

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 15-03

AN ORDINANCE ADOPTING ZONING DISTRICTS AND AMENDMENTS TO THE TIGARD MUNICIPAL CODE TITLE 18 (COMMUNITY DEVELOPMENT CODE) TO IMPLEMENT THE RIVER TERRACE COMMUNITY PLAN, RIVER TERRACE FUNDING STRATEGY, AND RIVER TERRACE INFRASTRUCTURE MASTER PLANS AND DECLARING AN EMERGENCY (LAND USE FILES DCA2014-00001 AND ZON2014-00002), *as amended with attached Recommended Changes in Response to Comments*

WHEREAS the City of Tigard annexed the properties in River Terrace in 2011 and 2013; and

WHEREAS the City of Tigard adopted the River Terrace Community Plan (Ordinance No. 14-15) on December 16, 2014 to guide future development in this area; and

WHEREAS the City of Tigard adopted the River Terrace Transportation System Plan Addendum (Ordinance 14-16); River Terrace Sanitary Sewer Master Plan Addendum (Resolution 14-25); River Terrace Water System Master Plan Addendum (Resolution 14-35); River Terrace Stormwater Master Plan (Resolution 14-42); River Terrace Park System Master Plan Addendum (Resolution 14-65); and the River Terrace Funding Strategy (Resolution 14-66) specifying key infrastructure necessary to serve new development planned for River Terrace and identifying funding mechanisms to provide such infrastructure; and

WHEREAS it is necessary to adopt zoning districts and Tigard Community Development Code amendments to implement the Tigard Comprehensive Plan, River Terrace Community Plan, River Terrace Funding Strategy, and River Terrace Master Plans for transportation, sewer, water, stormwater, and parks; and

WHEREAS adoption of zoning districts allows development applications to be filed and reviewed for compliance with all applicable standards and criteria; and

WHEREAS it is the intent of the City Council that no development application be granted final approval until such time as the infrastructure funding mechanisms are in effect or infrastructure is otherwise assured or provided as set forth in the development code amendments, River Terrace Funding Strategy, and River Terrace Master Plans; and

WHEREAS, on February 2, 2015, the Tigard Planning Commission held a public hearing, which was noticed in accordance with city standards, and recommended approval of the zoning districts and development code amendments by motion and with vote in support; and

WHEREAS, on February 24, 2014, the Tigard City Council held a public hearing, which was noticed in accordance with city standards, to consider the Planning Commission's recommendation, hear

public testimony, apply applicable decision-making criteria, and to consider appropriate findings and conclusions in support of adoption.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

SECTION 1. The Zoning Districts Map set forth in Exhibit 'A' is hereby adopted designating the zoning for each property shown therein.

SECTION 2: The amendments to the Tigard Municipal Code, Title 18 Community Development Code set forth in Exhibit 'B' are hereby adopted.

SECTION 3: The findings and conclusions contained in Exhibit 'C' are hereby adopted as the basis in support of this Ordinance; and.

SECTION 4: This Ordinance being necessary to allow development applications to be filed and review to commence within the constraints of the construction season and development cycle, an emergency is declared and this Ordinance shall take effect immediately upon signing by the City Recorder and the Mayor.

PASSED: By unanimous vote of all Council members present after being read by number and title only, this 24th day of February, 2015.



Carol Krager, City Recorder

APPROVED: By Tigard City Council this 24th day of February, 2015.



John Cook, Mayor

Approved as to form:



City Attorney



City of Tigard

River Terrace

community plan

River Terrace Plan District:

Recommended Changes in Response to Comments

City Council Public Hearing

DCA 2014-00001

February 24, 2015

18.660.030 Provision of Adequate Public Facilities

D. Exception.

3. An exception shall be granted only if the city finds that:
 - a. there ~~is~~ are adequate funding components in place for the infrastructure that is needed to serve the proposed development; ~~and~~;
 - b. The exception will not materially impact implementation of the River Terrace Sanitary Sewer Master Plan Addendum, River Terrace Water System Master Plan Addendum, River Terrace Stormwater Master Plan, River Terrace Transportation System Plan Addendum, and River Terrace Funding Strategy; and
 - c. The proposed alternative(s) ensures that the applicant will provide its proportional share of the funding and construction of the facilities in a timely manner as identified in the River Terrace Funding Strategy and related infrastructure Master Plans.

18.660.060 River Terrace Boulevard Development Standards

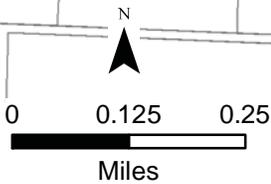
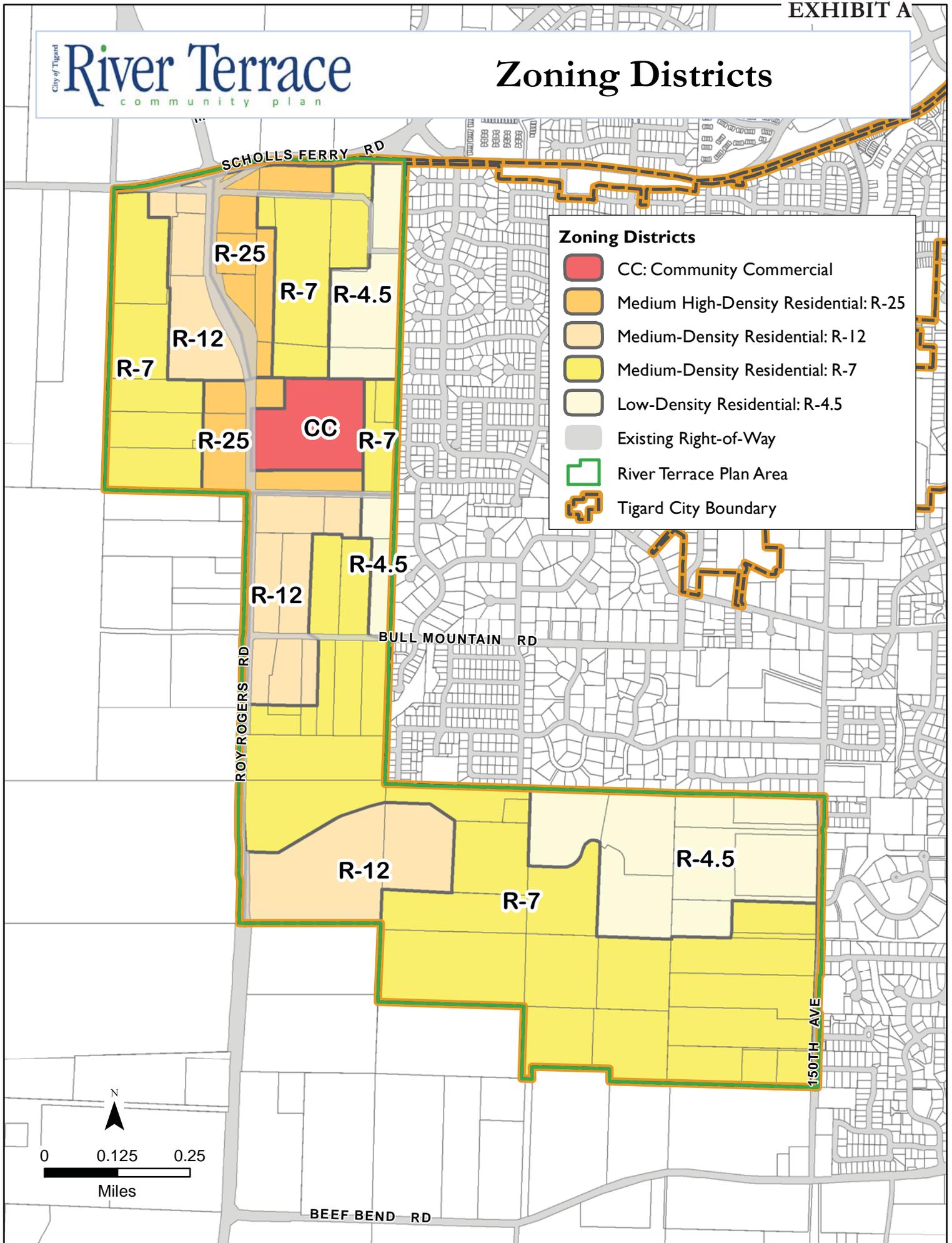
- D. Adjustments. Adjustments shall be processed through a Type II procedure, as governed by Section 18.390.040. The applicable approval authority may grant ~~an~~ special adjustment to a standard(s) in this section, as provided for by Subsection 18.370.020. A.2, if all of the following approval criteria can be met.

18.660.080 Street Design

A. River Terrace Boulevard.

1. Design Standards for River Terrace Boulevard. Right-of-way width shall be 110 feet, plus additional right-of-way as needed for slopes, retaining walls, etc. Right-of-way and improvement widths may be reduced to lessen impacts on protected natural resource areas. Right-of way and improvement widths may also be reduced where the city determines that on-street parking adjacent to the trail corridor is not feasible or necessary or where a reduction is otherwise in the public interest as described in the River Terrace Community Plan, River Terrace Transportation System Plan Addendum, or River Terrace Park System Master Plan Addendum. Given the unique nature of this street, the Public Works Director, in consultation with the Community Development Director, shall determine the final alignment, ~~and~~ right-of-way width, and improvement widths using the following standards as guidelines unless the applicant requests a formal adjustment through a Type II procedure, as governed by Section 18.390.040 and using approval criteria from Subsection 18.370.020.C.9. All landscaped areas shall meet the Public Improvement Design Standards for River Terrace Boulevard.

Zoning Districts



**Chapter 18.660
RIVER TERRACE PLAN DISTRICT**

Sections:

- 18.660.010 Purpose**
- 18.660.020 Applicability**
- 18.660.030 Provision of Adequate Public Facilities**
- 18.660.040 Approval Criteria**
- 18.660.050 Community Commercial Development Standards**
- 18.660.060 River Terrace Boulevard Development Standards**
- 18.660.070 Planned Developments**
- 18.660.080 Street Design**
- 18.660.090 Street Connectivity**
- 18.660.100 On-Street Parking**
- 18.660.110 Temporary Sales Offices and Model Homes**

18.660.010 Purpose

The River Terrace Community Plan provides for a variety of land uses and residential densities consistent with the city’s desire to create a community of great neighborhoods that includes housing, neighborhood-scale commercial businesses, schools, parks, and recreational opportunities. The purpose of the River Terrace Plan District is to implement the adopted River Terrace Community Plan, River Terrace Funding Strategy, and associated infrastructure Master Plans for water, sewer, stormwater, parks, and transportation. The titles of these plans and the numbers of their adopting ordinances and resolutions are as follows:

- River Terrace Community Plan (Ordinance 14-15)
- River Terrace Transportation System Plan Addendum (Ordinance 14-16)
- River Terrace Sanitary Sewer Master Plan Addendum (Resolution 14-25)
- River Terrace Water System Master Plan Addendum (Resolution 14-35)
- River Terrace Stormwater Master Plan (Resolution 14-42)
- River Terrace Park System Master Plan Addendum (Resolution 14-65)
- River Terrace Funding Strategy (Resolution 14-66)

This chapter ensures that public facilities are adequate to serve the anticipated levels of development throughout River Terrace by:

- Implementing the River Terrace Community Plan and associated infrastructure Master Plans.
- Facilitating the transition of River Terrace from rural to urban land use through the timely, orderly, and efficient provision of public facilities.
- Ensuring that public facilities are available in advance of or concurrent with development.
- Safeguarding the River Terrace community’s health, safety, and welfare.

This chapter also implements those unique aspects of the River Terrace Community Plan and associated infrastructure Master Plans related to commercial and residential design, transportation facilities, and park and trail development.

- The commercial area is envisioned as a vibrant mixed-use center with pedestrian-scale street and building amenities and high-quality design features.
- The transportation system is designed as a network of multi-modal streets that connects residents to trails, schools, parks, and services. One that conforms to the rolling topography, builds upon and connects to existing streets in the area, and effectively balances safety, comfort, and mobility through thoughtful and location-specific street and intersection design.
- River Terrace Boulevard is designed to seamlessly integrate the River Terrace Trail into its design, provide safe and comfortable multi-modal travel options, and include high-quality pedestrian-scale design treatments that defines it as the neighborhood's signature street.
- Parks and trails are distributed throughout the area to provide a variety of convenient recreational opportunities for residents and visitors.

The statements in this section do not constitute distinct approval criteria, but they shall guide and inform the interpretation and application of the provisions in this chapter.

18.660.020 Applicability

This chapter applies to all property that is located in the River Terrace Plan District. The boundaries of the plan district are shown on Map 18.660.A, which is located at the end of this chapter. The standards and requirements in this chapter apply in addition to, and not in lieu of, all other applicable provisions of the Tigard Community Development Code (TCDC). Compliance with all applicable standards and requirements must be demonstrated in order to obtain development approval. The standards and requirements in this chapter shall govern in the event of a conflict.

18.660.030 Provision of Adequate Public Facilities

- A. Intent. The intent of this section is to address the provision of the infrastructure systems necessary to benefit and serve all property in River Terrace as provided for in the River Terrace Community Plan, River Terrace Funding Strategy, and related infrastructure Master Plans, in light of the desire of property owners to commence preliminary development prior to full implementation of these plans and with the understanding that no development rights vest and no development approvals can be granted until the infrastructure systems are in place or assured.
- B. Approval Standard. Land use applications for Subdivisions, Partitions, Planned Developments, Site Development Reviews, and Conditional Uses may be approved when the applicable standards in Subsection 18.660.030.E are met by the applicant and when all of the following funding components of the River Terrace Funding Strategy have been adopted by the city and are in effect:
1. Transportation: A citywide transportation system development charge (SDC), a River Terrace transportation SDC, and a River Terrace transportation utility fee surcharge.
 2. Sewer: A citywide utility fee surcharge.
 3. Stormwater: A River Terrace stormwater utility fee surcharge.
- C. Deferral of Compliance.
1. The applicant may request to defer demonstrating compliance with one or more of the standards in Subsections 18.660.030.B and E as provided for below:

- a. Preliminary Plat: Deferral of compliance to Final Plat approval.
 - b. Planned Development Concept Plan (without a land division proposal): Deferral of compliance to Detailed Development Plan approval.
 - c. All other development applications: A condition of development approval requiring demonstration of compliance no later than 180 days after approval or prior to submission of applications for building or public facility improvement permits, whichever occurs first.
2. Deferral of compliance as provided for in Subsection C.1 above shall be granted only if:
- a. The applicant demonstrates that the approval standard will likely be met prior to filing an application for Final Plat or Detailed Development Plan approval, or prior to expiration of the condition of approval described in Subsection C.1.c above. A determination by the approval authority that it is likely that the standard will be met shall be for the purposes of deferral only and in no way constitutes an assurance, guarantee, or other representation that may in any way be relied upon by the applicant; and
 - b. The applicant executes a written agreement prepared by the city acknowledging that the applicant has determined that deferral is to its benefit and that any and all actions taken pursuant to or in furtherance of the approval are at the applicant's sole and exclusive risk. The acknowledgement shall waive, hold harmless and release the city, its officers, employees and agents for any and all claims for damages, including attorney fees, in any way arising from a denial for failure to demonstrate compliance with the standards in Subsection 18.660.030.B, without regard to fault. Nothing in this section shall preclude the applicant from seeking review of any land use decision in accordance with ORS Chapters 197, 215, 227, or equitable relief in a court of competent jurisdiction.

D. Exception.

- 1. An exception to one or more of the standards in Subsection 18.660.030.B may be obtained through a Type II procedure as governed by Subsection 18.390.040.
- 2. An exception shall be granted only if the applicant:
 - a. Demonstrates that the exception will not materially impact implementation of the River Terrace Sanitary Sewer Master Plan Addendum, River Terrace Water System Master Plan Addendum, River Terrace Stormwater Master Plan, River Terrace Transportation System Plan Addendum, and River Terrace Funding Strategy; and
 - b. Has proposed alternative(s) that ensures that the applicant will provide its proportional share of the funding and construction of the facilities in a timely manner as identified in the River Terrace Funding Strategy and related infrastructure Master Plans. This may include, but is not limited to, a development agreement or reimbursement district; and
 - c. Agrees to disclose in writing to each purchaser of property for which a building permit has been obtained that the property may be subject to future utility fees or SDCs as described in the River Terrace Funding Strategy; and
 - d. Executes an agreement prepared by the city agreeing that, if the new transportation SDCs described in Subsection 18.660.030.B.1 are not in effect at the time of building permit

issuance, the applicant shall pay an amount equal to the SDC amount assumed in the River Terrace Funding Strategy. No credits shall be issued against this payment, but the city shall issue a refund if:

- i. The applicant made improvements to a facility that is eligible for credit under an adopted SDC credit, up to the amount of the credit, or
 - ii. An SDC is adopted and paid by the applicant or its successor, up to the amount of such payment, or
 - iii. The city has not adopted the SDCs within two years of the effective date of this ordinance.
3. An exception shall be granted only if the city finds that there is adequate funding in place for the infrastructure that is needed to serve the proposed development.

