



# **PLAMBECK GARDENS**

**23500 & 23550 SW BOONES FERRY ROAD**

**09.02.21**

**NARRATIVE & SUPPORTING DOCUMENTS**

**LAND USE – VARIANCE APPLICATION (TYPE III)**

**VARIANCE: STRUCTURE HEIGHT & PARKING REDUCTION**



**CARLETON HART ARCHITECTURE PC**

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### PROJECT INFORMATION

**Project Name:** Plambeck Gardens **Project no:** 19031  
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**Property Address:** 23500 & 23550 SW Boones Ferry Road  
Tualatin, Oregon 97062  
**Zoning Designation:** RH – High Density Residential  
**Uses:** Household Living (Multi-Family Structure), Residential Accessory Uses

### PROJECT DESCRIPTION

The proposed Plambeck Gardens project is a new 116-unit affordable housing development at 23500 & 23550 SW Boones Ferry Road. The site currently consists of two single family homes with several small structures scattered around the site.

The developer for this project, Community Partners for Affordable Housing (CPAH) has a 27-year track record of creating and maintaining safe, healthy, and sustainable housing with supportive services for diverse resident populations including families, seniors, and people with disabilities in Washington County and Multnomah County. CPAH believes in this work and looks for innovative ways to meet the growing needs for affordable housing. They currently have 474 units of regulated affordable housing units in their portfolio, with 351 more in development.

Understanding the lack of affordable housing in the area and the City of Tualatin's plan to develop the Basalt Creek Concept Plan in conjunction with Washington County, CPAH engaged the City about this SW Boones Ferry site in early 2019. Identified for high density residential development, the site offered an excellent location to bring needed affordable housing to Tualatin. In May of 2020, CPAH submitted the Basalt Creek project to the Washington County Metro Affordable Housing Bond Program Notice of Funding Availability, which is a competitive funding cycle, and the project was awarded funding in August of 2020. Both Washington County and the City of Tualatin were supportive of the project. Subsequently, the site was annexed into the City of Tualatin in April of 2021.

The Plambeck Gardens project proposes two 4-story wood-framed residential buildings with fiber cement cladding, patios or balconies for each unit, and a pitched roof. The residential buildings consisting of units ranging in size from 1-bedroom to 4-bedroom and several support spaces for residents, including laundry rooms, resident lounges, unit storage and a meeting room. In addition to the support spaces within the residential buildings, there is a separate community building centrally located on the site that includes additional resident services, management offices, and classrooms intended for resident use only.

**TDC 32.140 (1)(A) – LAND USE APPLICATION.**

Refer to Supplemental Information section below.

**TDC 32.140 (1)(B) – WRITTEN STATEMENT: VARIANCE: STRUCTURE HEIGHT.**

**CHAPTER 31: GENERAL PROVISIONS**

***TDC 31.060 – Definitions***

*Height, Structure.*

*Height of a structure is the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. The reference datum must be elected by either of the following, whichever yields a greater height of building:*

*(1) the elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of the exterior wall of the building when such sidewalk or ground surface is not more than ten feet above lowest grade;*

*(2) An elevation ten feet higher than the lowest grade when the sidewalk or ground surface described in Item (1) above is more than ten feet above lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building.*

Structure Height measured in accordance with the definition above. Refer to attached drawings for specific heights and five-foot horizontal measurement point.

**CHAPTER 33: APPLICATIONS AND APPROVAL CRITERIA**

***TDC 33.120 – Variances and Minor Variances***

*(6) Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility. A variance must not be granted unless it can be shown that criterion (a) is met and three of the four approval criteria (b)-(e) are met for non-sign requests:*

*(a) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone or vicinity and the conditions are a result of lot size or shape, topography, or other physical circumstances applying to the property over which the applicant or owner has no control.*

The existing site grading, unsuitable soils and utility connection limitations are site-specific conditions that individually are exceptional circumstances and collectively create an extraordinary difficult site to develop. These site-specific conditions necessitate a structure height variance.

The current site conditions include an existing retaining wall along the west property line at Boones Ferry Road. The highest grading point on the site is located along the east property line. From the east property line, the grades slope to the northwest and southwest corners off the site. The slope at the northwest corner of the site is particularly steep. Additionally, there is a large hill in the northeast corner of the site. This existing topography on the north side of the site makes this portion of the property undevelopable for buildings without extreme measures due to the excessive sloping conditions.

In addition to the existing grading and steep slopes on the north side of the site, the development team conducted a geotechnical survey, including 10 test pit locations dispersed

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throughout the site. To build a multi-family structure, the building will need a bearing pressure that requires the site to be overexcavated through the soft native soils near the surface to reach the stiff soil stratum below. The two test pits located on the north side of the site indicated that soft soils extend to a much greater depth in that area. These soft soils are unsuitable for the weight of buildings. Extensive excavation measures will be required to get to soil adequate for structural bearing.

