



Community and Economic Development Department

City of Beaverton

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Peterkort Area

Frequently Asked Questions

Is the change of zoning from County to City standards a "housekeeping" change?

The Urban Planning Area Agreement between the County and the City requires converting to City zoning in a way that most closely approximates the planning done by the County. City staff conferred with County staff to understand the County's Transit Oriented policy and zoning regulations. This effort included reviewing the *Cedar Hills - Cedar Mill Community Plan* inclusive of Area of Special Concern (ASC) 11, natural resource constraints, and development design requirements that were the result of the community planning process of the late 1990s before City staff proposed City zoning districts.

Will the rezoning increase population density?

The result of the City's proposed 13 parcel rezone is that the City will maintain the same level of density currently required by the County. Prior Washington County planning efforts in the late 1990s applied zoning and Community Plan regulations to the area to satisfy regional goals for density. The densities established by the County are, in cases near the Sunset Station and north of Barnes Road, the highest density areas in the County. State and regional law require that the City maintain the same level of density previously implemented by the County.

If proximity to the station is important, will residential density be higher closer to the station?

The residential density standards of the Station Community – Sunset (SC-S) zoning district are 24 units to the acre, generally, and 30 units to the acre within 400 feet of the station platform. For the six SC-S parcels combined, the minimum residential density that must be satisfied through the Planned Unit Development process is 1,899 dwelling units. The City SC-S zoning district includes provisions for density and land uses depending on distance from the light rail station platform. The specific distribution of density throughout the zone will vary depending on how development is proposed.

How will housing be phased in over time?

In the City, phasing plans are required with Planned Unit Development proposals and are evaluated as part of those proposals. The timing of residential construction depends on relationships between residential and non-residential components, as well as relationships to multiple public and private facilities including paths, sidewalks, streets, water lines, sanitary sewer, stormwater and other utilities.

Will retail development north of Barnes Road be limited?

Station Community – Sunset (SC-S) zoning allows for a mix of uses and does not prescribe exactly where those uses are located. City staff anticipates that a Conditional Use – Planned Unit Development (PUD) application will propose both residential and commercial (office and retail) along the north side of Barnes Road, since a mix of uses may reduce the potential traffic impact. Under County zoning, the properties fronting Barnes Road along the north side are required to develop with residential uses and are allowed to develop up to 25 or 50 percent of the total gross floor area of a development with office uses (CDC Section 375-7.13); with additional review limited retail uses may be approved (CDC Section 375-7.3).

Will development be required to meet requirements like the County's design standards?

Section 60.05 of the City's Development Code includes design review requirements for all development within multi-family, commercial, industrial and multiple-use zoning districts. These design review standards are more strict within multiple use zoning and even more strict where development abuts a Major Pedestrian Route. There are four Major Pedestrian Routes in this area, Barnes Road, Cedar Hills Boulevard, Valeria View Drive and new streets near the transit center.

The County has design standards for Transit Oriented parcels within Section 431 of the County's Community Development Code (CDC) and specific standards for the Peterkort Station Area within Section 431-12 of the CDC. In comparing County and City regulations, the City regulations cover similar topic areas as the County regulations.

Will urban design and a park/civic space be integrated near the station?

Section 60.05 of the City's Development Code includes standards specific to landscape, open space, natural areas, common greens and shared courts. Also, Section 60.35 of the Development Code includes standards for open space and common areas related to Conditional Use – Planned Unit Development (PUD) applications. The City will not specify the location of park or civic spaces unlike the County Code. The specific development review process will determine the appropriate location for all amenities.

Will a master plan be required for development of the properties?

Development of the proposed Station Community – Sunset (SC-S) parcels will require review of a developer's master plan through a Conditional Use – Planned Unit Development (PUD) application. The Development Code states:

A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance applications. Within the SC-S (Station Community-Sunset) zoning district, a Planned Unit Development is required to ensure that specific development requirements are satisfied.

At least one Neighborhood Review Meeting is required prior to submittal of a PUD application. After an application has been submitted to the City, public notice will be provided. A decision on a PUD application is made at a Planning Commission public hearing.

Will rezoning allow commercial development 5 times larger than Washington Square Mall?

Washington Square Mall is a 1,300,000 square feet, primarily single story, building for commercial uses with surface and structured parking on 61 acres of land. The parcels proposed for the City's Station Community – Sunset (SC-S) zoning district include 63 acres of land, which is expected to be developed with multi-story buildings that include a mix of residential and commercial uses with integrated and structured parking.

A 2005 Master Plan application submitted to Washington County for approval included over 2,700,000 square feet of combined residential and commercial (office and retail) development over the SC-S parcels. The City expects a similar level of development proposed under SC-S zoning. Square footage of future development of the SC-S parcels will depend on the balance of a number of factors including, but not limited to, natural resources, steep slopes, right-of-way dedication, easements, public facility capacity, transportation feasibility as determined through Traffic Impact Analysis and satisfaction of Development Code criteria.

Will the rezoning increase traffic?

The City has proposed limiting non-residential development to 10,960,500 square feet as allowed under current County zoning, in order to limit the traffic impact of the proposed City zoning. State law requires analysis of whether a zone change will have a significant effect on the transportation system. This is the Transportation Planning Rule (TPR) analysis, which is theoretical because it assumes the worst-case scenario of traffic-intense land uses allowed within both the existing zoning and the proposed zoning.

The TPR analysis prepared for the proposed rezone included a development capacity analysis in order to understand the worst-case scenarios under both the current County and proposed City zoning. For the proposed Station Community – Sunset (SC-S) parcels the development capacity analysis resulted in 10,960,500 square feet of non-residential uses allowed under current County zoning. This analysis is the reason the City proposed 10,960,500 square feet as the maximum amount of non-residential over SC-S parcels.

Will development increase traffic?

The mix of development expected out of the parcels will increase pedestrian, bicycle, bus, light rail and automobile traffic, whether under County or City zoning. Development proposals for the parcels will require a Traffic Impact Analysis (TIA). A TIA is the evaluation of the effects of development on the transportation system. Access points and the location and mix of land uses may increase or decrease impacts to the transportation system. Depending on the identified impacts, a developer may be required to provide system improvements or other mitigation measures that lessen effects on the system.

The County and the City regulate transportation impacts differently. The County regulates through land use and may apply conditions of approval only for safety. The City carries more strict regulations and can place conditions on a development to limit the scope of the development according to transportation capacity.

Who maintains Barnes Road?

Washington County will maintain jurisdiction over Barnes Road and Cedar Hills Boulevard. Future development proposals will include review by Washington County Transportation staff for access, impacts and improvements to those roads and intersections.

Will the natural resource areas along Johnson Creek be preserved?

The City, through the proposed Comprehensive Plan Map adoption, has included provisions to acknowledge the Washington County “Goal 5 Natural Resources Inventory and Significance Determination for the Peterkort and Adjacent Properties in Washington County, Oregon.” This Goal 5 report describes the natural resources of the area and levels of protection. Development in the City, like development in the County, is required to meet the development and protection standards of Clean Water Services, Metro, the State of Oregon and relative Federal jurisdictions. Additionally, the City regulates tree removal at several levels.