E. Additional Standards.

1. Infrastructure improvements for water, sewer, stormwater, and transportation systems, including but not limited to pump stations and trunk lines, shall be located and designed to serve the proposed development and not unduly or unnecessarily restrict the ability of any other property to develop in accordance with the applicable River Terrace infrastructure Master Plan. Infrastructure improvements shall be evaluated for conformance with this standard during the land use review process. The city shall take into account the topography, size, and shape of the development site; the impact of the improvement on the development site; and, the reasonableness of available options during its review. The applicant shall not be required to reduce otherwise permitted density or obtain a variance to demonstrate compliance, but this standard may be considered in reviewing a Variance application.
2. Infrastructure improvements for water, sewer, and stormwater shall be placed in easements that are located, wherever possible, within existing or future rights-of-way. Easements and rights-of-way shall extend through and to the edge of the development site at such locations that would maximize the function and availability of the easement and right-of-way to serve adjacent and surrounding properties. Easements and rights-of-way shall be evaluated for conformance with this standard during the land use review process. Dedications of easements and rights-of-way shall be required as a condition of land use approval, except where the approval is for a future phase of a Planned Development or land division approval.
3. Development in water pressure zone 550 shall either provide or demonstrate that there is sufficient water capacity in water pressure zone 550 to serve the proposed development, or that it can be served by another water pressure zone that has sufficient capacity, to the satisfaction of the City Engineer and Tualatin Valley Fire and Rescue during the land use review process.
4. Development in the north and south sewer sub-basins shall demonstrate, where applicable, that there is sufficient pump station capacity and associated force mains to serve the proposed development, or that it can be served by other system improvements, to the satisfaction of the City Engineer and Clean Water Services during the land use review process.
5. If compliance with storm water management standards is dependent upon an off-site conveyance system or an on- or off-site regional facility that has not yet been provided, the applicant may propose alternative and/or interim systems and facilities as described in the River Terrace

Stormwater Master Plan.

- a. Development approval for an interim facility shall include a condition to decommission the interim facility, connect it to the permanent facility when it becomes available to serve the development, and assurance that adequate financial resources are available to decommission the interim facility when the permanent facility becomes available.
- b. Development approval for an alternative or on- or off-site regional system or facility may include a condition to form a reimbursement district.
- c. No storm water management system or facility shall be approved if it would prevent or significantly impact the ability of other properties to implement and comply with the River Terrace Stormwater Master Plan or other applicable standards.

F. Other Provisions.

1. Unless expressly authorized in a development approval, no person shall impose a private fee or any charge whatsoever that prohibits, restricts, or impairs adjacent or surrounding properties from accessing a public easement, facility, or service.
2. For purposes of this section, an ordinance or resolution adopting an SDC, utility fee, or other charge to fund public facilities and/or services described in this section shall be deemed effective if it has taken effect and the time for any legal challenge has expired or any legal challenge has been finally decided.

18.660.040 Approval Criteria

A. Preliminary Plat Approval Criteria. In addition to the approval criteria in Sections 18.420.050 and 18.430.040, the following approval criteria shall apply to all Partition and Subdivision Preliminary Plat applications in River Terrace.

1. Unless the applicable approval authority determines it is in the public interest to make modifications, the applicant shall design and construct all streets, street extensions, and intersections to conform to:
 - a. The River Terrace Transportation System Plan Addendum; and
 - b. The street spacing and connectivity standards of this chapter, the TCDC, and Washington County, where applicable; and
 - c. The approved plats of subdivisions and maps of partitions of abutting properties, if any, as to width and general direction.
2. The preliminary plat shall not impede the future use or development of adjacent property in River Terrace not under the control or ownership of the applicant proposing the preliminary plat.
3. Where future re-division is proposed pursuant to Subsections 18.420.020.D or 18.430.020.C, a plan for future phases shall show the location of lot lines, rights-of-way, easements, and other details of layout that demonstrates that future division may readily occur without violating applicable zoning district requirements and development standards of the TCDC.

- B. Conditional Use, Planned Development, and Site Development Review Approval Criteria. In addition to the approval criteria in Section 18.330.030, Sections 18.350.050 and 070, and Section 18.360.090, the following approval criterion shall apply to all Conditional Use, Planned Development, and Site Development Review applications in River Terrace.
1. Unless the applicable approval authority determines it is in the public interest to make modifications, the applicant shall design construct all streets, street extensions, and intersections to conform to:
 - a. The River Terrace Transportation System Plan Addendum; and
 - b. The street spacing and connectivity standards of this chapter, the TCDC, and Washington County, where applicable; and
 - c. The approved plats of subdivisions and maps of partitions of abutting properties, if any, as to width and general direction.
 2. The development shall not impede the future use or development of adjacent property in River Terrace not under the control or ownership of the applicant proposing the conditional use, planned development, multifamily, or commercial development.
- C. Conditions of Approval. The approval authority may attach such conditions as are necessary to comply with the River Terrace Community Plan, related infrastructure Master Plans, this chapter, and other applicable provisions of the TCDC.

18.660.050 Community Commercial Development Standards [PLACEHOLDER]

18.660.060 River Terrace Boulevard Development Standards

- A. Applicability. The applicable development standards contained in the underlying base zone shall apply to all development in River Terrace, except where the applicant has obtained variances or adjustments in accordance with Chapter 18.370 or Subsection 18.660.060.D, and except as specified below.

The development standards in this section shall apply to the types of development listed below on lots abutting the River Terrace Boulevard right-of-way (ROW). The general location of the River Terrace Boulevard ROW is shown on Map 18.660.B, which is located at the end of this chapter. The Public Works Director, in consultation with the Community Development Director, shall approve the final ROW alignment.

1. All single-family attached, single-family detached, and duplex development.
2. All multifamily residential development.
3. All development subject to conditional use approval.

B. Building Placement and Design.

1. The following standards shall apply to all single-family, duplex, and multifamily residential development that is located on the side of the River Terrace Boulevard ROW opposite the trail

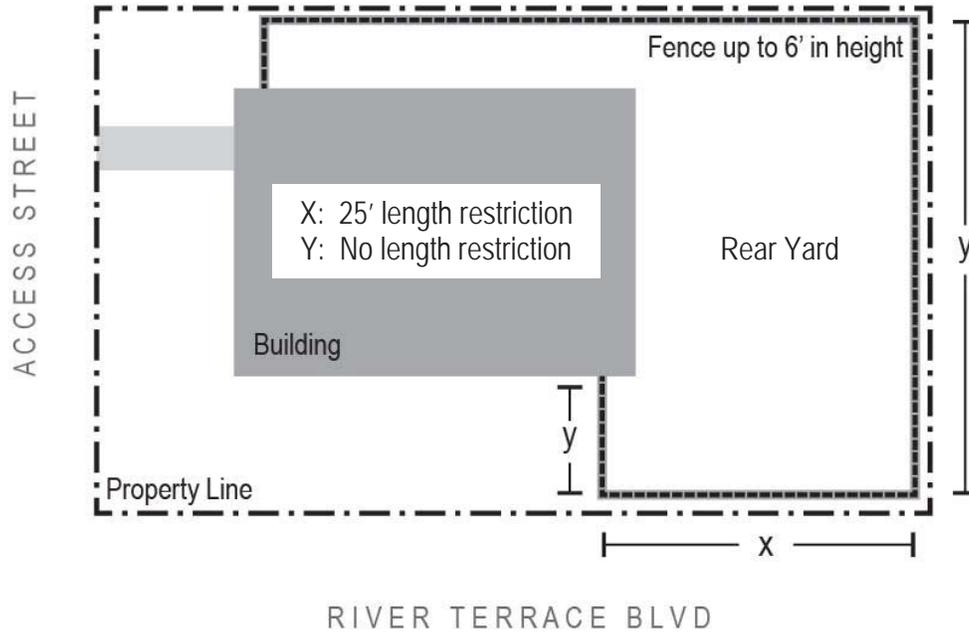
corridor, except as approved through the adjustment process in accordance with Subsection 18.660.060.D.

- a. Single-family and duplex development lots shall abut the River Terrace Boulevard ROW with their front or side lot lines.
 - i. Lots with front lot lines abutting the River Terrace Boulevard ROW shall meet all of the building design standards in Subsection 18.660.070.I.
 - ii. Lots with side lot lines abutting the River Terrace Boulevard ROW shall meet the building design standards for Articulation, Eyes on the Street, Detailed Design, and Garages and Carports in Subsections 18.660.070.I.1, 2, 4, and 5 for the façade that faces the River Terrace Boulevard ROW.
 - b. Any building designed for residential use on a multifamily residential development site that is located within 40 feet of the River Terrace Boulevard ROW shall meet all of the building design standards in Subsection 18.660.070.I for the entire elevation that faces the River Terrace Boulevard ROW, including those portions of the building façade that may be further than 40 feet from the ROW.
 - c. Multifamily residential development sites shall not include non-residential buildings or uses (e.g. parking lots, detached garages or carports, and utility or storage buildings) within 40 feet of the River Terrace Boulevard ROW.
2. The following standards shall apply to all single-family, duplex, and multifamily residential development that is located on the side of the River Terrace Boulevard ROW with the trail corridor, except as approved through the adjustment process in accordance with Subsection 18.660.060.D.
- a. Single-family and duplex development lots shall abut the River Terrace Boulevard ROW with their front, side, or rear lot lines.
 - i. Lots with front lot lines abutting the River Terrace Boulevard ROW shall meet all of the building design standards in Subsection 18.660.070.I.
 - ii. Lots with side or rear lot lines abutting the River Terrace Boulevard ROW shall meet the building design standards for Articulation, Eyes on the Street, Detailed Design, and Garages and Carports in Subsections 18.660.070.I.1, 2, 4, and 5 for the façade that faces the River Terrace Boulevard ROW.
 - iii. All development shall provide at least one walkway connection between the development and the trail a minimum of every 200 feet of River Terrace Boulevard ROW length, or as otherwise required by the City Engineer for connectivity purposes.
 - b. Any building designed for residential use on a multifamily residential development site that is located within 40 feet of the River Terrace Boulevard ROW shall meet all of the building design standards in Subsection 18.660.070.I for the entire elevation that faces the River Terrace Boulevard ROW, including those portions of the building façade that may be further than 40 feet from the ROW.

- c. Multifamily residential development sites shall not include non-residential buildings or uses (e.g. parking lots, detached garages or carports, and utility or storage buildings) within 40 feet of the River Terrace Boulevard ROW.
3. The following standards shall apply to all development subject to conditional use approval that is located on either side of the River Terrace Boulevard ROW, except as approved through the adjustment process in accordance with Subsection 18.660.060.D.
 - a. Any building that is located within 40 feet of the River Terrace Boulevard ROW shall meet all of the building design standards in Subsection 18.660.070.I for the entire elevation that faces the River Terrace Boulevard ROW, including those portions of the building façade that may be further than 40 feet from the ROW, or as otherwise determined by the approval authority through the conditional use review process.
 - b. Any landscape element or structure, including an accessory structure or fence, that is located in a yard abutting the River Terrace Boulevard ROW shall be located and designed to support and reinforce a positive pedestrian streetscape experience.
 - c. Conditional use development located on the side of the River Terrace Boulevard ROW with the trail corridor shall provide at least one walkway connection between the development and the trail a minimum of every 200 feet of River Terrace Boulevard ROW length, or as otherwise determined by the approval authority through the conditional use review process.
 - d. Conditional use development shall not include parking lots within 40 feet of the River Terrace Boulevard ROW.
4. Direct individual access to River Terrace Boulevard from single-family and duplex development sites is not permitted along the River Terrace Boulevard ROW, except as approved through the adjustment process in accordance with Subsection 18.660.060.D. Direct access to River Terrace Boulevard from multifamily residential, conditional use, and commercial development sites are allowed where no other practicable alternatives exist. If direct access is permitted by the city through the site development or conditional use review process, the applicant shall be required to mitigate for any safety or traffic management impacts identified by the City Engineer. This may include, but is not limited to, the construction of an on-site vehicle turnaround to eliminate the need for any vehicle turning or backing movements in the public right-of-way.
5. Fences, walls, hedges, or any combination thereof, such as a fence on top of a retaining wall, over 3 feet in height are not permitted in any front, side, or rear yard that lies between any single-family, duplex, or multifamily residential development site and the River Terrace Boulevard ROW, except as allowed below or as approved through the adjustment process in accordance with Subsection 18.660.060.D. Unstained wood, unfaced concrete masonry units (CMU), and chain link fencing are not permitted, except as required for wetlands or other sensitive areas.
 - a. Fences or walls that are an integral part of an entry, such as on a porch or stoop, are allowed subject to the underlying base zone's setback standards.
 - b. Single-family and duplex development sites with side lot lines abutting the River Terrace Boulevard ROW may have a fence, wall, or hedge up to 6 feet in height and 25 feet in length along the side lot line for the purpose of enclosing a rear yard. Additionally, a fence, wall, or hedge up to 6 feet in height may be of any length along the rear lot line and in the side yard

abutting the River Terrace Boulevard ROW for the purpose of enclosing the same rear yard. See Figure 18.660.1 below for an illustration of this fence allowance.

Figure 18.660.1: Fence Allowance for Side Lot Lines Abutting River Terrace Boulevard



- C. Density Bonus. In order to help offset the land and development costs associated with the construction of River Terrace Boulevard, residential development sites abutting River Terrace Boulevard ROW that are not proposing a Planned Development may choose to propose smaller and narrower lots along River Terrace Boulevard in accordance with Table 18.660.1 below. The reduced lot sizes and lot areas per dwelling unit that are described below shall be used to calculate the maximum and minimum number of residential units allowed in accordance with Subsections 18.715.020.B and C. This density bonus shall only apply to those proposed residential lots within a subdivision that will have a front, side, or rear lot line abutting the River Terrace Boulevard ROW. All other proposed lots within the subdivision shall be subject to the minimum lot size and width standards of the underlying base zone.

**Table 18.660.1
Reduced Minimum Lot Size and Width for Residential Lots
Abutting River Terrace Boulevard**

	Minimum Lot Size	Minimum Lot Width
R-4.5 Zone		
Single-family detached lots	4,500 sf	40 ft
Duplex lots	7,000 sf	80 ft
R-7 Zone		
Single-family detached lots	3,500 sf	35 ft
Duplex lots	7,000 sf	50 ft
Single family attached lots	2,500 sf	25 ft

	Minimum Lot Size	Minimum Lot Width
R-12 Zone		
Multifamily	2,000 sf*	NA
Single-family detached, duplex, and single-family attached lots	2,500 sf	NA

* Minimum lot area per dwelling unit for multifamily developments

D. Adjustments. Adjustments shall be processed through a Type II procedure, as governed by Section 18.390.040. The applicable approval authority may grant an adjustment to a standard(s) in this section if all of the following approval criteria can be met.

1. The standard(s) cannot be met due to:
 - a. Topography or other natural constraints associated with the specific development site, or
 - b. Public safety concerns or other legitimate considerations associated with the specific use.
2. The proposed design provides safe and convenient vehicle and pedestrian connections to River Terrace Boulevard.
3. If fences or walls, including retaining walls, over 3 feet in height are proposed, they are constructed of high-quality materials including, but not limited to, brick, stone, or wrought iron. Unstained wood, unfaced concrete masonry units (CMU), and chain link are not permitted, except as required for wetlands or other sensitive areas.

18.660.070 Planned Developments

The requirements of Chapter 18.350 shall apply to all planned developments in River Terrace, except as modified below.