As development in the Basalt Creek Planning Area continues, infrastructure and utility planning are ongoing by the City of Tualatin and Clean Water Services. The two existing single-family homes on site utilize a septic system, while the Plambeck Gardens development will be required to connect to the public sanitary sewer system. The new public sanitary sewer line connection point will be located on the proposed Autumn Sunrise development to the south of our site at the future driveway connection. The below ground connection point for the sanitary sewer on Autumn Sunrise's property is at a higher elevation than most of the grade on the Plambeck Gardens site, specifically along the north side and along the Boones Ferry Road frontage. The City of Tualatin and Clean Water Services have constraints and preferences regarding a gravity connection for sanitary sewer. By shifting the buildings away from the north and west sides of the site as shown in the proposed plan, the project can provide a gravity sanitary sewer connection for both residential buildings on site to address the jurisdictional constraints.

The combination of soft soils, steep slopes and sanitary sewer connection limitations creates a hardship that is beyond the owner's capacity to build on a portion of the site. Based on these site conditions, the development team's original plan of building three 3-story buildings is no longer feasible. However, reducing the overall footprint of the buildings by developing two 4-story buildings keeps foundations away from the worst conditions while maintaining the allowable unit count, making development of the site viable. Consolidating the design to two taller buildings also provides more open space on site and provides a greater setback from surrounding property lines. To achieve this, the project team is seeking a variance to increase the height of the two residential buildings to maintain 116 units.

*(b) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or financial situation of the applicant or owner, or from regional economic conditions.*

As described above in section (a) the hardships for the structure height are based on the existing grading, soil conditions and utility connection limitations of the site. These items are not the result from the applicant, owner, or previous owner. These hardships are not of financial benefit to the project, as the existing grading conditions, native soft soil conditions and utility connection limitations will significantly increase the cost of development regardless of where the buildings are located on the site.

*(c) The variance is necessary for the preservation of a property right of the applicant or owner substantially the same as is possessed by owners of other property in the same zone or vicinity.*

Not Applicable.

*(d) The variance must not be detrimental to the applicable goals and policies of the Tualatin Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.*

This development and the goals of for this project are in alignment with the goals and policies laid out in the Tualatin 2040 Comprehensive Plan. Specifically, Plambeck Gardens supports Tualatin's stated goals and policies in addition to providing benefits to the surrounding area

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as described in the application below. This variance is not injurious to other properties in the zone and vicinity of Plambeck Gardens.

*Goal 1.1 Community Involvement - Implement community involvement practices in line with Statewide Planning Goal 1.*

*Policy 1.1.3 – Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.*

This project has been working closely with Washington County and the City of Tualatin to ensure that we are meeting the needs of the immediate and surrounding communities. Washington County has conducted a series of listening sessions related to housing needs. Involvement in these listening sessions came from a variety of jurisdictions throughout Washington County, including Tualatin. Feedback from these listening sessions has been directly applied to the project. Listening session topics have included multi-family housing and senior housing with diverse demographics. Plambeck Gardens has responded to the listening session comments by adding larger unit types, including the addition of 4-bedroom units into the overall unit mix for the project. Additionally, covered and diversified outdoor areas within the site and larger indoor community spaces for families to gather have been included.

CPAH is continuing communication with neighbors that have reached out with questions about the development before and after the two Neighborhood/ Developer Meetings for the Annexation and Land Use processes.

*Goal 3.1 Housing Supply – Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.*

*Policy 3.1.2 - Zoning for Multifamily. Provide zoning for multifamily development, which may be located in areas adjacent to transit.*

The 2019 Housing Needs Analysis references the Metro TAZ Forecast, Population Estimates (TAZ 980 and 981) from November 6th, 2015, which cites an expected growth from 2020-2040 in the Basalt Creek area of 218%. The analysis also found that only 5 acres of land in the Basalt Creek area was considered buildable for high density residential, which appears to be the Plambeck Gardens site. The project site is a 4.66 acre parcel that will permit up to 116 units. Per the analysis, Tualatin will need to plan for approximately 456 multifamily units over this timeframe. Plambeck Gardens will account for roughly 25% of that need and all 116 units will be affordable housing.

*Policy 3.1.6 – Infrastructure Planning. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.*

The Tualatin Housing Strategy is organized around six priorities. Plambeck Gardens meets the needs of all six priorities. The project site was identified as the only area in the Basalt Creek Concept Plan that is available and serviceable for high density residential. The project will redevelop land currently occupied by just two single family homes into 116 units and consists of unit types including 1-4 bedrooms, all of which will be affordable housing for 60 years. Each unit type will have adaptable units, or Type B as defined by accessibility code and fully accessible units, or Type A as defined by accessibility code and further explained in Policy 3.2.1 section below.

The Plambeck Gardens development will build a new public water line to the site from SW Norwood Road and provide a connection point for other future

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developments. The project will meet stormwater standards complying with CWS standards in addition to the HUD and NOAA standards that would not apply to a market-rate development in this area. The project will connect the private sanitary sewer lines at a private manhole on site where they will meet the public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south.

*Goal 3.2 – Housing for all. Encourage development and preservation of housing that is affordable for all households in Tualatin.*

*Policy 3.2.1 – Housing Type Diversity. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.*

Plambeck Gardens includes a variety of unit sizes meant to address a diverse range of family and household living situations. The project includes 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom units to meet this need. Over 50% of the total units will be 2-bedroom or larger, providing much needed family sized units. The 4-bedroom units are designed to support multi-generational households with a design that separates one bedroom/ bath suite from the remaining bedrooms and bathroom.

