal, ZMA2010-0006 (Southeast Beaverton Office Commercial Zoning Map Amendment) meets the applicable criteria for approval.

**Recommendation**

Based on the facts and findings presented, staff recommends APPROVAL of ZMA2010-0006 (Southeast Beaverton Office Commercial Zoning Map Amendment). There are no recommended conditions of approval.