- A. Density Calculation. To encourage development that is consistent with the design concept for River Terrace Boulevard, the River Terrace Community Plan, and the building design standards in this chapter, planned developments in River Terrace may limit the land dedicated for public or private rights-of-way, including tracts for vehicle access, to 20% of gross site acreage for the purpose of calculating net development area and density as described in Subsections 18.715.020.A.3 and 4.
- B. Development Standards. The provisions of the underlying base zone(s) shall apply except as modified by this section. The specific development standards contained in Subsection 18.350.060.C shall not apply. The following specific development standards shall apply in their place.
 1. Lot dimensions. The minimum lot area and lot width standards of the underlying base zone shall not apply to any lots, including those lots abutting right-of-way, with the following exception:
 - a. Lots along the eastern and northern perimeter of the River Terrace Plan District abutting existing residential development, or residentially-zoned land that is undeveloped or is in an easement or tract, shall meet the minimum lot area and lot width standards of the underlying base zone.
 2. Building height. The maximum building height standard of the underlying base zone shall not apply to any building on any lot, including those lots abutting right-of-way, with the following

exception:

- a. Buildings on lots along the eastern and northern perimeter of the River Terrace Plan District abutting existing residential development, or residentially-zoned land that is undeveloped or is in an easement or tract, shall be set back 1 additional foot for every 2 feet of height above the maximum height allowed on the side of the lot abutting the perimeter.
3. Setbacks. The setback standards of the underlying base zone shall not apply to any building on any lot, including those lots abutting right-of-way, except as follows:
 - a. All buildings on lots along the eastern and northern perimeter of the River Terrace Plan District abutting existing residential development, or residentially-zoned land that is undeveloped or is in an easement or tract, shall meet the setback standard of the underlying base zone or the abutting zone, whichever provides the greater setback, on the side of the lot abutting the perimeter. This standard may be met by proposing an open space tract between the proposed development and the abutting development or land.
 - b. All buildings shall meet the minimum requirements of the Oregon Specialty Codes and the Oregon Fire Code.
 - c. All garages and carports shall be set back a minimum of 20 feet on the side of the lot from which vehicle access is taken from a public right-of-way. If vehicle access is taken from a private street or alley, this setback may be reduced to 0 feet where proper clearances for turning and backing movements are provided.
 - d. Where the applicant proposes to reduce the underlying base zone setbacks for buildings on lots not included in Subsection B.3.a above, the applicant shall specify the proposed setbacks on either a lot-by-lot or area-wide basis.
 4. Planning Commission Discretion. The Planning Commission may approve a smaller perimeter lot and/or a lesser perimeter setback where the applicant demonstrates that a smaller lot or lesser setback will have no greater impact on abutting development or land than the minimum standards for perimeter lots described above in Subsections B.1 – 3 above.
- C. Private Outdoor Area—Residential Use. The private outdoor area requirements of 18.350.070.D.5 shall only apply to multifamily development.
- D. Shared Outdoor Recreation and Open Space Facility Areas—Residential Use. The shared outdoor recreation and open space requirements of 18.350.070.D.6 shall only apply to multifamily development.
- E. Shared Open Space Facilities. The shared open space facility requirements of Subsection 18.350.070.D.13 shall not apply. In lieu of these requirements, the following open space requirements and development enhancements shall apply. These requirements are intended to provide the community with added benefits that are consistent with the overall development vision for River Terrace as described in the River Terrace Community Plan and River Terrace Park System Master Plan Addendum.
1. The development shall provide parks, trails, and/or open space that:
 - a. Meets a need for neighborhood parks, linear parks, open space, and/or trails that is identified

in the River Terrace Park System Master Plan Addendum with respect to both location and the plan's level of service standard; and

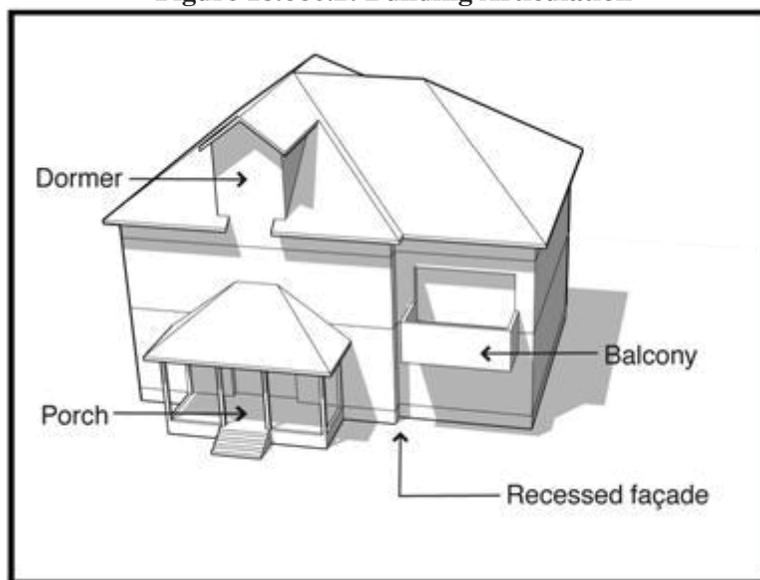
- b. Will be dedicated to the public if the proposal is for a neighborhood park, linear park, or trail.
2. The development shall include at least three (3) of the following development enhancements:
 - a. Trails or paths that augment the public sidewalk system and facilitate access to parks, schools, trails, open spaces, commercial areas, and similar destinations. Trails and paths shall meet all applicable ADA standards and be dedicated to the public or placed in a public access easement. Trails and paths in a public access easement shall be maintained by a homeowner association.
 - b. Nature trails along or through natural resource areas or open spaces. Trails through protected natural resource areas must obtain all necessary approvals and meet all applicable development standards. Trails shall meet all applicable ADA standards and be dedicated to the public or placed in a public access easement. Trails in a public access easement shall be maintained by a homeowner association.
 - c. Trails, paths, or sidewalks that provide direct access to a public park or recreation area that is no further than one-quarter mile from the development site. Trails and paths shall meet all applicable ADA standards and be dedicated to the public or placed in a public access easement. Trails and paths in a public access easement shall be maintained by a homeowner association.
 - d. Intersection treatments that are acceptable to the City Engineer and that elevate the pedestrian experience through art, landscaping, signage, enhanced crossings, and/or other similar treatments.
 - e. High-quality architectural features on attached and detached single-family dwelling units and duplexes that meet the building design standards in Subsection 18.660.070.I.
 3. For those properties abutting Roy Rogers Road or River Terrace Boulevard, one or more of the following enhancements may be provided in lieu of one or more of the enhancements listed in Subsection E.2 above:
 - a. Long-term maintenance plan administered by a homeowner association that is acceptable to the applicable road authority for any proposed and/or required landscaping in or adjacent to the Roy Rogers Road or River Terrace Boulevard right-of-way that is not part of a stormwater management facility.
 - b. High-quality visual and noise buffer along Roy Rogers Road that includes both a vegetative and solid barrier component outside of the public right-of-way.
 - c. Park facilities in the River Terrace Trail corridor, including but not limited to benches, picnic tables, lighting, and/or small playground areas (i.e. tot lots or pocket parks). Provision of such facilities may allow the applicant to count the trail corridor as a linear park facility, thus contributing to meeting the city's level of service standards in the River Terrace Park System Master Plan Addendum for both linear parks and trails. The Public Works Director shall determine whether the proposed facilities elevate the trail corridor to a linear park facility.

- F. Open Space Conveyance. The standards of Subsection 18.350.070.D.14 shall apply to the conveyance of open space in River Terrace. The standards of Subsection 18.810.080.B shall not apply.
- G. Street Design Standards. The standards of Chapter 18.810 shall apply in addition to the specific provisions for public skinny streets, private streets, and private alleys in Subsections 18.660.080.D and E.
- H. Phased Development. The provision for phased development allowed by Subsection 18.350.030.D.1 is modified as follows to clarify the total time period allowed for developing a site in phases: Any additional required land use approvals shall be obtained, e.g. partition or subdivision, and a complete building permit application(s) for the final proposed phase of development shall be submitted to the city within seven years of the Detailed Development Plan approval in order to be issued under the original approval.
- I. Design Standards for Single-Family Dwelling Units and Duplexes. The following design standards apply only when the applicant chooses to provide them under Subsection 18.660.070.E.2.e or where otherwise specified in this chapter.

These standards apply to attached and detached single-family dwelling units and duplexes. They are intended to promote architectural detail, human-scale design, street visibility, and privacy of adjacent properties, while affording flexibility to use a variety of architectural styles. The graphics provided are intended to illustrate how development could comply with these standards and should not be interpreted as requiring a specific architectural style. An architectural feature may be used to comply with more than one standard.

- 1. Articulation. All buildings shall incorporate design elements that break up all street-facing façades into smaller planes as follows. See Figure 18.660.2 below for an illustration of articulation.

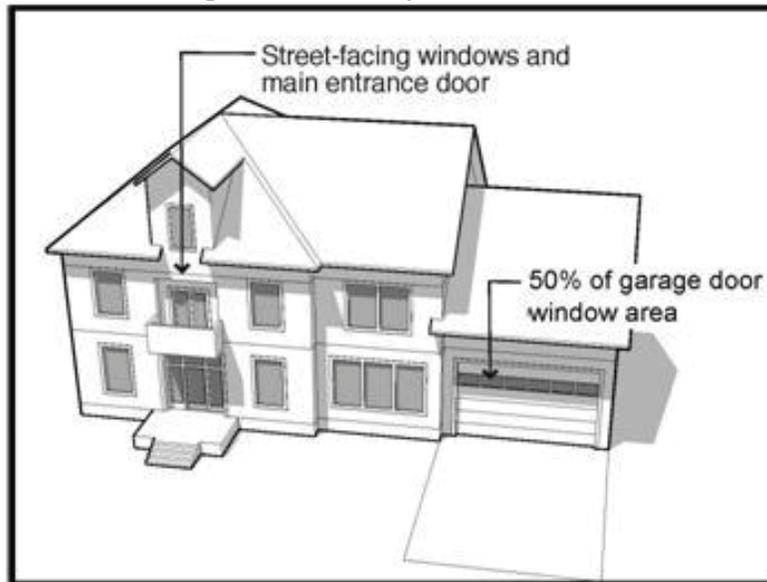
Figure 18.660.2: Building Articulation



- a. This standard does not apply to buildings on lots that have less than 30 feet of street frontage.

- b. For buildings on lots with 30 – 60 feet of street frontage, a minimum of one of the following elements shall be provided on each street-facing façade that has 30 – 60 feet of street frontage.
 - i. A porch that is at least 5 feet deep.
 - ii. A balcony that is at least 2 feet deep and is accessible from an interior room.
 - iii. A window that projects at least 2 feet from the street-facing façade and is at least 5 feet wide (e.g. bay window).
 - iv. A vertical wall section that is offset by at least 2 feet from the street facing façade and is at least 6 feet wide.
 - v. A gabled dormer.
 - c. For buildings on lots with over 60 feet of street frontage, a minimum of one additional element from Subsection I.1.b above shall be provided for every 30 feet of street frontage over 60 feet, on each street-facing façade that has over 60 feet of street frontage. Elements shall be distributed along the length of the façade so that there is no more than 30 feet between elements.
2. Eyes on the Street. At least 12% of the area of each street-facing façade must include windows or entrance doors. See Figure 18.660.3 below for an illustration of eyes on the street. Street facing-façade is defined as the aggregate area of all vertical exterior walls measured from top of finished floor at lowest level to top plate or roof eave at highest level, including areas of exterior walls above top plate or roof eave, such as areas within gables, dormers, and clerestories.

Figure 18.660.3: Eyes on the Street

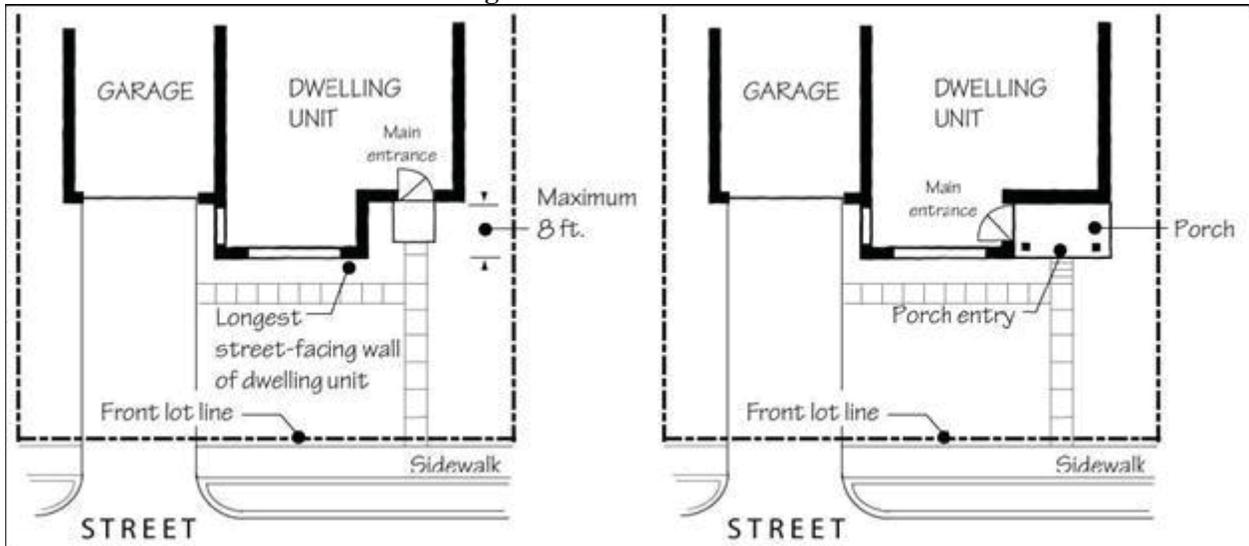


- a. Windows. Window area is the aggregate area of each window unit measured around the visible perimeter of the window, including the outer window frame and any interior grids,

mullions, or transoms.

- i. Wall Windows. All of the window area in a street-facing façade wall, including the side wall of a garage, may count toward meeting this standard provided that the windows are transparent and allow views from the building to the street. Glass blocks and privacy windows in bathrooms do not count toward meeting this standard.
 - ii. Garage Door Windows. Half of the window area in the door(s) of an attached garage may count toward meeting this standard.
 - b. Entrance Doors. Door area is considered the portion of the door that moves. Door frames do not count toward this standard. Entrance doors used to meet this standard must be parallel to the street or at an angle that is no more than 45 degrees from the street.
3. Entrances. At least one entrance must meet both of the following standards. See Figure 18.660.4 below for an illustration of entrances. The entrance must be:
- a. Set back no further than 8 feet beyond the longest street-facing wall of the building; and
 - b. Parallel to the street, at an angle that is no more than 45 degrees from the street, or open onto a porch. If the entrance opens onto a porch, the porch must meet the following standards:
 - i. Have a minimum area of 25 square feet and a minimum depth of 5 feet; and
 - ii. Have at least one porch entry facing the street; and
 - iii. Have a roof that is no more than 12 feet above the floor of the porch; and
 - iv. Have a roof that covers at least 30% of the porch area.

Figure 18.660.4: Entrances

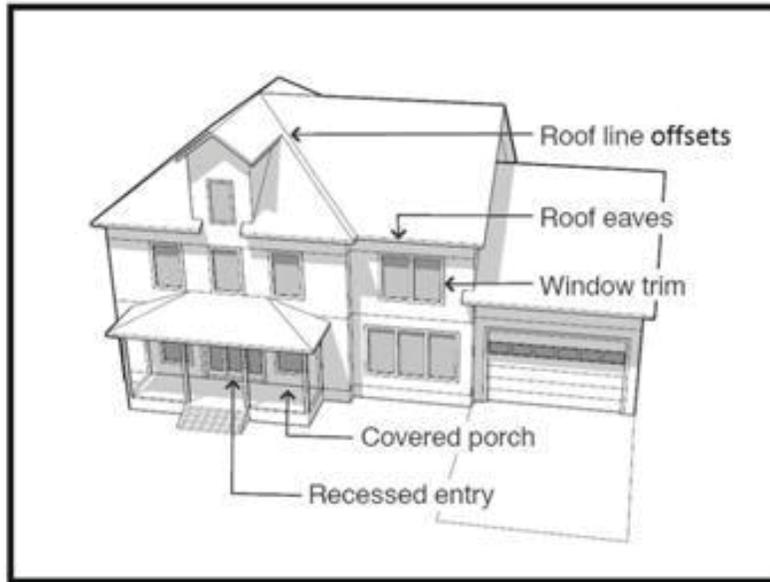


4. Detailed Design. All buildings shall include at least five (5) of the following elements on all

street-facing façades. See Figure 18.660.5 below for an illustration of detailed design elements.

- a. Covered porch: A minimum depth of 5 feet, as measured horizontally from the face of the building wall, and a minimum width of 5 feet.
- b. Recessed entry area: A minimum depth of 2 feet, as measured horizontally from the face of the building wall, and a minimum width of 5 feet.