All units in the project will be designed to a minimum of ICC/ANSI A117.1 2009 Type B accessibility standards to allow for all needs of residents with different abilities or residents aging in place. Five percent of units will meet ICC/ANSI A117.1 2009 Type A standards and Uniform Federal Accessibility Standards, which provide a higher degree of design for person with mobility impairment. Two percent of units will comply with sight and hearing impairment design standards per the Uniform Federal Accessibility Standards. Additionally, all common areas will comply with full accessibility standards including the American with Disabilities Act to provide a universal design throughout all buildings and the site.

*Goal 3.3 - Affordable Housing. Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.*

This project will bring 116 units of affordable housing to Tualatin. Per the 2019 Tualatin Housing Needs Analysis, Tualatin's key challenge over the next 20 years is providing opportunities for development of affordable housing.

Plambeck Gardens is an affordable housing development that will offer a range of affordability in the units provided. The project will comply with the Reservation and Extended Use Agreement (REUA) standards, including all units at 60% Area Median Income (AMI) for 60 years as required by the State of Oregon to use Low Income Housing Tax Credits (LIHTC). In addition to this requirement, the project will meet the requirements of the Washington County Metro Affordable Housing Bond Program, which includes a minimum of 30% of total units to be restricted to 30% AMI or below for 60 years and a minimum of 50% of the total units to be 2-bedroom or larger. The units at 30% AMI or below are considered deeply affordable housing and are often the most needed in communities. Additionally, this subsidy level is the most difficult and costly for affordable housing developers to provide.

*(e) The variance is the minimum remedy necessary to alleviate the hardship.*

Multiple design iterations were explored to work around the existing grading, native soil conditions and utility connection limitations. Previous iterations included designs with three 3-story residential buildings to achieve the 116-unit count. None of these options were feasible with the northern portion of the site containing the steep slopes and unsuitable soil



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and the west side of the site being lower than surrounding properties. By reducing the overall residential building count from three 3-story buildings to two 4-story buildings, the project can avoid areas that are not feasible for building and develop the allowable density of the site while maintaining compliance with the code required shared outdoor areas, children's play areas and parking lot landscaping standards.

### CHAPTER 43: HIGH DENSITY RESIDENTIAL ZONE (RH)

#### TDC 43.300 – Development Standards

Table 43-3

*Maximum Density*

*Household Living Uses - Maximum: 25 units per acre/ Minimum: 16 units per acre*

Lot Size: 4.66 Acres = 116.5 units permitted, 116 units proposed.

*Minimum Lot Size*

*Multi-Family Structure – Development on More than One Acre: 1,742 square feet per unit*

Lot Size: 4.66 Acres = 202,989.6 sf/ 1,742 sf = 116.52 units permitted, 116 unit proposed.

*Minimum Average Lot Width*

*Multi-Family Structure – 75 feet*

Front Property Line (West): 582.7 feet

Rear Property Line (East): 575 feet

Average Lot Width: 578.85 feet

*Minimum Setbacks*

*Front Setback – 1 story = 20 feet*

Building C (Community Building) – 33'-2" setback provided.

*Front Setback – 2.5 story = 35 feet*

The Tualatin Development Code does not provide setback requirements for anything above 2.5 stories in the High Density Residential Zone section. Front setbacks increase by 5 feet for every half story per table 43-3. If that same ratio is applied to a 4-story structure, the front setback would equate to a minimum of 50 feet. Both residential building setbacks exceed this value as indicated below.

Building A (Residential) – 114'-2" setback provided

Building B (Residential) – 85'-8" setback provided

*Side and Rear Setback – 1 story = 5 feet*

Building C (Community Building)

South Side: 192'-4" setback provided

North Side: 245'-2" setback provided

East Rear: 238'-6" setback provided

*Side and Rear Setback – 2.5 story = 12 feet*

The Tualatin Development Code does not provide setback requirements for anything above 2.5 stories in the High Density Residential Zone section. Side and rear setbacks increase by 5 feet for every story. If that same ratio is applied to a 4-story structure, the side and rear setbacks would equate to a minimum of 20 feet. Both residential buildings setbacks exceed this value as indicated below.

Building A (Residential)

South Side: 84'-8" setback provided

North Side: 308'-10" setback provided

East Rear: 84'-0" setback provided

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### Building B (Residential)

South Side: 307'-10" setback provided

North Side: 85'-2" setback provided

East Rear: 84'-0" setback provided

### *Maximum Structure Height*

#### *All Uses – 35 feet*

The project is seeking a variance for maximum structure height for the two residential buildings proposed on site. The site-specific hardships that have resulted in this need are listed in the Chapter 33 section above. The exact height needed for each façade is altered based on the varying grading around the site. Elevation drawings are attached showing the heights at each corner of the residential buildings. The tallest height occurs on the north side of the site where the existing grading has the steepest slopes, resulting in a 53'-7" height at the northwest corner of Building B as measured per the structure height definition above. The shortest height for the residential buildings occurs in the center of the site at the northeast corner of Building A at a height of 46'-11" as measured per the structure height definition above.