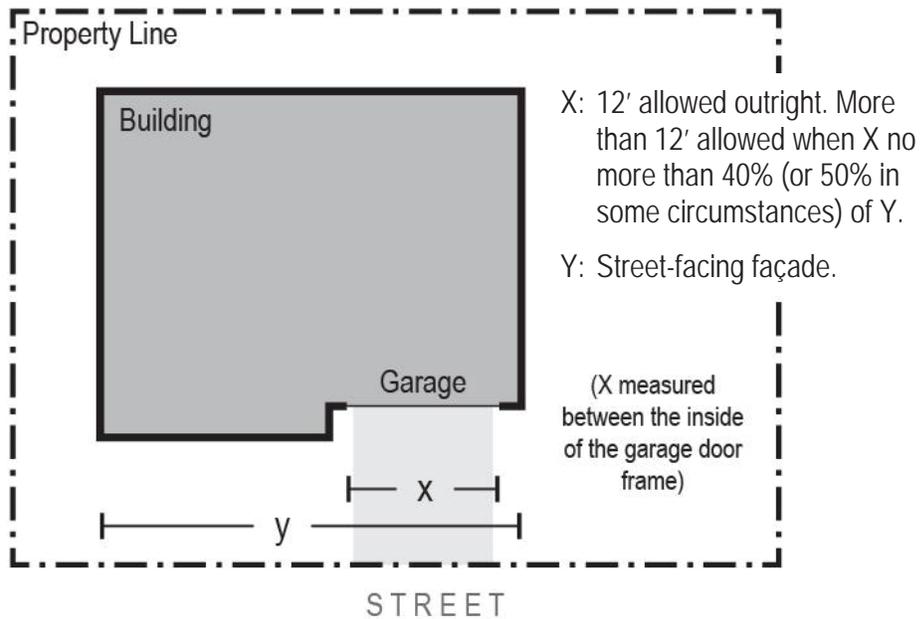
Figure 18.660.5: Detailed Design Elements



- c. Wall offset: A minimum offset of 16 inches from one exterior wall surface to the other.
- d. Dormer: A minimum width of 4 feet that is integrated into the roof form.
- e. Roof eave: A minimum projection of 12 inches from the intersection of the roof and the building walls.
- f. Roof offset: A minimum offset of 2 feet from the top surface of one roof to the top surface of the other.
- g. Roof shingles: Tile or wood shingle roofing material.
- h. Roof design: Gable roof, hip roof, or gambrel roof design.
- i. Roof pitch: One roof pitch of at least 500 square feet in area that is sloped to face the southern sky and has its eave line oriented within 30 degrees of the true north/south axis.
- j. Horizontal lap siding: A minimum visible lap width of 3 to 7 inches once installed. The siding material must be wood, fiber-cement, or vinyl to meet this standard.
- k. Accent siding: Brick, cedar shingles, stucco, or other accent material that covers a minimum of 40% of the street-facing façade.

- l. Window trim: A minimum width of 2.5 inches and a minimum depth of 5/8 inches around all street-facing windows.
 - m. Window recess: A minimum depth of 3 inches, as measured horizontally from the face of the building wall, for all street-facing windows except where a bay window is proposed that meets the standard in Subsection I.4.n below.
 - n. Window projection (e.g. bay window): A minimum depth of 2 feet, as measured horizontally from the face of the building wall, and a minimum width of 5 feet.
 - o. Balcony: A minimum depth of 3 feet and a minimum width of 5 feet that is accessible from an interior room.
 - p. Attached garage: 35% or less of the street-facing façade width, as measured between the inside of the garage door frame.
5. Garages and Carports. These standards are intended to prevent garages from obscuring or dominating the street-facing façade of residential buildings. See Figure 18.660.6 below for an illustration of garage door width.
- a. Garage Setback: A garage or carport shall be no closer to the front or side lot line than the longest street-facing wall of the building that encloses living area, except as follows:
 - i. A garage or carport may extend up to 5 feet in front of the longest street-facing wall if there is a covered front porch and the garage or carport does not extend beyond the front of the porch.
 - ii. A garage or carport may extend up to 5 feet in front of the longest street-facing wall where the garage is part of a 2-story building and there is a window on the second story above the garage that faces the street with a minimum area of 12 square feet.
 - b. Garage Door Width: The width of a garage door is the width of the opening as measured from inside the garage door frame.
 - i. A dwelling is allowed one 12-foot-wide garage door, regardless of the total width of the street-facing facade.
 - ii. A dwelling may have a garage door wider than 12 feet provided that it does not exceed 40% of the total width of the street-facing façade on which the garage door is located.
 - iii. The maximum allowed garage door width may be increased to 50% of the total width of the street-facing façade provided that a total of seven (7) detailed design elements from Subsection 18.660.070.I.4 are included on the street-facing façade on which the garage door is located.
 - c. Garage Orientation: A garage may face the front or side lot line on a corner lot provided that the Eyes on the Street standard in Subsection 18.660.070.I.2 is met for both street-facing facades.

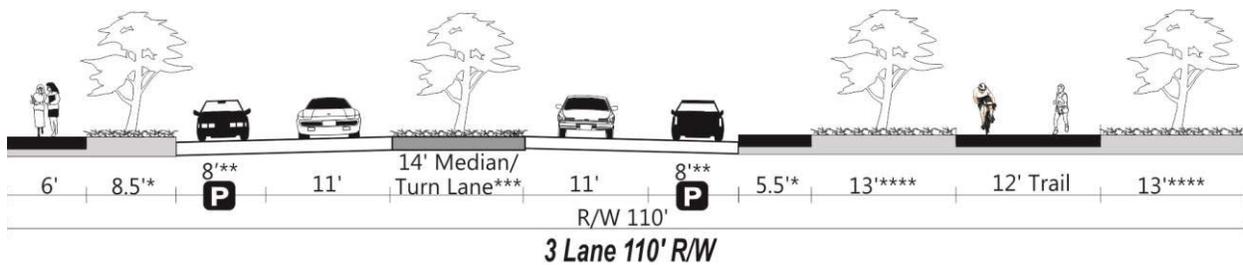
Figure 18.660.6: Garage Door Width



18.660.080 Street Design

A. River Terrace Boulevard. The following street design standards apply to River Terrace Boulevard as shown in Figure 18.660.7 below. The general location of River Terrace Boulevard is shown on Map 18.660.B, which is located at the end of this chapter.

Figure 18.660.7: River Terrace Boulevard Cross-Section



* Includes 0.5' curb
 ** Interspersed with 6' landscape strip extensions
 *** Includes 2' clearance from travel lanes and 0.5' curb on both sides
 **** 26' minimum width of landscaping unequally distributed on both sides of the trail

1. Design Standards for River Terrace Boulevard. Right-of-way width shall be 110 feet, plus additional right-of-way as needed for slopes, retaining walls, etc. Right-of-way width may be reduced to lessen impacts on protected natural resource areas. Right-of way width may also be reduced where the city determines that on-street parking adjacent to the trail corridor is not feasible or necessary or where a reduction is otherwise in the public interest as described in the River Terrace Community Plan, River Terrace Transportation System Plan Addendum, or River Terrace Park System Master Plan Addendum. Given the unique nature of this street, the Public Works Director, in consultation with the Community Development Director, shall determine the

final alignment and right-of-way width using the following standards as guidelines unless the applicant requests a formal adjustment through a Type II procedure, as governed by Section 18.390.040 and using approval criteria from Subsection 18.370.020.C.9. All landscaped areas shall meet the Public Improvement Design Standards for River Terrace Boulevard.

a. Sidewalks:

- i. With or without on-street parking, and not adjacent to trail corridor: 6-foot minimum width.
- ii. With on-street parking, and adjacent to trail corridor: 5.5-foot minimum width (includes 0.5-foot curb).
- iii. Without on-street parking, and adjacent to trail corridor: No sidewalk required.

b. Landscape Strips:

- i. With or without on-street parking, and not adjacent to trail corridor: 8.5-foot minimum width (includes 0.5-foot curb).
- ii. With on-street parking, and adjacent to trail corridor: No landscape strip required.
- iii. Without on-street parking, and adjacent to trail corridor: 8.5-foot minimum width (includes 0.5-foot curb) between travel lane and trail. This width may also be used to meet the trail corridor landscaping requirement in Subsection A.1.f.ii below.

c. Bike Facilities: Accommodated within trail corridor described in Subsection A.1.f below.

d. On-Street Parking: 8-foot minimum width where provided, interspersed with 6-foot minimum width landscape strip extensions.

e. Travel Lanes:

- i. Through Lanes: One 11-foot travel lane in each direction.
- ii. Median: 14 feet between travel lanes to be used for landscaping, pedestrian crossing refuge, or left-turn lane (includes 2-foot clearance from travel lanes and 0.5-foot curb on both sides).
- iii. Left-Turn Lane: 11-foot minimum width where left turns are allowed, as determined by the City Engineer.

f. Trail Corridor: 38 feet minimum width on one side of the street.

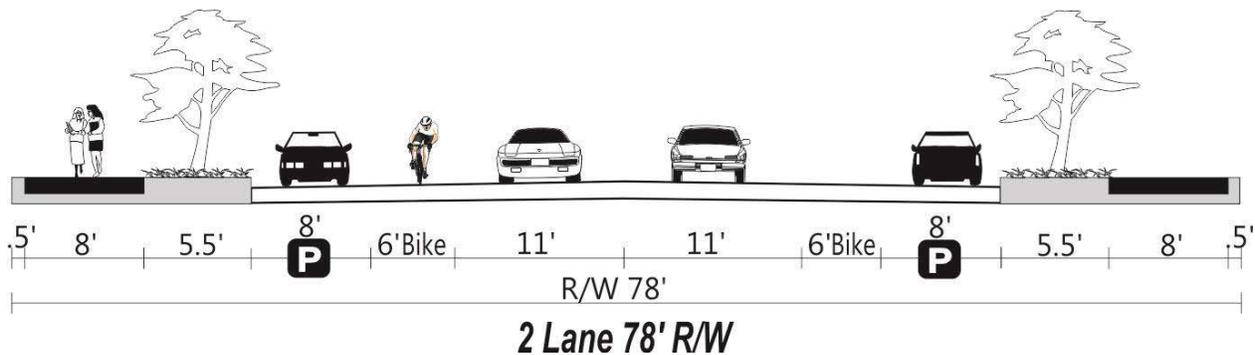
- i. Trail: 12 feet minimum width of paving.
- ii. Trail Corridor Landscaping: 26 feet minimum width of landscaping unequally distributed on both sides of the trail to facilitate trail curvature. This width may be reduced if adjacent to a public park or other open space easement or tract and may be used for stormwater management purposes with the approval of the City Engineer.

g. Required Street Lighting: Intersection safety lighting and basic street lighting per Public Improvement Design Standards.

h. Vehicle Access: See Subsection 18.660.060.B.4.

B. Commercial Collector. The following street design standards apply to the Commercial Collector as shown in Figure 18.660.8 below. These standards apply to the Collector Street located in the Community Commercial Zone as shown on the city's Zoning Map. The general location of the Commercial Collector is shown on Map 18.660.B, which is located at the end of this chapter.

Figure 18.660.8: Commercial Collector Cross-Section



1. Design Standards for Commercial Collector. Right-of-way width shall be 78 feet, plus additional right-of-way as needed for slopes, retaining walls, etc. Right-of-way width may be reduced to lessen impacts on protected natural resource areas. Right-of way width may also be reduced where the city determines that a reduction is in the public interest as described in the River Terrace Community Plan, River Terrace Transportation System Plan Addendum, or River Terrace Park System Master Plan Addendum. The City Engineer shall determine the final alignment and right-of-way width using the following standards as guidelines unless the applicant requests a formal adjustment through a Type II procedure, as governed by Section 18.390.040 and using approval criteria from Subsection 18.370.020.C.9.

- a. Sidewalks: 8-foot minimum width on both sides of the street.
- b. Landscape Strips/Furnishing Zones/Tree Wells: 5.5-foot minimum width on both sides of the street (includes 0.5-foot curb).
- c. Bike Facilities: 6-foot minimum width bike lanes on both sides of the street.
- d. On-Street Parking: 8-foot minimum width on both sides of the street.
- e. Travel Lanes:
 - i. Through Lanes: One 11-foot lane in each direction.
 - ii. Left-Turn Lane: 11-foot minimum width where left-turns are allowed, as determined by the City Engineer.

- f. Required Street Lighting: Intersection safety lighting, basic street lighting, and pedestrian-scale lighting.
 - g. Pedestrian Street Crossings: Curb extensions shall be provided at all pedestrian street crossings (midblock or at intersections) unless the City Engineer finds it is in the public interest not to require curb extensions (e.g., to facilitate truck turning movements).
- C. Arterial Streets. The following street design standards apply to the Arterial Streets in the River Terrace Plan District as shown on Map 18.660.B, which is located at the end of this chapter. [PLACEHOLDER FOR ROY ROGERS ROAD AND SCHOLLS FERRY ROAD CROSS SECTIONS]
- D. Public Skinny Streets and Private Streets. Development sites that have public street frontage on an Arterial Street upon which they cannot take vehicle access shall take access from a private street that meets city standards or from another public street that, at a minimum, meets the skinny street option as shown in Figure 18.810.6.B. Private street standards are established by the City Engineer pursuant to Subsection 18.810.030.T.
- 1. The skinny street option in Figure 18.810.6.B may be used:
 - a. Regardless of the expected number of vehicles per day; and
 - b. When the applicant can demonstrate that the development fronting the proposed skinny street meets the on-street parking standards in Section 18.660.100; and
 - c. When the proposed skinny street is located in a Planned Development.
 - 2. A private street option may be used:
 - a. When the applicant can demonstrate that a public street option is appropriate for the development being proposed and/or is not practicable due to topography or other natural constraints associated with the specific development site; and
 - b. When the applicant can demonstrate that the proposed private street design provides safe and convenient vehicle and pedestrian connections to the public street network; and
 - c. When the applicant can demonstrate that the development fronting the proposed private street meets the on-street parking standards in Section 18.660.100; and
 - d. When the proposed private street is located in a Planned Development; and
 - e. When the proposed private street will be managed by a homeowner association into perpetuity. For each private street there shall be a legal recorded document that includes the following at a minimum:
 - i. A legal description; and
 - ii. Ownership; and
 - iii. Use rights, including responsibility for enforcement; and

- iv. A maintenance agreement, including an allocation or method of determining liability for a failure to maintain.
 - 3. Private streets that are proposed in locations others than those described in Subsection D.2 above shall meet all of the standards in Subsection 18.810.030.T.
 - 4. Adjustments to any of these standards shall be processed by means of a Type II procedure, as governed by Section 18.390.040, using approval criteria from Subsection 18.370.020.C.9.
- E. Private Alleys. Development sites that have public street frontage on a Local Street, Neighborhood Route, or Collector Street may choose to provide vehicle access through a private alley provided that the alley meets all of the standards below and in Subsection 18.810.030.R. Adjustments to any of these standards shall be processed by means of a Type II procedure, as governed by Section 18.390.040, using approval criteria from Subsection 18.370.020.C.9.
- 1. The proposed alley is located in a tract for private access purposes; and
 - 2. The proposed alley is managed by a homeowner association into perpetuity. For each alley there shall be a legal recorded document that includes the following at a minimum:
 - a. A legal description; and
 - b. Ownership; and
 - c. Use rights, including responsibility for enforcement; and
 - d. A maintenance agreement, including an allocation or method of determining liability for a failure to maintain.

18.660.090 Street Connectivity

- A. Street Alignment and Connections. In addition to the exceptions already allowed in Subsection 18.810.030.H, the following exceptions shall also apply to development in River Terrace.
- 1. For development sites located on the side of the River Terrace Boulevard right-of-way with the trail corridor, an additional exception to the street spacing requirement is allowed and encouraged to minimize the number of trail crossings, provided that there are bicycle and pedestrian connections in public easements or rights-of-way a minimum of every 330 feet.
 - 2. For public or private school sites, an additional exception to the street spacing requirement is allowed, provided that there is adequate internal circulation for pedestrians, cyclists, and vehicles within and through the site and a sufficient number and distribution of public access points from the site to public streets, sidewalks, and trails as determined by the approval authority.
- B. Block Perimeter. The perimeter of blocks formed by streets shall not exceed a total of 1,600 feet measured along the centerline of the streets except where street location is precluded by natural topography, wetlands, significant habitat areas, bodies of water, pre-existing development, or an arterial or collector street along which the city has identified a need to minimize the number of intersections.

18.660.100 On-Street Parking

- A. Applicability. In addition to the standards in Chapter 18.765 for off-street parking, the following on-street parking standards shall also apply to all residential single-family attached, single-family detached, and duplex development in River Terrace with individual off-street parking and vehicle access on a Local Street, Neighborhood Route, or private street or alley.

- B. Quantity Standards. All single-family and duplex development described in Subsection A above shall provide the following number of on-street parking spaces:
 - 1. For a dwelling with 1 off-street parking space, a minimum of 2 on-street parking spaces shall be provided.
 - 2. For a dwelling with 2 off-street parking spaces, a minimum of 1 on-street parking space shall be provided.
 - 3. For dwellings with more than 2 off-street parking spaces, a minimum of 1 on-street parking space shall be provided for every 2 lots with more than 2 off-street parking spaces that are adjacent to each other.

- C. Dimensional Standards. Parking spaces shall be at least 20 feet in length. Parking spaces may not utilize street frontage that contains a driveway, driveway apron, crosswalk, congregate mailbox structure, or fire hydrant to meet the required dimensional standard.

- D. Location Standards. Required on-street parking spaces shall be provided within the development site and along the affected lot's street frontage by parallel parking, except as provided below.
 - 1. All or some of the on-street parking spaces required in Subsections B.1 – 3 above may be provided on a street frontage not associated with the affected lot provided that the required parking space(s) is located on the same block and within 200 feet of the affected lot.
 - 2. All or some of the on-street parking spaces required in Subsections B.1 – 3 above may be provided in parking courts that are interspersed throughout the development when all of the following standards are met:
 - a. A parking court shall contain no more than 8 parking spaces.
 - b. A parking court shall be located within 200 feet of the affected lots.
 - c. Parking courts within the same block and on the same side of the street shall be separated by at least 200 feet of street frontage.
 - d. A parking court shall be paved and comply with all applicable grading and drainage standards in the TCDC.
 - e. A parking court shall have a landscape strip around its perimeter that is at least 5 feet wide and contains living ground cover and trees spaced every 15 – 40 feet on center. The ground cover shall include shrubs of an appropriate height to minimize headlight glare impacts on adjacent residential uses.
 - f. A parking court shall be illuminated. All lighting shall be shielded and directed away from

adjacent residential uses.

- g. A parking court that takes access on a public or private Local Street or alley may be designed to allow vehicle turning or backing movements within the street or alley. A parking court that takes access on a public Neighborhood Route may be designed to allow vehicle turning or backing movements within the public right-of-way with the approval of the City Engineer.
- h. All parking spaces in a parking court shall be clearly marked.
- i. A parking court shall be privately owned and maintained by a homeowner association into perpetuity. For each parking court there shall be a legal recorded document that includes, at a minimum, the following:
 - i. A legal description; and
 - ii. Ownership; and
 - iii. Use rights, including responsibility for enforcement; and
 - iv. A maintenance agreement, including an allocation or method of determining liability for a failure to maintain.
- j. No portion of a parking court, including landscaped areas, shall be used to satisfy any requirement for open space or recreation. Additionally, no paved portion of a parking court shall be used as a development's stormwater management facility where it would interfere with the use of the court for parking.
- k. A parking court shall be used solely for the parking of operable passenger vehicles.

E. Adjustments. Adjustments to these standards shall be processed by means of a Type II procedure, as governed by Section 18.390.040, using approval criteria from Subsection 18.370.020.C.6.a.

18.660.110 Temporary Sales Offices and Model Homes

One temporary sales office and one or more model homes may be located and used prior to final plat approval when proposed by the applicant in conjunction with a preliminary plat application for a subdivision. Any such proposal and approval shall be processed in accordance with Subsection 18.785.030, meet the approval criteria in Subsection 18.785.040.C, and comply with the provisions in this section. If the applicant does not propose a temporary sales office or model home in conjunction with a preliminary plat application for a subdivision, one or both may be proposed at a later date in accordance with Chapter 18.785.

A. Temporary Sales Office.

- 1. No more than one temporary sales office, not including a sales office in a model home, per subdivision may be approved for placement on a lot intended for a dwelling unit as shown on the preliminary plat.
- 2. Conditions of approval for a temporary sales office shall protect the public's health, safety, and welfare. Conditions of approval shall include, but are not limited to, the following:

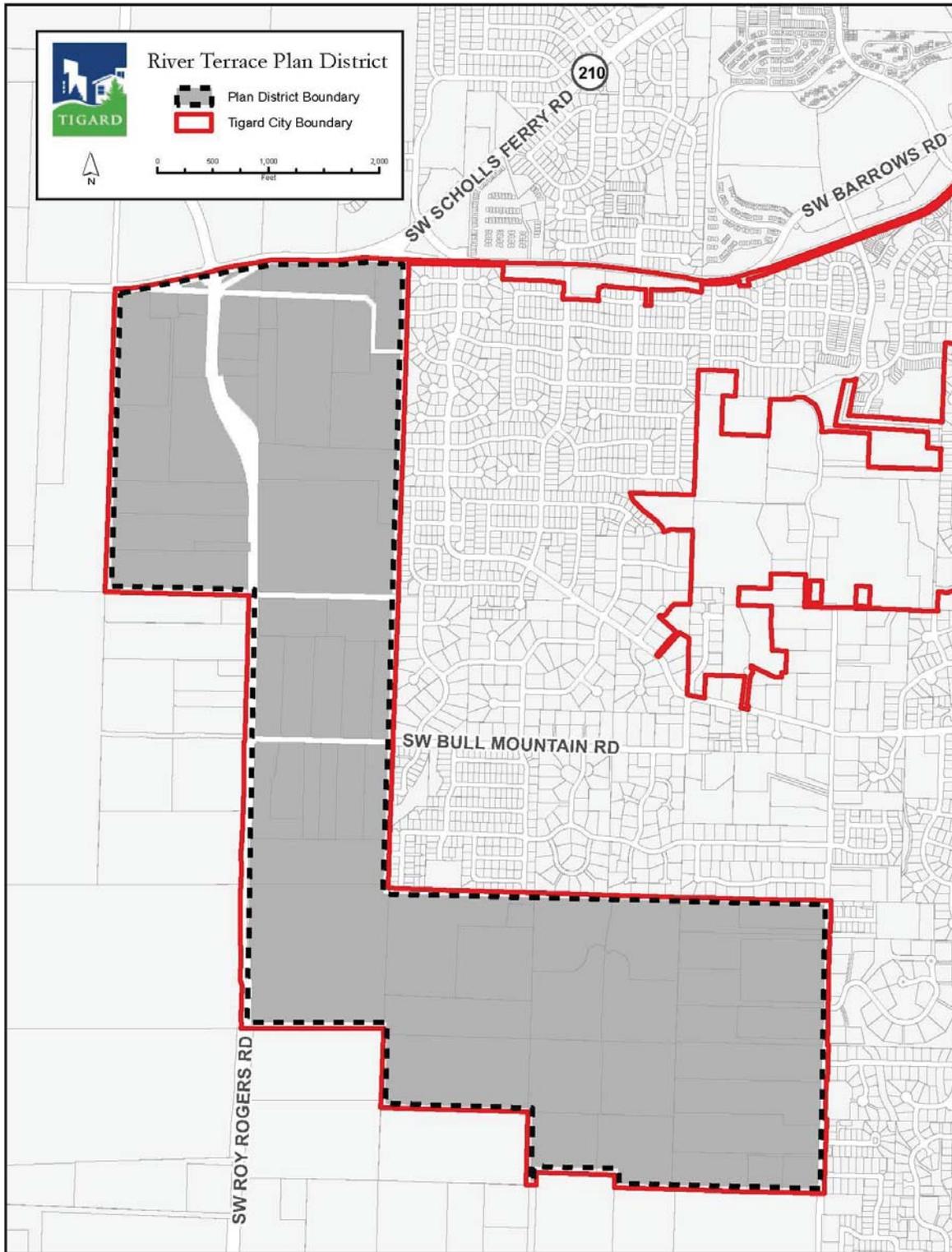
- a. Provision of adequate fire access and water supply, including fire hydrants.
 - b. Provision of safe and adequate pedestrian and vehicle access, including a sidewalk along the frontage of each sales office lot and curbs and the first lift of asphalt on all streets proposed to serve the sales office lot.
 - c. Installation of utilities within all streets proposed to serve the sales office lot.
 - d. Provision of adequate parking.
3. Any improvements to the property shall be designed and constructed so as to not preclude future use of the property as zoned.

B. Model Homes.

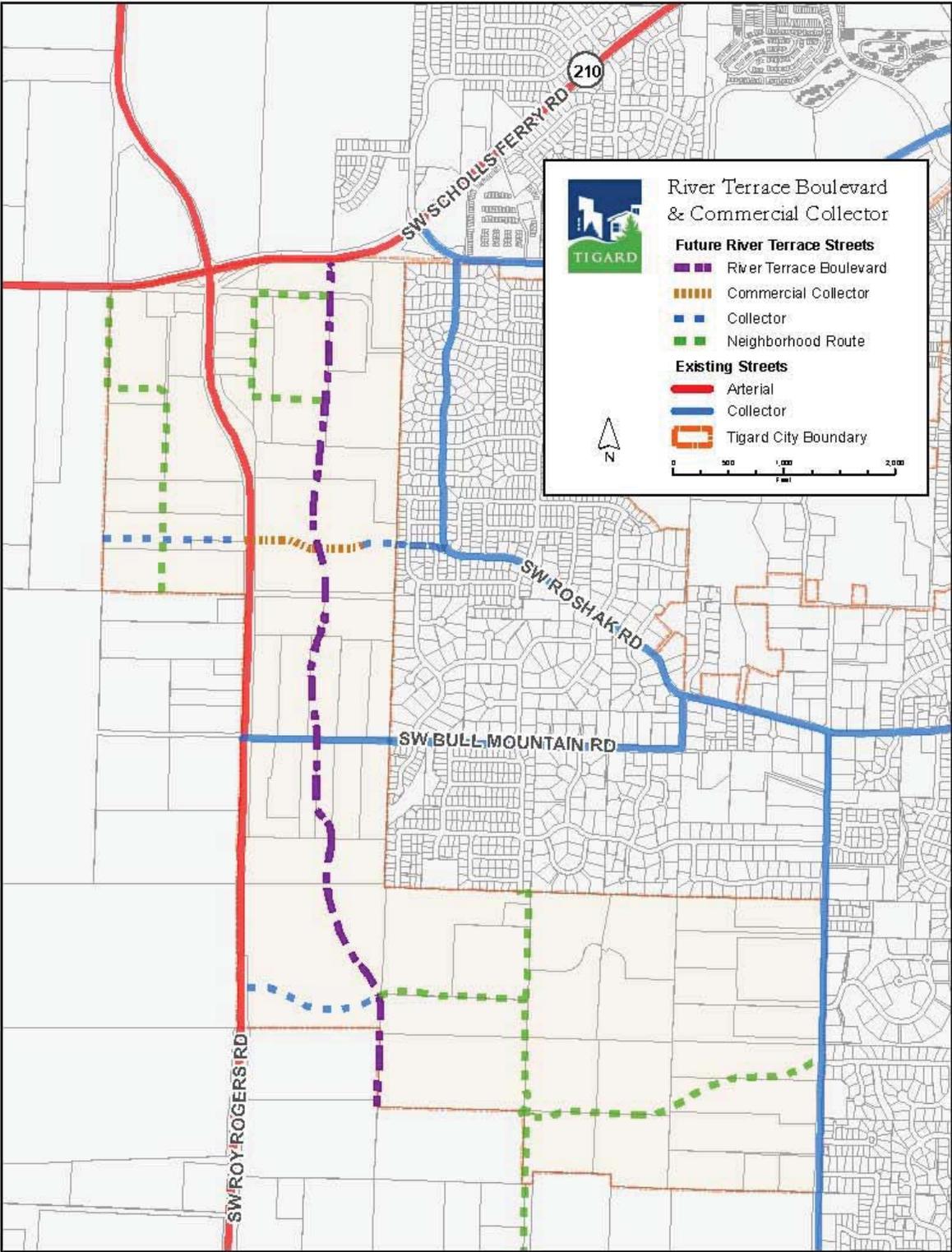
1. The number of model homes shall be limited to:
 - a. Three, or one for every 6 acres of land proposed for subdivision in a preliminary plat, whichever is greater, if the preliminary plat application is proposed in conjunction with a Planned Development application.
 - b. One, or one for every 6 acres of land proposed for subdivision in a preliminary plat, whichever is greater, if the preliminary plat application is not proposed in conjunction with a Planned Development application.
2. Conditions of approval for a model home shall protect the public's health, safety, and welfare. Conditions of approval shall include, but are not limited to, the following:
 - a. Provision of adequate fire access and water supply, including fire hydrants.
 - b. Provision of safe and adequate pedestrian and vehicle access, including a sidewalk along the frontage of each model home lot and curbs and the first lift of asphalt on all streets proposed to serve each model home lot.
 - c. Installation of utilities within all streets proposed to serve each model home lot.
 - d. Provision of adequate parking.
3. Any improvement to the property shall be designed and constructed so as to not preclude full compliance with all applicable development standards upon final plat approval. The applicant bears the sole and complete risk of altering and/or relocating the model home prior to final plat approval if such actions are necessary for it to comply with all applicable development standards upon final plat approval.
4. Each model home shall be located and constructed on a separate preliminary lot intended for a dwelling unit as shown on the preliminary plat and in conformance with all applicable development standards, including but not limited to: setbacks, lot coverage, height, façade design, and access. Nothing in this section shall be construed as recognizing the lot on which the model home is located as a final approved lot for any purpose. Nor shall the model home approval be the basis for a variance, exception, vested right or nonconforming use.

5. No model home may be occupied except during established business hours and in no event shall be used as an overnight accommodation.
 6. One model home may be used as a temporary sales office in lieu of a temporary sales office approved in accordance with either Subsection 18.660.110.A or Subsection 17.785.020.C.
- C. Owner Authorization and Performance Bond. The temporary use application for the sales office and/or model home(s) shall include authorization from the owner, binding its successors and assigns, for the city to enter the property and take such actions as are necessary to demolish and remove any temporary sales office or model home that has been declared a nuisance pursuant to Subsection D.2 below. The applicant shall post a performance bond in favor of the city in an amount designated in the temporary use approval as a reasonable estimate of the cost sufficient for this purpose. The bond shall be released upon final plat approval.
- D. Removal of Model Home or Temporary Sales Office.
1. If final plat approval is not obtained prior to the lapse of the preliminary plat approval, each model home or temporary sales office shall be removed and the property restored and made safe by the applicant or owner. This shall occur no later than 60 days after the lapse of the preliminary plat approval in accordance with Section 18.430.030, including any approved extension.
 2. A model home or temporary sales office not removed in accordance with Subsection D.1 above shall be declared a nuisance. The city shall enter the property and abate the nuisance by taking such actions as are necessary to demolish and remove the structure(s) in accordance with the owner authorization and performance bond required in Subsection C above.

Map 18.660.A: River Terrace Plan District Boundary



Map 18.660.B: River Terrace Boulevard and Commercial Collector Location



Hearing Date: February 24, 2015 Time: 7:30 PM

**PLANNING COMMISSION
RECOMMENDATION TO THE
CITY COUNCIL
FOR THE CITY OF TIGARD, OREGON**



120 DAYS = N/A

SECTION I. APPLICATION SUMMARY

FILE NAME: RIVER TERRACE PLAN DISTRICT & ZONING MAP AMENDMENTS

FILE NO.: Development Code Amendment (DCA) 2014-00001
Zone Map Amendment (ZON) 2014-00002

PROPOSAL: Tigard Community Development Code text amendments and Zoning Map amendments necessary to implement the River Terrace Community Plan, recently adopted by Tigard City Council on December 16, 2014. Proposed changes include the adoption of a new chapter (18.660) within the Community Development Code to create the River Terrace Plan District and the assignment of zoning districts on the city's Zoning Map to the approximately 490 acres of land within River Terrace.

APPLICANT: City of Tigard
13125 SW Hall Boulevard
Tigard, OR 97223

OWNER: N/A

LOCATION: River Terrace Plan Area

APPLICABLE REVIEW CRITERIA:

Tigard Community Development Code Subsection 18.390.060.G; Comprehensive Plan Goals 1, 2, 6, 7, 8, 10, 11, 12, 13 and 14; River Terrace Community Plan; Metro's Urban Growth Management Functional Plan Titles 1 and 11; Metro's Regional Transportation Function Plan Title 1; and Statewide Planning Goals 1, 2, 6, 7, 8, 10, 11, 12, 13 and 14.

SECTION II. PLANNING COMMISSION RECOMMENDATION

Planning Commission recommends approval by ordinance of the River Terrace Plan District and River Terrace Zoning Map Amendments, as determined through the public hearing process.

SECTION III. BACKGROUND INFORMATION

Project History

On December 16, 2014, the City of Tigard adopted the River Terrace Community Plan, a long-range planning document that supplements the Tigard Comprehensive Plan. It is designed to guide development and investment in River Terrace over the next several decades as it transitions from rural to urban land uses. It is the result of many years of analysis and visioning by the community, City of Tigard leadership and staff, Washington County leadership and staff, and numerous partner agencies.

Proposal Description

This proposal includes text amendments to the Community Development Code (CDC), and associated Zoning Map Amendments necessary to implement the River Terrace Community Plan. Proposed changes include the adoption of a new chapter (18.660) within the Community Development Code to create the River Terrace Plan District and the assignment of zoning districts on the city's Zoning Map to the approximately 490 acres of land within River Terrace.

River Terrace Plan District Chapter

A new plan district chapter is proposed in the Community Development Code to implement key aspects of the River Terrace Community Plan. Plan districts provide a means to create a unique set of development regulations for specific areas that are defined in special plans or studies that work in tandem with base zone regulations to create desired outcomes. The city currently has five plan districts that include such diverse areas as downtown Tigard, Washington Square Mall, and the Tigard Triangle. The intent of the River Terrace Plan District is to address those development conditions that are unique to River Terrace and that were identified through the community planning process. Key elements include:

- Implementation of the River Terrace Boulevard design concept.
- Alignment of the Planned Development open space requirements with the adopted parks master plan for River Terrace.
- Provision or assurance of adequate public facilities prior to specific development approvals from the city.

Zoning District Designations

When Tigard City Council adopted the River Terrace Community Plan, it also adopted Comprehensive Plan designations for all land within River Terrace. Comprehensive Plan designations determine where certain kinds of land uses—such as residential and commercial uses—are allowed. Zoning district designations build upon and implement these land use designations and determine where specific development regulations apply. Such regulations include, but are not limited to, lot sizes and dimensions, building heights and setbacks, and parking requirements.