### *Maximum Lot Coverage*

#### *All Other Permitted Uses – 45%*

Residential Building A – 14,686 sf

Residential Building B – 14,686 sf

Community Building C – 6,100 sf

Garage D – 1,760 sf

Garage E – 1,520 sf

Garage F – 1,760 sf

Total building footprint – 40,512 sf

Total site area: 4.66 acres = 203,082 sf

Total Lot Coverage: 19.95%

**TDC 32.140 (1)(B) – WRITTEN STATEMENT: VARIANCE: PARKING REDUCTION.**

**CHAPTER 33: APPLICATIONS AND APPROVAL CRITERIA**

**TDC 33.120 – Variances and Minor Variances**

*(6) Approval Criteria for Granting a Variance that is not a Minor Variance or for a Wireless Communication Facility. A variance must not be granted unless it can be shown that criterion (a) is met and three of the four approval criteria (b)-(e) are met for non-sign requests:*

*(a) A hardship is created by exceptional or extraordinary conditions applying to the property that do not apply generally to other properties in the same zone or vicinity and the conditions are a result of lot size or shape, topography, or other physical circumstances applying to the property over which the applicant or owner has no control.*

Boones Ferry Road is located on the east side of the site, with Horizon Community Church's property surrounding the site on the north, east and south sides. The south portion of Horizon's lot is approximately a 50-foot wide pole lot. Further south of that pole lot is the proposed Autumn Sunrise development. The west side of Boones Ferry Road across from the project site consists of single-family homes. Plambeck Gardens is in a unique position of having only one existing road for access, but permanent access to that road is not permitted by Washington County. Furthermore, site conditions including steep slopes coupled with the site's elevation above Boones Ferry Road further limit the available locations for parking on site.

Boones Ferry Road is a county road classified as a three-lane arterial, which requires a minimum of 600-feet of separation between driveways or roads. Washington County has indicated that Plambeck Gardens is not permitted to have a driveway off Boones Ferry Road without an approved Design Exception. There is no location along the property line at the road that will allow for 600-feet of separation between both Horizon and Autumn Sunrise access points. Washington County has indicated that all driveways along Boones Ferry Road are considered temporary.

Washington County has indicated that Plambeck Gardens is required to provide the option for a future connection across Horizon's property at the small portion of land south of the project site to connect to a proposed new driveway in the Autumn Sunrise development. This new driveway will align with the Autumn Sunrise proposed "M-Street" once it is built, and is Washington County and the City of Tualatin's preferred sole access location for Plambeck Gardens. The Plambeck Gardens project team is continuing communication with Horizon Community Church, however there is no indication yet that an easement will be accepted by Horizon. The Plambeck Gardens project team needs to move forward with design and permitting to meet the requirements of the project's Metro Housing Bond funding. Therefore, the Washington County Design Exception is required to allow access to the site that is not dependent on the timelines of other developments.

The proposed plan includes the main site access located along Boones Ferry Road on the northern end of the site. Due to the steep slopes at the northern end of the site, as stated above in the structure height variance, the main access location must hook south to meet up with Boones Ferry Road at a point where the grading is less steep. This additional length of driveway to meet Boones Ferry Road at a less steep location and the steep grades at the northwest corner of the site make this section unable to accommodate parking.

In addition to the requirements from Washington County for this site and the surrounding property driveway locations, Tualatin Valley Fire and Rescue has indicated that the project will be required to provide a second emergency access point to comply with aerial apparatus

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requirements. This emergency access point is located along Boones Ferry Road on the southern end of the site.

Due to the various constraints for access to the site, including the developments located to the north and south of our site, their access locations along Boones Ferry Road, the future connection point to Autumn Sunrise as well as the steep grading on the north end of the site, Plambeck Gardens is unable to provide the required number of parking stalls, and is seeking a variance for uncovered surface parking stalls to provide a design that meets the requirements of the City of Tualatin, Washington County, and Tualatin Valley Fire and Rescue. The project team is not seeking a variance for the required garage parking stalls.

*(b) The hardship does not result from actions of the applicant, owner or previous owner, or from personal circumstances or financial situation of the applicant or owner, or from regional economic conditions.*

The result of this hardship is not from the actions of the applicant, owner or previous owner and do not result from personal circumstances or financials. As indicated in section (a) above, the need for the parking reduction is due to the limiting circumstances, which includes the steep grading in the northwest corner of the site and the requirements from Washington county as to the location of access points.

*(c) The variance is necessary for the preservation of a property right of the applicant or owner substantially the same as is possessed by owners of other property in the same zone or vicinity.*

Not Applicable.

*(d) The variance must not be detrimental to the applicable goals and policies of the Tualatin Comprehensive Plan and must not be injurious to property in the zone or vicinity in which the property is located.*

As noted below in response to item (e), this variance is the minimum necessary to alleviate the hardships to this site. This project supports numerous goals and policies of the Tualatin 2040 Comprehensive Plan, and due to the constraints of the site, a parking variance is necessary for the project to go forward. Specific ways in which this project supports Tualatin goals and policies in addition to providing benefits to the surrounding area are described below.

This variance is not injurious to other properties in the zone and vicinity of Plambeck Gardens. To confirm this, a parking study of three similar sites and the ITE Parking Generation Manual for affordable housing was reviewed and analyzed as part of the study. The selected sites are similar in affordability, unit size, unit mix and set in suburban areas with bus service in the vicinity and has been included in this application for reference.