In River Terrace, the proposal contains one commercial zone and four residential zones. The residential zones range from low-density residential (R-4.5) to medium high-density residential (R-25). Higher density zones are proposed near commercial uses and along major travel corridors. Lower density zones are proposed in areas with steep slopes and along the area's eastern and northern edges to provide a buffer between existing lower density neighborhoods and future higher density neighborhoods.

The proposed Zoning District designations are consistent with the recently adopted Comprehensive Plan designations. Once Zoning District designations are adopted, land use applications for development in River Terrace may be submitted to the city for review. According to the proposed code, however, final development approval cannot be granted until public facilities are provided or assured.

Planning Commission Recommendation

On February 2, 2015, Tigard Planning Commission held a public hearing on the River Terrace Code Amendments (DCA 2014-00001) and Zoning Districts Map (ZON 2014-00002). After listening to staff's presentation and public testimony, followed by careful deliberations, the Planning Commission made a unanimous recommendation to Tigard City Council to adopt the River Terrace Code Amendments and Zoning Districts Map.

SECTION IV. APPLICABLE CRITERIA, FINDINGS AND CONCLUSIONS

This section contains all the applicable city, state and metro policies, provisions, and criteria that apply to the proposed comprehensive plan amendment. Each section is addressed demonstrating how each requirement is met.

APPLICABLE PROVISIONS OF THE TIGARD COMMUNITY DEVELOPMENT CODE (TITLE 18)

Chapter 18.380: Zoning and Text Amendments

18.380.020.A Legislative Amendments **Legislative zoning map and text amendments shall be undertaken by means of a Type IV procedure, as governed by Section 18.309.060G**

FINDING: The proposed legislative amendments are being reviewed under the Type IV legislative procedure as set forth in the chapter. This procedure requires public hearings before both the Planning Commission and City Council.

Chapter 18.390: Decision-Making Procedures

18.390.020.B.4 Type IV Procedures **Type IV procedures apply to legislative matters. Legislative matters involve the creation, revision, or large-scale implementation of public policy. Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council.**

FINDING: This text amendment to the Tigard Comprehensive Plan and map amendments to the Tigard Zoning Map establish standards and procedures to be applied generally across the River Terrace Plan area, an area approximately 490 acres in size. These amendments will be reviewed under the Type IV procedure as detailed in Section 18.390.060.G. In accordance with this section, the amendment is initially being considered by the Planning Commission with City Council making the final decision.

- 18.390.060.G. Decision-making considerations.** The recommendation by the Commission and the decision by the Council shall be based on consideration of the following factors:
- 1. The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197;**
 - 2. Any federal or state statutes or regulations found applicable;**
 - 3. Any applicable Metro regulations;**
 - 4. Any applicable comprehensive plan policies; and**
 - 5. Any applicable provisions of the City’s implementing ordinances.**

FINDING: Findings and conclusions addressing the applicable criteria above for the proposed text amendments to the Tigard Community Development Code, and map amendments to the Tigard Zoning Map, are provided within this report.

CONCLUSION: Based on the findings above and below, approval criteria for a Type IV decision are satisfied.

APPLICABLE GOALS/POLICIES OF THE TIGARD COMPREHENSIVE PLAN

Chapter 1: Citizen Involvement

Goal 1.1 Provide citizens, affected agencies, and other jurisdictions the opportunity to participate in all phases of the planning process.

Policy 2 The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.

Policy 3 The City shall establish special citizen advisory boards and committees to provide input to the City Council, Planning Commission, and City staff.

Policy 5 The opportunities for citizen involvement provided by the City shall be appropriate to the scale of the planning effort and shall involve a broad cross-section of the community.

FINDING: The proposed text and map amendments implement the River Terrace Community Plan. Citizens, affected agencies, and other jurisdictions were given the opportunity to participate in all phases of the River Terrace Community Plan process. The plan describes opportunities like:

- Advisory committees – a Stakeholder Working Group (SWG), Technical Advisory Committee (TAC), and Implementation Subcommittee were formed to advise the process.
- Community meetings – Eight were held prior to the adoption process.
- Online Tools – A blog and online forum were set up for public participation

The proposed Zoning Map Amendments were revised and reviewed as part of the Community Plan process. The Stakeholder Working Group made up of River Terrace project stakeholders reviewed and recommended the proposed Zoning map to City Council.

The River Terrace Plan District Chapter directly implements the adopted Community Plan and associated infrastructure master plans for water sewer, stormwater, parks, and transportation. For example, such policy considerations include:

- “Amend the Community Development Code and the Public Improvement Design Standards to implement the commercial area vision and design concept for River Terrace Boulevard.” (Action Measure 3-2, RTCP)
- “Amend the Community Development Code to better align the open space requirements for Planned Developments in River Terrace with the River Terrace PSMP Addendum.” (Action Measure 5-3, RTCP)

Project stakeholders were invited to two meetings to discuss the draft Plan District Chapter, and the draft was available online for review and comment.

In addition, several opportunities for participation are also built into the text and map amendment process, including:

- Public Hearing notification requirements pursuant to Chapter 18.390.060 of the Tigard Community Development Code and Measure 56. Public hearing notice of the Planning Commission and City Council public hearings was sent to the interested parties list and all River Terrace property owners.
- A notice was published in the January 15, 2015 issue of The Tigard Times (in accordance with Tigard Development Code Chapter 18.390). The notice invited public input and included the phone number of a contact person to answer questions. The notice also included the address of the City’s webpage where the entire draft of the text changes could be viewed.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 1.1 Policies 2, 3 and 5 are met.

Goal 1.2 Ensure all citizens have access to:
A. opportunities to communicate directly to the City; and
B. information on issues in an understandable form.

Policy 1 The City shall ensure pertinent information is readily accessible to the community and presented in such a manner that even technical information is easy to understand.

Policy 2 The City shall utilize such communication methods as mailings, posters, newsletters, the internet, and any other available media to promote citizen involvement and continue to evaluate the

effectiveness of methods used.

Policy 4 The City shall ensure citizens receive a timely response from policymakers regarding recommendations made through the citizen involvement program.

Policy 5 The City shall seek citizen participation and input through collaboration with community organizations, interest groups, and individuals in addition to City sponsored boards and committees.

Policy 6 The City shall provide opportunities for citizens to communicate to Council, boards and commissions, and staff regarding issues that concern them.

FINDING: The proposed text and map amendments implement the River Terrace Community Plan, and were discussed during development of the plan. The adopted River Terrace Community Plan describes how citizens could communicate directly to the city about the project and receive information on issues in an understandable form. Community Plan Goal 1: Public involvement lists opportunities like:

- Updates to City boards and commissions
- Presentations to neighborhood and special interest groups
- River Terrace project website, blog, and interactive maps
- Printed informational material and mailings

Citizen involvement led to several key River Terrace Community Plan refinements, including the type and location of Comprehensive Plan Designations which the proposed Zoning Map amendments will implement.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 1.2 Policies 1, 2, 4, 5 and 6 are met.

Chapter 2: Land Use Planning

Goal 2.1 *Maintain an up-to-date Comprehensive Plan, implementing regulations and action plans as the legislative basis of Tigard's land use planning program.*

Policy 1 The City's land use program shall establish a clear policy direction, comply with state and regional requirements, and serve its citizens' own interests.

Policy 2 The City's land use regulations, related plans, and implementing actions shall be consistent with and implement its Comprehensive Plan.

Policy 3 The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected

jurisdictions and agencies.

- Policy 7** **The City’s regulatory land use maps and development code shall implement the Comprehensive Plan by providing for needed urban land uses including:**
- A. Residential;**
 - B. Commercial and office employment including business parks;**
 - C. Mixed use;**
 - D. Industrial;**
 - E. Overlay districts where natural resource protections or special planning and regulatory tools are warranted; and**
 - F. Public services.**
- Policy 12** **The City shall provide a wide range of tools, such as planned development, design standards, and conservation easements, that encourage results such as:**
- A. High quality and innovative design and construction;**
 - B. Land use compatibility;**
 - C. Protection of natural resources;**
 - D. Preservation of open space; and**
 - E. Regulatory flexibility necessary for projects to adapt to site conditions.**
- Policy 20** **The City shall periodically review and if necessary update its Comprehensive Plan and regulatory maps and implementing measures to ensure they are current and responsive to community needs, provide reliable information, and conform to applicable state law, administrative rules, and regional requirements.**
- Policy 21** **The City shall establish design standards to promote quality urban development and to enhance the community’s value, livability, and attractiveness.**

FINDING: The goals and policies contained in the Tigard Comprehensive Plan provide the basis for the city’s land use planning program. The River Terrace Community Plan is a product of this program and an ancillary Comprehensive Plan document. The proposed text and map amendments implement the goals and policies of these two documents for the River Terrace plan area. Together they provide for a variety of land uses and residential densities consistent with the community’s desire to create a community of great neighborhoods that includes housing, neighborhood-scale commercial businesses, schools, parks and recreational opportunities. The proposed amendments create tools to achieve this through a mixture of zoning designations and new plan district standards including new planned development options and design standards.

As described in this staff report, the text and map amendments complies with all applicable statewide planning goals, regional regulations, Comprehensive Plan goals and policies, the Comprehensive Plan

Designations Map, and serves the interest of the citizens. The amendment ensures that the River Terrace area is urbanized efficiently.

Potentially affected jurisdictions and agencies were given an opportunity to comment on the proposal. All were given 14 days to respond. Any comments that were received are addressed in Section VII: Outside Agency Comments.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 2.1 Policies 1, 2, 3, 7, 12, 20 and 21 are met.

Policy 6 **The City shall promote the development and maintenance of a range of land use types which are of sufficient economic value to fund needed services and advance the community’s social and fiscal stability.**

Policy 8 **The City shall require that appropriate public facilities are made available, or committed, prior to development approval and are constructed prior to, or concurrently with, development occupancy.**

Policy 9 **The City may, upon determining it is in the public interest, enter into development agreements to phase the provision of required public facilities and services and/or payment of impact fees and/or other arrangements that assure the integrity of the infrastructure system and public safety.**

Policy 10 **The City shall institute fees and charges to ensure development pays for development related services and assumes the appropriate costs for impacts on the transportation and other public facility systems.**

Policy 13 **The City shall plan for future public facility expansion for those areas within its Urban Planning Area that can realistically be expected to be within the City limits during the planning period.**

FINDING: This text and map amendment proposal provides for a variety of land uses and residential densities consistent with the community’s desire to create a community of great neighborhoods that includes needed housing, neighborhood-scale commercial businesses, schools, parks and recreational opportunities.

The River Terrace area is predominantly agricultural with some scattered single-family homes served by minimal public services. As a result, the plan area does not yet contain infrastructure capable of supporting urban level development. City policies listed above require that appropriate public facilities be made available or committed to, prior to development approval, and are constructed before or concurrent with development occupancy. City policies also require the adoption of fees and charges necessary to ensure development pays for development-related services to mitigate impacts on public facility systems.

In response to these and other policies and requirements, the following master plan documents were developed and adopted to facilitate the urbanization of the River Terrace area.

- River Terrace Park System Master Plan Addendum
- River Terrace Water System Master Plan Addendum
- River Terrace Sanitary Sewer Master Plan Addendum
- River Terrace Stormwater Master Plan
- River Terrace Transportation System Plan Addendum

These plans include a list of infrastructure improvements necessary to accommodate the River Terrace area. A funding strategy for the implementation of these master plans was developed concurrently with the Community Plan and master plans, pursuant to state and regional requirements, and was adopted on December 16, 2014 alongside the River Terrace Community Plan. Additionally, a Citywide Infrastructure Financing Project is underway to update the city's existing utility fees and System Development Charges to fund projects listed in the five master plans.

In order to ensure required public infrastructure is available prior to or concurrent with development, the proposed amendments include procedures and standards pertaining to the adequacy of public facilities within River Terrace (Section 18.660.033 of the proposed plan district chapter).

Tigard City Council hereby interprets Policy 8 to permit development applications to be filed in advance of full implementation of the Master Plans and Funding Strategy. An applicant may seek preliminary approval by qualifying to defer application of certain public facility standards until the final approval stage. Policy 8, and Section 18.660, however, prohibit final development approvals from being issued until public facilities as identified in the Master Plans or otherwise required under the Community Development Code are in place or assured. This interpretation balances the desire of some property owners and development interests to commence preliminary activities prior to full implementation of these plans to avoid losing a construction season with the requirement that no development rights vest or be granted until public facilities are assured or in place.

In addition to compliance with all other Community Development Code provisions relating to providing public facilities, within River Terrace an applicant would be required to demonstrate that the infrastructure financing components have been adopted and/or facilities are available to serve the proposed development. Should services or financing components not be in place, the applicant could request preliminary or conceptual approval, could build the required infrastructure, or request an exception to be considered through a land use procedure.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 2.1 Policies 6, 8, 9, 10, and 13 are met.

Policy 15

In addition to other Comprehensive Plan goals and policies deemed applicable, amendments to Tigard's Comprehensive Plan/Zone Map shall be subject to the following specific criteria:

- A. Transportation and other public facilities and services shall be available, or committed to be made available, and of sufficient capacity to serve the land uses allowed by the proposed map designation;**
- B. Development of land uses allowed by the new designation shall not negatively affect existing or planned transportation or other public facilities and services;**
- C. The new land use designation shall fulfill a proven community need such as provision of needed commercial goods and services, employment, housing, public and community services, etc. in the particular location, versus other appropriately designated and developable properties;**
- D. Demonstration that there is an inadequate amount of developable, appropriately designated, land for the land uses that would be allowed by the new designation;**
- E. Demonstration that land uses allowed in the proposed designation could be developed in compliance with all applicable regulations and the purposes of any overlay district would be fulfilled;**
- F. Land uses permitted by the proposed designation would be compatible, or capable of being made compatible, with environmental conditions and surrounding land uses; and**
- G. Demonstration that the amendment does not detract from the viability of the City's natural systems.**

FINDING:

The proposed amendments to Tigard's Zoning Map meets the following specific criteria:

- Sufficient capacity/not negatively impact: As described previously in this report, the proposed map amendments are being adopted concurrently with plan district approval standards and review processes that will ensure adequate facilities will be made available or assured prior to or concurrent with development, as set forth in the River Terrace Community Plan and five infrastructure master plans.
- Fulfills a proven community need: A majority of the land in River Terrace is proposed for new housing. A citywide analysis of housing needs and capacity in 2012 found that Tigard has an estimated need for just over 6,500 new housing units over the next 20 years. Over 50% of the city's overall need (3,744 housing units) could be absorbed by River Terrace development.
- Demonstration of inadequacy: A significant portion of the city's estimated capacity for needed housing is assumed to come from River Terrace.
- Demonstration of compliance: The River Terrace Community Plan utilizes the city's existing Comprehensive Plan and zoning district designations.
- Compatibility: Higher residential densities are planned near

commercial and institutional uses and along major transportation corridors. Lower residential densities are planned in areas with steep slopes and along the area's eastern edge to provide a buffer between existing lower density neighborhoods and future higher density neighborhoods.

- Viability of natural systems: The city's natural resource maps were updated in 2014 to ensure that these areas are protected. The city's existing protection programs for natural resources will apply to all development within the newly zoned areas.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 2.1 Policy 15 is met.

Chapter 6: Environmental Quality

Goal 6.1 Reduce air pollution and improve air quality in the community and region.

Policy 3 The City shall promote land use patterns, which reduce dependency on the automobile, are compatible with existing neighborhoods, and increase opportunities for walking, biking, and /or public transit.

Policy 6 The City shall encourage the maintenance and improvement of open spaces, natural resources, and the City's tree canopy to sustain their positive contribution to air quality.

FINDING: The proposed plan district standards and map amendments support the city's adopted environmental quality goals and policies. Specifically:

- Land use patterns: The River Terrace zoning designations will allow for more intense urban land uses that reduce the dependency on the automobile and increase opportunities for walking, biking, and public transit.
- Multi-modal travel options: River Terrace Boulevard is designed to seamlessly integrate the River Terrace Trail into its design, provide safe and comfortable multi-modal travel options, and include high-quality pedestrian-scale design treatments. The River Terrace Plan District chapter will implement these changes through boulevard design standards and street design standards set forth in the proposed plan district.
- Open Space: The River Terrace Boulevard cross section requires an 8.5-foot planter strip in addition to a 38-foot wide trail section. Planned development standards encourage the dedication of neighborhood or linear parks, open space, and/or trails identified in the River Terrace Park System Master Plan Addendum. Additional open space and corridor enhancements not included in the Park System Master Plan are also encouraged.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 6.1 Policies 3 and 6 are met.

Chapter 7: Hazards

Goal 7.1 Protect people and property from flood, landslide, earthquake, wildfire, and severe weather hazards.

Policy 3 The City shall coordinate land use and public facility planning with public safety providers (law enforcement, fire safety, and emergency service providers) to ensure their capability to respond to hazard events.