The study found that the City of Tualatin code requires a parking rate of 1.62 spaces per unit based on the project's unit mix (equal to 188 parking stalls). Based on the trips generated over the three sites during the study, the average peak parking demand resulted in 1.30 spaces per unit (equal to 151 parking stalls). The current Plambeck Gardens site plan with 116 units provides a parking rate of 1.47 spaces per unit (equal to 170 parking stalls). This study suggests that the project is providing 19 parking stalls above the average demand at similar sites, which is consistent with CPAH's experience owning and operating affordable housing developments across Washington County for the past 27 years.

In addition to the parking study, it should be noted that the Tualatin 2040 Comprehensive Plan indicates a proposed new bus line along Boones Ferry Road, which could further decrease the number of motor vehicles used or needed by residents of Plambeck Gardens.

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*Goal 1.1 Community Involvement - Implement community involvement practices in line with Statewide Planning Goal 1.*

*Policy 1.1.3 – Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.*

This project has been working closely Washington County and the City of Tualatin to ensure that we are meeting the needs of the immediate and surrounding communities. Washington County has conducted a series of listening sessions related to housing needs. Involvement in these listening sessions came from a variety of jurisdictions throughout Washington County, including Tualatin. Feedback from these listening sessions have been directly applied to the project. Listening session topics have included multi-family housing and senior housing with diverse demographics. Plambeck Gardens has responded to the listening session comments by adding larger unit types, including the addition of 4-bedroom units into the overall unit mix for the project. Additionally, covered and diversified outdoor areas within the site and larger indoor community spaces for families to gather have been included.

CPAH is continuing communication with neighbors that have reached out with questions about the development before and after the two Neighborhood/ Developer Meetings for the Annexation and Land Use processes.

*Goal 3.1 Housing Supply – Ensure that a 20-year land supply is designated and has urban services planned to support the housing types and densities identified in the Housing Needs Analysis.*

*Policy 3.1.2 - Zoning for Multifamily. Provide zoning for multifamily development, which may be located in areas adjacent to transit.*

The 2019 Housing Needs Analysis references the Metro TAZ Forecast, Population Estimates (TAZ 980 and 981) from November 6th, 2015, which cites an expected growth from 2020-2040 in the Basalt Creek area of 218%. The analysis also found that only 5 acres of land in the Basalt Creek area was considered buildable for high density residential, which appears to be the Plambeck Gardens site. The project site is a 4.66 acre parcel that will permit up to 116 units. Per the analysis, Tualatin will need to plan for approximately 456 multifamily units over this timeframe. Plambeck Gardens will account for roughly 25% of that need and all 116 units will be affordable housing.

*Policy 3.1.6 – Infrastructure Planning. Evaluate future infrastructure planning for consistency with the Housing Needs Analysis and Housing Strategies.*

The Tualatin Housing Strategy is organized around six priorities. Plambeck Gardens meets the needs of all six priorities. The project site was identified as the only area in the Basalt Creek Concept Plan that is available and serviceable for high density residential. The project will redevelop land currently occupied by just two single family homes into 116 units and consists of unit types including 1-4 bedrooms, all of which will be affordable housing for 60 years. Each unit type will have adaptable units, or Type B as defined by accessibility code and fully accessible units, or Type A as defined by accessibility code and further explained in Policy 3.2.1 section below.

The Plambeck Gardens development will build a new public water line to the site from SW Norwood Road and provide a connection point for other future developments. The project will meet stormwater standards complying with CWS standards in addition to the HUD and NOAA standards that would not apply to a

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market-rate development in this area. The project will connect the private sanitary sewer lines at a private manhole on site where they will meet the public sanitary sewer line that will be constructed by the Autumn Sunrise development to the south.

*Goal 3.2 – Housing for all. Encourage development and preservation of housing that is affordable for all households in Tualatin.*

*Policy 3.2.1 – Housing Type Diversity. Support development of townhomes, duplexes, triplexes, quadplexes, cottages, courtyard housing, accessory dwelling units, single story units, senior housing, and extended family and multi-generational housing in all residential zoning districts.*

Plambeck Gardens includes a variety of unit sizes meant to address a diverse range of family and household living situations. The project includes 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom units to meet this need. Over 50% of the total units will be 2-bedroom or larger, providing much needed family sized units. The 4-bedroom units are designed to support multi-generational households with a design that separates one bedroom/ bath suite from the remaining bedrooms and bathroom.

All units in the project will be designed to a minimum of ICC/ANSI A117.1 2009 Type B accessibility standards to allow for all needs of residents with different abilities or residents aging in place. Five percent of units will meet ICC/ANSI A117.1 2009 Type A standards and Uniform Federal Accessibility Standards, which provide a higher degree of design for person with mobility impairment. Two percent of units will comply with sight and hearing impairment design standards per the Uniform Federal Accessibility Standards. Additionally, all common areas will comply with full accessibility standards including the American with Disabilities Act to provide a universal design throughout all buildings and the site.

*Goal 3.3 - Affordable Housing. Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.*

This project will bring 116 units of affordable housing to Tualatin. Per the 2019 Tualatin Housing Needs Analysis, Tualatin's key challenge over the next 20 years is providing opportunities for development of affordable housing.

Plambeck Gardens is an affordable housing development that will offer a range of affordability in the units provided. The project will comply with the Reservation and Extended Use Agreement (REUA) standards, including all units at 60% Area Median Income (AMI) for 60 years as required by the State of Oregon to use Low Income Housing Tax Credits (LIHTC). In addition to this requirement, the project will meet the requirements of the Washington County Metro Affordable Housing Bond Program, which includes a minimum of 30% of total units to be restricted to 30% AMI or below for 60 years and a minimum of 50% of the total units to be 2-bedroom or larger. The units at 30% AMI or below are considered deeply affordable housing and are often the most needed in communities. Additionally, this subsidy level is the most difficult and costly for affordable housing developers to provide.

*(e) The variance is the minimum remedy necessary to alleviate the hardship.*

Numerous parking iterations were studied as part of the site design process to work around the access requirements and grading issues.

The architectural team started with a site plan that included all 188 required parking stalls. This plan included the main driveway access on the south end of the site along Boones Ferry Road, and the emergency access on the northern end of the site. The team was in contact

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with the waste hauler for the site, Republic Services. Their front-loading trucks require either a second access point or a turn-around for the trash enclosure on the north side of the site. The team reached out to Washington County to gain approval to allow the waste trucks to use the emergency access driveway as their second exit point, but the request was rejected by the County. Therefore, parking spaces were removed to provide a turnaround point for the waste hauler.

Given the constraints from Republic Services and Washington County, the team then explored a site plan option that reduced the count to 177 parking stalls and addressed all the issues above by creating a turnaround in the northwest corner. Additionally, the steep slopes in the northwest corner of the site are not suitable for parking or the emergency access location. This challenge pushed the emergency access point further south along Boones Ferry Road with a hooked shaped driveway to avoid the northwest corner of the site. After this scheme was completed, we learned that the Autumn Sunrise road will be approximately 40-feet more to the west and not align with the east drive aisle. Therefore, the shift in the future driveway connection point with the required fire truck turning radius effectively removed additional parking spaces, reducing the count to 174 parking stalls.

The design team is continuing communication with Horizon Community Church to gain an easement across their pole lot to allow the Plambeck Gardens site to connect to the future road in Autumn Sunrise's development. However, there is no indication yet that an easement will be accepted by Horizon, and the team needs to move forward with design and permitting to meet requirements of the project's Metro Housing Bond funding. The current site plan includes the access point along Boones Ferry Road, which will require a Design Exception with Washington County. Washington County could require Plambeck Gardens to remove their driveway along Boones Ferry Road in the future and connect to the Autumn Sunrise road if and when the Horizon property develops additional structures on their site. Additionally, the City of Tualatin will require Horizon to connect to the Autumn Sunrise road in the future if and when they develop additional structures on their site. Therefore, the team is required to maintain the future connection point in the southeast corner of the site in lieu of additional parking stalls. The scheme included in this variance application includes a total of 170 parking stalls. The site plan included in this variance application addresses the concerns of The City of Tualatin, Washington County, Tualatin Valley Fire and Rescue and Republic Services in addition to working around the site-specific grading constraints.

### CHAPTER 73C: PARKING STANDARDS

#### ***TDC 73C.010 – Off-Street Parking and Loading Applicability and General Requirements***

(1) *Applicability. Off-street parking and loading is required to be provided by the owner and/or developer, in all zones, whenever the following occurs:*

(a) *Establishment of a new structure or use*

This project includes new structures and off-street parking provided by the owner/ developer, Community Partners for Affordable Housing (CPAH).

(b) *Not Applicable.*

(c) *Not Applicable.*

(2) *General Requirements. Off-street parking spaces, off-street vanpool and carpool parking spaces, off-street bicycle parking, and off-street loading berths must be as provided as set forth in TDC 73C.100, unless greater requirements are otherwise established by the conditional use permit or the Architectural Review process.*

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(a) *The following apply to property and/or use with respect to the provisions of TDC 73C.100:*

(i) *Not Applicable.*

(ii) *Not Applicable.*

(iii) *Not Applicable.*

(iv) *Calculations to determine the number of required parking spaces and loading berths must be rounded to the nearest whole number;*

All calculations have been rounded to the nearest whole number.

(v) *Not Applicable.*

(vi) *Parking and loading requirements for structures not specifically listed herein must be determined by the City Manager, based upon requirements of comparable uses listed;*

Section 73C.100(a)(iii) of the Tualatin Development Code does not specify a minimum motor vehicle parking requirement for anything larger than a 3-bedroom apartment. The design team confirmed with City Planning staff that the same 3-bedroom standard applies to the 4-bedroom units as described below.

(vii) *Not Applicable.*

(viii) *Off-street parking spaces for dwellings must be located on the same lot with the dwelling. Other required parking spaces may be located on a separate parcel, provided the parcel is not greater than five hundred (500) feet from the entrance to the building to be served, measured along the shortest pedestrian route to the building. The applicant must prove that the parking located on another parcel is functionally located and that there is safe vehicular and pedestrian access to and from the site. The parcel upon which parking facilities are located must be in the same ownership as the structure;*

All off-street parking spaces for the dwelling units are located on the same lot as the dwelling units.

(ix) *Required parking spaces must be available for the parking of operable passenger automobiles of residents, customers, patrons, and employees and must not be used for storage of vehicles or materials or for the parking of trucks used in conducting the business;*

All parking spaces are intended to be used for the operable passenger automobiles.