FINDING: The city's public safety providers (law enforcement and Tualatin Valley Fire and Rescue) served as members of the Technical Advisory Committee for the River Terrace Community Plan. Both agencies had an opportunity to comment on this proposal. Any comments received are addressed in Section VI of this staff report.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 7.1 Policy 3 is met.

Chapter 8: Parks, Recreation, Trails, and Open Space

Goal 8.1 Provide a wide variety of high quality park and open spaces for all residents, including both:

- A. developed areas with facilities for active recreation; and*
- B. undeveloped areas for nature-oriented recreation and the protection and enhancement of valuable natural resources within the parks and open space system.*

Policy 3 The City shall seek to achieve or exceed the ideal park service level standard of 11.0 acres of parkland per thousand population.

Policy 4 The City shall endeavor to develop neighborhood parks [or neighborhood park facilities within other parks, such as a linear park] located within a half-mile of every resident to provide access to active and passive recreation opportunities for residents of all ages.

Policy 21 Acceptance of any land donated for park purposes shall be based upon its usefulness and adaptability to the Park System Master Plan.

FINDING: The city's adopted Level of service (LOS) standards for parks were used in planning for River Terrace. Overall, the city is proposing to exceed the city's (updated) core standard by over 37 acres as set forth in the recently adopted River Terrace Park System Master Plan. The full range of park types is envisioned in River Terrace to provide access for both active and passive recreation. In lieu of identifying specific park locations, parks are conceptually located within service areas to show where community and neighborhood parks would be needed to meet LOS standards and to achieve the goal of having an equitable distribution of parks in the area.

The proposed text amendments would incentivize the development of park facilities through the adoption of new planned development approval standards allowing for a reduction in private open space dedication (normally 20%), when the proposed dedication meets a park, open space, or trail need identified in the River Terrace Park System Master Plan; will be dedicated to the public; and meets both the location and level of service standard. Additional enhancements are also required such as the construction of park facilities along the trail corridor.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 8.1 Policies 3, 4 and 21 are met.

Goal 8.2 *Create a Citywide network of interconnected on- and off-road pedestrian and bicycle trails.*

Policy 1 **The City shall create an interconnected regional and local system of on- and off-road trails and paths that link together neighborhoods, parks, open spaces, major urban activity centers, and regional recreational opportunities utilizing both public property and easements on private property.**

FINDING: The River Terrace Community Plan addresses trails in two sections: *Goal 8: Parks, Recreation, Trails, and Open Space* and *Goal 12: Transportation*. As stated in the Community Plan, the River Terrace Transportation System Plan Addendum envisions a comprehensive trail system for pedestrians and cyclists that link the many existing natural resources areas, proposed parks, future schools and services, and other planned regional trails in the area. The trail system is consistent with the River Terrace Park System Master Plan Addendum, the city's Strategic Plan for walkability, and the Metro Regional Trails and Greenways Plan.

Proposed text amendments are intended to implement the trail goals of the River Terrace Community Plan through several mechanisms. Design standards for River Terrace Boulevard include a 38-foot wide regional trail corridor in addition to sidewalks, and pedestrian connections between this trail and adjacent residential development. Planned Development standards incentivize the creation, dedication, and/or enhancement of enhanced pedestrian connections and public trails.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 8.2 Policy 1 is met.

Chapter 10: Housing

Goal 10.1 *Provide opportunities for a variety of housing types at a range of price levels to meet the diverse housing needs of current and future City residents.*

Policy 1 **The City shall adopt and maintain land use policies, codes, and standards that provide opportunities to develop a variety of housing**

types that meet the needs, preferences and financial capabilities of Tigard’s present and future residents.

FINDING:

Proposed zoning map amendments are consistent with goals of the River Terrace Community Plan. River Terrace stakeholders prioritized a range of residential densities to provide diverse housing types, a variety of housing choices, and integration with existing adjacent Bull Mountain neighborhoods when designing the land use framework for River Terrace. The proposed land uses meet state and Metro requirements for density and the opportunity for attached housing. Approximate acreages, estimated capacity, and allowed housing types are as follows:

Zone	Approximate Acres	Estimated Capacity (Units)
R-4	51.03	296
R-7	190.02	1654
R-12	64.04	914
R-25	29.93	880

Zones	Single-Family Detached	Single-Family Attached	Duplexes	Multifamily
R-4.5	Permitted	Restricted	Conditional	No
R-7	Permitted	Restricted/Conditional	Permitted	No
R-12	Permitted	Permitted	Permitted	Permitted
R-25	Permitted	Permitted	Permitted	Permitted

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 10.1 Policy 1 is met.

Goal 10.2 *Maintain a high level of residential livability.*

Policy 2 The City shall seek to provide multi-modal transportation access from residential neighborhoods to transit stops, commercial services, employment, and other activity centers.

Policy 5 The City shall encourage housing that supports sustainable development patterns by promoting the efficient use of land, conservation of natural resources, easy access to public transit and other efficient modes of transportation, easy access to services and parks, resource efficient design and construction, and the use of renewable energy resources.

Policy 6 The City shall promote innovative and well-designed housing development through application of planned developments and community design standards for multi-family housing.

Policy 7 The City shall ensure that residential densities are appropriately

related to locational characteristics and site conditions such as the presence of natural hazards and natural resources, availability of public facilities and services, and existing land use patterns.

Policy 8

The City shall require measures to mitigate the adverse impacts from differing, or more intense, land uses on residential living environments, such as:

- A. orderly transitions from one residential density to another;**
- B. protection of existing vegetation, natural resources and provision of open space areas; and**
- C. installation of landscaping and effective buffering and screening.**

FINDING:

The proposed text amendments ensure development complies with the multi-modal transportation goals and placemaking visions of the River Terrace Community Plan and Transportation System Plan Addendum. The proposed plan district will establish transportation improvement standards to help established a multi-modal transportation system that is designed to connect River Terrace to existing and future neighborhoods, services, parks, schools and regional destinations through a hierarchy of streets and trails that provide residents and visitors with convenient, safe and comfortable travel options. This network of multi-modal streets conforms to the rolling topography, builds upon and connects to existing streets in the area, and effectively balances safety, comfort and mobility.

The proposed zoning designations place higher residential densities near commercial and institutional uses and along major corridors in order to reduce dependency on vehicles. Lower residential densities are planned in areas with steep slopes and along the area's eastern edge to provide a buffer between existing lower density neighborhoods and future higher density neighborhoods. The River Terrace Community plan encourages the co-location of land uses (e.g. parks and trails), public facilities (e.g. stormwater facilities and pump stations), and natural resource areas to maximize the efficient use of land and to create opportunities for community amenities.

The city's current development code, specifically relating to buffering and screening, will apply to the River Terrace plan area ensuring orderly transition of residential densities. The city's current planned development code will also apply to River Terrace, and will be enhanced through the proposed text amendment to implement the vision and goals of the River Terrace Community Plan. Design standards proposed in the River Terrace Plan District, particularly along River Terrace Boulevard, will result in high-quality residential and civic development that will enhance the public realm and provide for enhanced livability.

CONCLUSION:

Based on the above findings, Tigard Comprehensive Plan Goal 10.2 Policies 2, 5, 6, 7 and 8 are met.

Chapter 11: Public Facilities and Services

Goal 11.1 Develop and maintain a stormwater system that protects development, water resources, and wildlife habitat.

Policy 1 **The City shall require that all new development:**
 A. construct the appropriate stormwater facilities or ensure construction by paying their fair share of the cost;
 B. comply with adopted plans and standards for stormwater management; and
 C. meet or exceed regional, state, and federal standards for water quality and flood protection.

Policy 8 **The City shall develop sustainable funding mechanisms:**
 A. for stormwater system maintenance;
 B. to improve deficiencies within the existing system; and
 C. to implement stormwater system improvements identified in the Capital Improvement Plan.

FINDING: The adopted River Terrace Stormwater Master Plan Addendum, and by extension, the River Terrace Community Plan, support the city’s stormwater management goals and policies. As described more fully in findings pertaining to Tigard Comprehensive Goal 2.1, the proposed text amendments will ensure that future development within River Terrace does not precede the construction of necessary stormwater facilities set forth in the Stormwater Master Plan Addendum, or without adequate funding mechanisms in place to support future stormwater infrastructure.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 11.1 Policies 1 and 8 are met.

Goal 11.2 Secure a reliable, high quality, water supply to meet the existing and future needs of the community.

Policy 6 **The City shall require all new connections within the Tigard Water Service Area to pay a system development charge.**

Policy 8 **The City shall require all new development needing a water supply to :**
 A. connect to a public water system;
 B. pay a system development charge and other costs associated with extending service;
 C. ensure adequate pressure and volume to meet consumption and fire protection needs; and
 D. extend adequately sized water lines with sufficient pressure to the boundaries of the property for anticipated future extension.

FINDING: The River Terrace Water System Master Plan Addendum and, by extension, the River Terrace Community Plan support the city’s water supply goals and policies. As described more fully in findings pertaining to Tigard

Comprehensive Goal 2.1, the proposed text amendments will ensure that future development within River Terrace does not precede the construction of necessary potable water facilities set forth in the Water System Master Plan Addendum, or without adequate funding mechanisms in place to support future water delivery infrastructure.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 11.2 Policies 6 and 8 are met.

Goal 11.3 Develop and maintain a wastewater collection system that meets the existing and future needs of the community.

Policy 1 The City shall require that all new development:

- A. connect to the public wastewater system and pay a connection fee;**
- B. construct the appropriate wastewater infrastructure; and**
- C. comply with adopted plans and standards for wastewater management.**

FINDING: The River Terrace Sanitary Sewer Master Plan Addendum and, by extension, the River Terrace Community Plan support the city's adopted sanitary sewer goals and policies. As described more fully in findings pertaining to Tigard Comprehensive Goal 2.1, the proposed text amendments will ensure that future development within River Terrace does not precede the construction of necessary sanitary sewer facilities set forth in the Sanitary Sewer Master Plan Addendum, or without adequate funding mechanisms in place to support future stormwater infrastructure.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 11.3 Policy 1 is met.

Chapter 12: Transportation

Goal 12.1 Develop mutually supportive land use and transportation plans to enhance the livability of the community.

Policy 1 The City shall plan for a transportation system that meets current community needs and anticipated growth and development.

Policy 3 The City shall maintain and enhance transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 4 The City shall promote land uses and transportation investments that promote balanced transportation options.

Policy 5 The City shall develop plans for major transportation corridors and provide appropriate land uses in and adjacent to those corridors.

Policy 6 The City shall support land use patterns that reduce greenhouse gas

emissions and preserve the function of the transportation system.

Policy 7 The City shall strive to protect the natural environment from impacts derived from transportation facilities.

Policy 9 The City shall coordinate with private and public developers to provide access via a safe, efficient, and balanced transportation system.

FINDING: The proposed River Terrace Plan District includes approval criteria, street and alley design standards, requirements and incentives for trail connections, and adjustment processes to respond to environmental features. These designs are based on the goals and findings of the River Terrace Community Plan and River Terrace Transportation Master Plan Addendum, and are intended to accommodate all modes of travel for users of all ages and abilities where possible. They are also designed to safely connect people to where they need to go, providing residents and visitors with a number of travel choices to their destinations. The streets are also envisioned to be more than just places for automobile travel, recognizing that they are also where people gather, walk, bike, access transit, and park their vehicles.

The proposed zoning map amendments place higher residential densities near commercial and institutional uses and along major corridors to reduce dependency on vehicles.

The River Terrace TSP Addendum envisions a comprehensive trail system for pedestrians and cyclists that link the many existing natural resource areas, proposed parks, future schools and services, and other planned regional trails in the area. The proposed plan district standards include space for the River Terrace Trail in the River Terrace Boulevard cross-section, require connections to the trail from adjacent land uses, and provide incentives for trail construction within the Planned Development standards proposed for the plan district.

The plan district language recognizes that street alignments and intersections should avoid and/or minimize impacts to identified natural resource areas wherever possible, and an adjustment process is also included to minimize or avoid resource impacts.

Proposed street design standards are based on input and recommendations documented during the River Terrace Community Plan process. Potentially affected jurisdictions, agencies, and other stakeholders were given an opportunity to collaborate with staff. In addition, the city sent out a request for comments to all potentially affected jurisdictions, agencies, and stakeholders. All were given 14 days to respond. Any comments that were received are addressed in Section VII: Outside Agency Comments.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 12.1 Policies 1, 3, 4, 5, 6, 7, 8 and 9 are met.

Goal 12.2 Develop and maintain a transportation system for the efficient movement of people and goods.

Policy 3 The City shall design streets to encourage a reduction in trip length by improving arterial, collector, and local street connections.

Policy 4 The City shall design arterial routes, highway access, and adjacent land uses in ways that facilitate the efficient movement of people, goods and services.

FINDING: The proposed text amendments include street connectivity standards intended to reduce trip lengths and increase the efficient movement of people for all modes of transportation. To facilitate connections for development adjacent to River Terrace Boulevard, a primary multi-modal transportation corridor within the plan area, the proposed standards allow development to increase street spacing beyond the 530-foot standard applicable in the rest of the city. The purpose of this exception is to reduce the number of street crossings for pedestrian and bicycle users utilizing River Terrace Boulevard. Mitigating the increased distance between intersections is a requirement for a bicycle or pedestrian easements to connect to River Terrace Boulevard at an increased spacing of one connection every 330 feet and a reduction in maximum block perimeter length.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 12.2 Policies 3 and 4 are met.

Goal 12.3 Provide an accessible, multi-modal transportation system that meets the mobility needs of the community.

Policy 4 The City shall support and prioritize bicycle, pedestrian, and transit improvements for transportation disadvantaged populations who may be dependent on travel modes other than private automobile.

Policy 5 The City shall develop and maintain neighborhood and local connections to provide efficient circulation in and out of the neighborhoods.

Policy 8 The City shall design all projects on Tigard city streets to encourage pedestrian and bicycle travel.

Policy 10 The City shall require and/or facilitate the construction of off-street trails to develop pedestrian and bicycle connections that cannot be provided by a street.

Policy 11 The City shall require appropriate access to bicycle and pedestrian facilities for all schools, parks, public facilities, and commercial areas.

FINDING: The proposed River Terrace Plan District Chapter includes approval criteria,

street and alley design standards, requirements and incentives for active use trail connections within the River Terrace Plan Area and connections to regional trails that continue beyond the plan area. These designs are based on the goals and findings of the River Terrace Community Plan and River Terrace Transportation System Plan Addendum, and are intended to accommodate all modes of travel for users of all ages and abilities where possible. Designs also safely connect people to where they need to go, providing residents and visitors with a number of travel choices to their destinations. The streets are also envisioned to be more than just places for automobile travel, recognizing that they are also where people gather, walk, bike, access transit, and park their vehicles.

The River Terrace Transportation System Plan Addendum envisions a comprehensive trail system for pedestrians and cyclists that link the many existing natural resource areas, proposed parks, future schools and services, and other planned regional trails in the area. The proposed plan district standards include space for the River Terrace Trail in the River Terrace Boulevard cross-section, a separate active use trail, required connections to the River Terrace trail from adjacent land uses, and incentives for trail construction within the Planned Development standards proposed for the plan district.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 12.3 Policies 4, 5, 8, 10 and 11 are met.

Goal 12.4 Maintain and improve transportation system safety.

Policy 1 **The City shall consider the intended uses of a street during the design to promote safety, efficiency, and multi-modal needs.**

Policy 2 **The City shall coordinate with appropriate agencies to provide safe, secure, connected, and desirable pedestrian, bicycle, and public transit facilities.**

FINDING: The River Terrace Plan District establishes design standards for streets within the plan district. The River Terrace Boulevard cross-section requires sidewalks separated by planter strips, bike lanes, and a regional trail in a 38-foot right-of-way. Proposed design standards for collectors include a sidewalk separated by a planter strip and dedicated bike lanes. These design features promote safety, efficiency, and enhance the user experience along the main north-south access road for the plan area.

The design standards proposed in the River Terrace Plan District are based on recommendations provided during the River Terrace Community Plan process, which included guidance from a Technical Advisory Committee (TAC). The TAC included members from Metro, Oregon Department of Transportation, the City of Beaverton, and Washington County, as well as other affected agencies and jurisdictions.

The City sent out a request for comments on the proposed text amendments to all potentially affected jurisdictions and agencies. All were given 14 days to respond. Any comments that were received are addressed in Section VII of this Staff Report.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 12.4 Policies 1 and 2 are met.

Goal 12.5 Coordinate planning, development, operation, and maintenance of the transportation system with appropriate agencies.

Policy 1 The City shall coordinate and cooperate with adjacent agencies and service providers—including Metro, TriMet, ODOT, Washington County, and neighboring cities—when appropriate, to develop transportation projects which benefit the region as a whole, in addition to the City of Tigard.

FINDING: The design standards proposed in the River Terrace Plan District are based on recommendations provided during the River Terrace Community Plan process, which included guidance from a Technical Advisory Committee (TAC). The TAC included members from Metro, the Oregon Department of Transportation, City of Beaverton, and Washington County, as well as other affected agencies and jurisdictions.