(x) *Not Applicable.*

(xi) *Not Applicable.*

### **TDC 73C.020 – Parking Lot Design Standards**

A parking lot, whether an accessory or principal use, intended for the parking of automobiles or trucks, must comply with the following:



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- (1) *Off-street parking lot design must comply with the dimensional standards set forth in Figure 73-1;*

The design team is providing all parking at a 90-degree angle. The standard stalls are 9'-0" wide and 18'-6" in length. The compact parking stalls are 7'-8-1/2" wide and 15'-0" in length. See item (10) below for additional compliance with drive aisle widths.

(a) *Not Applicable.*

- (2) *Parking lot drive aisles must be constructed of asphalt, concrete, or pervious concrete;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (3) *Parking stalls must be constructed of asphalt, concrete, previous concrete, or a pervious surface such as pavers or grasscrete, but not gravel or woody material. Pervious surfaces, are encouraged for parking stalls in or abutting the Natural Resource Protection Overlay District, Other Natural Areas, or in a Clean Water Services Vegetated Corridor;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (4) *Parking lots must be maintained adequately for all-weather use and drained to avoid water flow across sidewalks;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (5) *Parking bumpers or wheel stops or curbing must be provided to prevent cars from encroaching on adjacent landscaped areas, or adjacent pedestrian walkways.*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (6) *Disability parking spaces and accessibility must meet ADA standards applicable at time of construction or alteration;*

All accessible parking stalls will be designed to comply with 2010 ADA standards, Chapter 11 of the 2019 OSSC, 2009 ICC A117.1 and Oregon Transportation Commission Standards for Accessible Parking Places August 2018.

- (7) *Parking stalls for sub-compact vehicles must not exceed 35 percent of the total parking stalls required by TDC 73C.100. Stalls in excess of the number required by TDC 73C.100 can be sub-compact stalls;*

The project includes a total of 170 parking stalls, 48 of which are sub-compact. This results in sub-compact parking making up 28% of total parking stalls provided on site.

- (8) *Groups of more than four parking spaces must be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

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- (9) *Drives to off-street parking areas must be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress, and maximum safety of pedestrians and vehicular traffic on the site;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (10) *On-site drive aisles without parking spaces, which provide access to parking areas with regular spaces or with a mix of regular and sub-compact spaces, must have a minimum width of 22 feet for two-way traffic and 12 feet for one-way traffic; When 90 degree stalls are located on both sides of a drive aisle, a minimum of 24 feet of aisle is required. On-site drive aisles without parking spaces, which provide access to parking areas with only sub-compact spaces, must have a minimum width of 20 feet for two-way traffic and 12 feet for one-way traffic;*

The north and south drive aisles, that are double loaded with parking are 26'-0" wide to comply with both the City of Tualatin standards as well as the Tualatin Valley Fire and Rescue width requirements when adjacent to a fire hydrant. The east drive aisle, which is double loaded with parking is 24'-0" wide to comply with City of Tualatin Standards as well as Tualatin Valley Fire and Rescue drive aisle width when not adjacent to a fire hydrant. The four parking spaces located on the southwest corner of the site near the Community Building are a single loaded drive aisle that is 20'-0" wide to comply with City of Tualatin Standards and Tualatin Valley Fire and Rescue aerial apparatus requirements. These dimensions have been provided on the submitted site plan for reference.

- (11) *Artificial lighting, must be deflected to not shine or create glare in a residential zones, street right-of-way, a Natural Resource Protection Overlay District, Other Natural Areas, or a Clean Water Services Vegetated Corridor;*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (12) *Parking lot landscaping must be provided pursuant to the requirements of TDC 73C.200; and*

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

- (13) *Not Applicable.*

**TDC 73C.030 – Not Applicable to Project.**

**TDC 73C.040 – Not Applicable to Project.**

**TDC 73C.050 – Bicycle Parking Requirements and Standards**

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

**TDC 73C.060 – TDC 73C.100 – Off-Street Parking Minimum/ Maximum Requirements**

- (1) *The following are the minimum and maximum requirements for off-street motor vehicle parking in the City, except these standards do not apply in the Core Area Parking District. The Core Area Parking District standards are in TDC 73C.110.*

- (a) *Residential Uses*

*Multi-family dwellings in complexes with private internal driveways*

*1.0 space per Studio*

*1.25 space per 1-Bedroom*

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*1.5 space per 2-Bedroom*

*1.75 space per 3-Bedroom in addition to garage*

The project consists of 116 total units comprised of 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom as indicated below. While the code does not state a specific standard for 4-bedroom units, the design team confirmed with Planning staff that the same 3-bedroom standard applies to the 4-bedrooms, as described above in section 73C.010(2)(vi).

The total number of required surface parking stalls required is 166. The total number of required garage parking stalls for 3-bedroom and 4-bedroom units is 22. The project is proposing only a variance for the required number of surface parking stalls, as all 22 garages are proposed in the design. The total number of required surface parking stalls and garage stalls totals 188.

This variance is seeking less than a 10% reduction in total parking stalls. The project is proposing 148 surface parking stalls and 22 garage stalls, totaling 170 parking stalls, thus seeking a variance for a reduction of 18 surface parking stalls as detailed below.