The City sent out a request for comments on the proposed amendments to all potentially affected jurisdictions and agencies. All were given 14 days to respond. Any comments that were received are addressed in Section VI of this Staff Report.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 12.5 Policy 1 is met.

Chapter 13: Energy Conservation

Goal 13.1 Reduce energy consumption.

Policy 1 The City shall promote the reduction of energy consumption associated with vehicle miles traveled through:

- A.** land use patterns that reduce dependency on the automobile;
- B.** public transit that is reliable, connected, and efficient; and
- C.** bicycle and pedestrian infrastructure that is safe and well connected.

FINDING: The proposed text and map amendments support the city's adopted energy conservation goals and policies.

The River Terrace Plan District and associated zoning map amendments are intended to enable residents in the River Terrace area to safely and efficiently travel between destinations via any number of active

transportation modes, such as walking and biking. A system of sidewalks, bikeways, and trails will provide access to key destinations such as parks, schools, and commercial areas.

The zoning designations place higher residential densities near commercial and institutional uses and along major corridors reducing the dependency on vehicles. The proposed zone designations also make transit a viable option in the future.

CONCLUSION: Based on the above findings, Tigard Comprehensive Plan Goal 13.1 Policy 1 is met.

APPLICABLE PROVISIONS OF THE RIVER TERRACE COMMUNITY PLAN

Goal 2: Land Use Planning

Action Measure 1 Adopt the Comprehensive Plan and zoning district designations shown on Maps 1 and 2 respectively.

Action Measure 2 Amend the Community Development Code and the Public Improvement Design Standards to implement the commercial area vision and design concept for River Terrace Boulevard.

FINDING: The proposed map amendments would adopt zoning designations consistent with Maps 1 and 2 of the River Terrace Community Plan.

The proposed text amendments would adopt design standards for River Terrace Boulevard and adjacent development (18.660.040-080). A placeholder within the proposed code creates a space and context for the future adoption of commercial area design standards.

CONCLUSION: Based on the findings above, Action Measure 1 and 2 of Goal 2 of the River Terrace Community Plan are satisfied.

Goal 8: Parks, Recreation, Trail, and Open Space

Action Measure 3 Amend the Community Development Code to better align the open space requirements for Planned Developments in River Terrace with the River Terrace PSMP Addendum.

Action Measure 6 Amend the Community Development Code and the Public Improvement Design Standards to implement the design concept for River Terrace Boulevard, which includes the River Terrace Trail.

FINDING: The proposed River Terrace Plan District standards (18.660.060) provide greater flexibility to developers through changes to the planned development process (18.660.060) and encourage the dedication or enhancement of public parks, open space, and trails consistent with the

River Terrace Park System Master Plan Addendum.

The proposed River Terrace Plan District standards implement the River Terrace Boulevard and River Terrace Trail design concepts, as set forth in proposed sections 18.660.050 through 18.660.080.

CONCLUSION: Based on the findings above, Action Measures 3 and 6 of Goal 8 of the River Terrace Community Plan are satisfied.

Goal 10: Housing

Action Measure 1 Adopt the Comprehensive Plan and zoning district designations described in the section on Land Use to facilitate a mix of residential densities that allows for a variety of housing types in order to comply with the Metropolitan Housing Rule and to meet a wide range of housing needs.

FINDING: Proposed amendments to the Tigard Zoning Map are consistent with Maps 1 and 2 of the River Terrace Community Plan, and are intended to provide a variety of housing types consistent with the goals of the Community Plan and Metropolitan Housing Rule.

CONCLUSION: Based on the findings above, Action Measure 1 of Goal 10 of the River Terrace Community Plan is satisfied.

Goal 12: Transportation

Action Measure 4 Amend the Community Development Code and the Public Improvement Design Standards to allow for needed zoning and design flexibility along the entire length of River Terrace Boulevard while staying true to the design concept.

FINDING: An adjustment process has been incorporated into the River Terrace Boulevard Design Standards (18.660.060) and Street Design standards (18.660.070). Exceptions to street connections and block perimeter standards are also proposed in plan district standards regarding Street Connectivity (18.660.080). Together, these will help implement the design concept.

CONCLUSION: Based on the findings above, Action Measure 4 of Goal 12 of the River Terrace Community Plan is satisfied.

Goal 14: Urbanization

Action Measure 2 Adopt the Comprehensive Plan and zoning district designations shown on Maps 1 and 2 respectively.

Action Measure 3 Work with the development community and affected service providers to fund and construct the public facilities needed in River

Terrace in accordance with the recommendations in the various River Terrace infrastructure master plans and the River Terrace Funding Strategy.

FINDING: Proposed changes to the Tigard Zoning Map are consistent with maps 1 and 2 of the River Terrace Community Plan.

As discussed in greater detail under findings pertaining to Comprehensive Plan Goal 2.1, the proposed River Terrace Plan District includes standards and procedures relating to the adequacy of needed public facilities. The City has engaged the development community and affected service providers in a collaborative process to develop clear and objective standards and flexible options to ensure infrastructure is constructed and funded in accordance with the five master plans and the River Terrace Funding Strategy.

CONCLUSION: Based on the findings above, Action Measures 2 and 3 of the River Terrace Community Plan is satisfied.

APPLICABLE PROVISIONS OF METRO FUNCTIONAL PLANS

Urban Growth Management Functional Plan

Title 1 Housing Capacity - The Regional Framework Plan calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity.

FINDING: Title 1 facilitates the efficient use of land within the Urban Growth Boundary (UGB). The Title requires cities and counties to determine their capacity for housing and adopt minimum density requirements. Title 1 also requires cities and counties to report changes in capacity annually to Metro.

Proposed map changes will establish housing capacity within the River Terrace area, by assigning zoning consistent with the Comprehensive Plan Designations Map and Maps 1 and 2 of the River Terrace Community Plan. These text and map amendments were completed following the rules outlined in OAR 660, Division 7 (Metropolitan Housing). The proposed text and map amendments will implement policy related to a 20-year supply of land, and do not affect compliance with Title 1. Both Metro and Oregon Department of Land Conservation and Development staff were provided the opportunity to review and comment on all work leading up to the adoption of the River Terrace Community Plan, as members of the Technical Advisory Committee.

CONCLUSION: Based on the above findings, Metro’s Urban Growth Management Functional Plan Title 1 is met.

to Title 3 of the UGMFP cannot be constructed in centers as defined in Title 6 of the UGMFP or Main Streets shown on the 2040 Growth Concept Map, or if spacing of full street connections exceeds 1,200 feet, provides bike and pedestrian crossings at an average of 530 feet between accessways unless habitat quality or the length of the crossing prevents a connection;

7. Limits cul-de-sac designs or other closed-end street designs to circumstances in which barriers prevent full street extensions and limits the length of such streets to 200 feet and the number of dwellings along the street to no more than 25; and
8. Provides street cross-sections showing dimensions of right-of-way improvements and posted or expected speed limits.

FINDING:

Proposed River Terrace Plan District standards include plan area specific standards for street connections and block perimeter standards. This includes an exception to allow an increase in spacing standards beyond the regional standard of 5300 feet, and a reduction in maximum block perimeters from 2,000 to 1,600 feet.

To improve local access and circulation, and preserve capacity on the region's arterial system, each local Transportation System Plan must include a conceptual map of new streets for all contiguous areas of vacant and redevelopable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. Full street connections should be provided at least every 530 feet (or 1/10th of a mile) or pedestrian and bicycle connections every 330 feet if a full-street connection is not possible. Cul-de-sac or other closed-end street designs are also restricted to circumstances in which barriers prevent full street extensions and such streets are limited in length to 200 feet and the number of dwellings along the street to no more than 25.

The City of Tigard street spacing standards in Tigard Community Development Code Section 18.810 are consistent with the Metro Regional Transportation Functional Plan, requiring full street connections every 530 feet. City standards also require the perimeter of blocks not exceed 2,000 feet in length, and requires pedestrian and bicycle connections every 330 feet if full street connections are not possible, consistent with the regional standard.

River Terrace Boulevard, which is parallel to and east of Roy Rogers Road, is envisioned as a boulevard that seamlessly integrates the River Terrace Trail into its design. In order to successfully balance vehicle mobility with safety and comfort of pedestrian and bicycle users on the River Terrace Trail, motor vehicle crossings of the trail will be limited. The trail and associated drainage/bioswale surrounding it provides a barrier to complying with the Metro and City street spacing standard of 530 feet. Coordination with Metro staff indicated that these conditions provide valid justification to deviate from these standards. Where spacing between full street connections exceeds 530 feet, midblock pedestrian and bicycle connections must be provided

every 330 feet, to be consistent with the City and regional standard.

Overall, the deviation from the street spacing standard will have little impact on motor vehicle circulation, since the proposed River Terrace Boulevard is less than 700 feet east of Roy Rogers Road, leaving little room for continuous blocks. In addition, Washington County restricts direct access to arterial streets (such as Roy Rogers Road) to other arterial or collector streets. Therefore, east-to-west motor vehicle circulation will be limited to neighborhood traffic.

To encourage multi-modal travel within River Terrace and to help mitigate for the extended street spacing allowed on River Terrace Boulevard, the City standard for block perimeter length (currently at 2,000 feet) is recommended to be reduced to 1,600 feet. In locations where the block perimeters must exceed 1,600 feet, midblock pedestrian and bicycle connections must be provided at least every 330 feet, to be consistent with the city and regional street spacing standard. Overall, longer street blocks are inconvenient and unsafe for pedestrians, indirectly encouraging mid-street crossings as the only practical means to access places directly across the street and often requiring pedestrians to go out of their way to get to their destination. Longer blocks also encourage higher vehicle speeds due to fewer traffic calming mechanisms that shorter blocks with more frequent intersections provide. Shorter blocks also provide flexibility and options for pedestrians and bicyclists, allowing for more direct and convenient travel, while offering more opportunities to safely access destinations.

CONCLUSION: Based on the above findings, Metro's Regional Transportation Functional Plan Street System Design standards are met.

APPLICABLE PROVISIONS OF STATEWIDE PLANNING GOALS ADOPTED UNDER OREGON REVISED STATUTES CHAPTER 197

The City's Comprehensive Plan incorporated the Statewide Planning Goals and was acknowledged by the state as being in compliance with state law; therefore, the Statewide Goals are addressed under the Comprehensive Plan Policy Sections. The following Statewide Planning Goals are applicable:

Goal 1: Citizen Involvement; Goal 2: Land Use Planning; Goal 6: Air, Water and Land Resources Quality; Goal 7: Areas subject to Natural Hazards; Goal 8: Recreational Needs; Goal 10: Housing; Goal 11: Public Facilities and Services; Goal 12: Transportation; Goal 13: Energy Conservation; Goal 14: Urbanization.

SECTION V. ADDITIONAL CITY STAFF COMMENTS

The City of Tigard's Administrative Department, Public Works Department, and Police Department had an opportunity to review this proposal and had no objections.

SECTION VI. OUTSIDE AGENCY COMMENTS

The following agencies/jurisdictions had an opportunity to review this proposal and did not respond:

Washington County, Department of Land Use and Transportation
City of King City
Beaverton School District #48
Metro Land Use and Planning
Oregon Department of Land Conservation and Development
Oregon Department of Transportation, Region 1
Oregon Department of Environmental Quality
Oregon Department of Fish and Wildlife
Oregon Public Utilities Commission
US Army Corps of Engineers
Century Link
Clean Water Services
Comcast Cable
Metro Area Communications Commission
NW Natural
Portland General Electric
Tri-Met
Verizon

City of Beaverton had an opportunity to review this proposal and suggested edits for clarity. Suggested changes were reviewed and incorporated into the proposed draft where appropriate.

Tualatin Valley Fire & Rescue had an opportunity to review this proposal and had no objections.

Department of State Lands had an opportunity to review this proposal and had no objections.

Tigard-Tualatin School District had an opportunity to review the proposal and requested the following changes:

- Exempt school sites within the River Terrace Plan District from Tigard Community Development Code Section 18.810.030.H, which regulates street alignments and connections. As communicated in emails from Kelly Hossaini on January 22, 2015, the District has found this subsection difficult to meet without bisecting a school facility with a public street, citing Alberta Rider Elementary School as a specific example. In recognition of the unique campus needs for schools, as well as the need for neighborhood connectivity, the proposal was amended to include an exemption to street spacing requirements for

public and private schools, provided there is adequate internal circulation within and through the site and a sufficient number and distribution of external access points.

- Exempt Conditional Use buildings, such as school buildings, along River Terrace Boulevard from the proposed building design standards. As communicated in emails from Kelly Hossaini on January 27, 2015, the District does not believe that residential building design standards are appropriate to apply to school buildings. However, in recognition of the variety of Conditional Uses that may be proposed along River Terrace Boulevard, e.g. churches, substations, and schools, the proposal was amended to allow the Conditional Use approval authority the discretion to determine which, if any, building design standards are appropriate.
- Remove the prohibition on direct access to River Terrace Boulevard for non-residential uses. As communicated in emails from Kelly Hossaini on January 27, 2015, the District believes that they should not be required to go through an Adjustment process to be able to take direct access from the boulevard. In recognition of the unique access needs for multi-family, conditional use, and commercial development, the proposal was amended to allow direct access from the boulevard for these types of uses where no other practicable alternative exists.

SECTION VII. PUBLIC COMMENTS

The Planning Commission received and considered both written and oral comments from interested parties as part of their deliberations on February 2, 2015.

In addition to the agency comments summarized in Section VI above, written comments were submitted by the following interested parties prior to the public hearing on February 2, 2015:

- Jamie Morgan-Stasny; Metropolitan Land Group
- Jim Lange and Stacy Connery; Pacific Community Design on behalf of Polygon Homes
- Michael C. Robinson; Perkins Coie on behalf of West Hills Development Company

Oral and written comments were submitted by the following interested parties at or after the public hearing on February 2, 2015:

- Jim Lange; Pacific Community Design on behalf of Polygon Homes
- Don Hanson; OTAK on behalf of West Hills Development Company
- Jamie Morgan-Stasny; Metropolitan Land Group

Listed below are the main highlights from all oral and written comments received. The full text of all comments can be found in the project file and Planning Commission minutes of February 2, 2015.

- During staff's presentation it was noted that Section 18.660.060 (River Terrace Boulevard Design Standards) needed more refinement in order to better address access and building design issues related to various conditional uses that could potentially abut River Terrace Boulevard. The Commission was supportive of the suggested refinements.
- Jim Lange requested the following three changes to the proposal:
 - Allow additional model homes beyond the current limit of one model home per subdivision. The Commission was supportive of the idea of allowing more than one

model home per subdivision; however, the ensuing discussion raised concerns about the legality and risk to the city behind such a policy.

- Allow the option of a private street where a public street is currently required for those homes that abut Roy Rogers Road.
- Allow elimination of the landscape strip on streets where the proximity of driveways in a row house development would preclude enough soil volume to support a street tree, as required by the city's Urban Forestry Plan.

The Commission directed staff to look into the model home and landscape strip issues further and prepare a recommendation for City Council to review. No changes to private street standards were included in the Planning Commission's recommendation

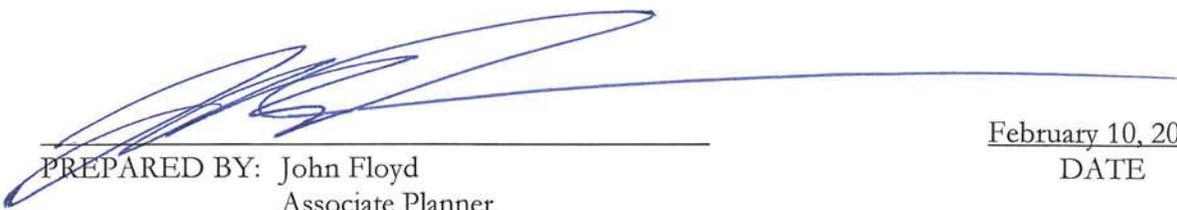
The Planning Commission was presented copies of all written comments and heard all oral testimony before rendering a motion to recommend approval of the zoning district designations as proposed, and a second motion to recommend approval of the text amendments with refinements made to building design and access standards along River Terrace Boulevard, model home allowances, and landscape strip requirements adjacent to row-house developments.

SECTION VIII. CONCLUSION

The proposed changes comply with the applicable Statewide Planning Goals, applicable regional, state and federal regulations, the Tigard Comprehensive Plan, and applicable provisions of the City's implementing ordinances.

Therefore, the Planning Commission recommends that the City Council approve an Ordinance for a Zoning Map Amendment and Development Code Amendment that adopts the following documents as determined through the public hearing process:

1. River Terrace Zoning Districts Map
2. River Terrace Community Development Code Amendment creating Chapter 18.660 River Terrace Plan District



PREPARED BY: John Floyd
Associate Planner

February 10, 2015
DATE



APPROVED BY: Kenny Asher
Community Development Director

February 10, 2015
DATE