Surface Parking Stall Calculation:

1-Bedroom: 54 units x 1.25 = 67.5

2-Bedroom: 40 units x 1.50 = 60

3-Bedroom: 16 units x 1.75 = 28

4-Bedroom: 6 units x 1.75 = 10.5

*Total Required Surface Parking: 166*

*Total Surface Parking Provided: 148*

Garage Parking Stall Calculation:

1-Bedroom: 54 units x 0 = 0

2-Bedroom: 40 units x 0 = 0

3-Bedroom: 16 units x 1 = 16

4-Bedroom: 6 units x 1 = 6

*Total Required Garage Parking: 22*

*Total Garage Parking Provided: 22*

*(b) Not Applicable.*

*(c) Not Applicable.*

*(d) Not Applicable.*

*(e) Not Applicable.*

*(f) Not Applicable.*

*(g) Not Applicable.*

*(2) Not Applicable.*

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***TDC 73C.110 – Not Applicable to Project.***

***TDC 73C.120 – Not Applicable to Project.***

***TDC 73C.130 – Parking Lot Driveway and Walkway Minimum Requirements***

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

***TDC 73C.200 – Parking Lot Landscaping Standards Purpose and Applicability***

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

***TDC 73C.210 – Common Wall Parking Lot Landscaping Requirements***

Not applicable to variance. Compliance with this section and subsections will be included in the Architectural Review Application.

***TDC 73C.220 – Not Applicable to Project.***

***TDC 73C.230 – Not Applicable to Project.***

***TDC 73C.240 – Not Applicable to Project.***

***TDC 73C.250 – Not Applicable to Project.***

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### **TDC 32.140 (1)(C) – ADDITIONAL INFORMATION REQUIRED UNDER TDC PER SPECIFIC LAND USE ACTION SOUGHT.**

#### ***TDC 33.120 (4)(a) – Contact Information***

Architect:

Carleton Hart Architecture, PC  
830 SW 10th Avenue, #200  
Portland, Oregon 97205  
Contact: Kayla Zander  
Phone: (608) 354-8163

Civil Engineer:

Vega Civil Engineering, LLC  
1300 SE Stark Street, #201  
Portland, Oregon 97214  
Contact: Martha Williamson  
Phone: (503) 349-1381

Landscape Architect:

Marianne Zarkin Landscape Architects  
1326 NE 63rd Avenue  
Portland, Oregon 97213  
Contact: Marianne Zarkin  
Phone: (503) 802-0031

#### ***TDC 33.120 (4)(b) – Survey***

Refer to Supplemental Information section below.

### **TDC 32.140 (1)(D) – PAYMENT OF APPLICATION FEE.**

Payment was made to the City of Tualatin on July 1<sup>st</sup>, 2021.

### **TDC 32.140 (1)(E) – RECORDED DEED/ LAND SALES CONTRACT WITH LEGAL DESCRIPTION.**

Refer to Supplemental Information section below.

### **TDC 32.140 (1)(F) – PRELIMINARY TITLE REPORT OR OTHER PROOF OF OWNERSHIP.**

Refer to Supplemental Information section below.

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### **TDC 32.140(1)(G) – FOR THOSE APPLICATIONS REQUIRING A NIEGHBORHOOD/ DEVELOPER MEETING.**

#### ***TDC 32.140(g)(i) – The mailing list for the notice***

Refer to Supplemental Information section below.

#### ***TDC 32.140(g)(ii) – A copy of the notice***

Refer to Supplemental Information section below.

#### ***TDC 32.140(g)(iii) – An affidavit of the mailing and posting***

Refer to Supplemental Information section below.

#### ***TDC 32.140(g)(iv) – The original sign-in sheet of participants; and***

Refer to Supplemental Information section below.

#### ***TDC 32.140(g)(v) – The meeting notes as described in TDC 32.120(7)***

Refer to Supplemental Information section below.

### **TDC 32.140 (1)(H) – STATEMENT AS TO WEATHER ANY CITY-REGONIZED CITIZEN INVOLVEMENT ORGANIZATIONS (CIOS) WHOSE BOUNDARIES INCLUDE, OR ARE ADJACENT TO, THE SUBJECT PROPERTY WERE CONTACTED IN ADVANCE OF FILING THE APPLICATION AND, IF SO, A SUMMARY OF THE CONTACT.**

#### ***TDC 32.120(5)(b)(iii) – The applicant must mail notice of a neighborhood/developer meeting to the following persons. All designated representatives of recognized Citizen Involvement Organizations as established in TMC Chapter 11-8.***

Community Partners for Affordable Housing sent an email on Tuesday 07/27/21 to the CIO officers inviting them to attend the neighborhood meeting on 08/11/21 at 6:30pm based on the CIO contact sheet provided by City Planning staff. Additionally, it was confirmed by City Planning staff that email is an acceptable notification method. The Byrom CIO President, Alex Thurber, attended the neighborhood meeting in addition to CIO Lead, Ed Casey.

### **TDC 32.140 (1)(I) – ANY ADDITIONAL INFORMATION, AS DETERMINED BY CITY MANAGER.**

The applicant team confirmed with City Planning staff that this project requires no additional information from the City Manager.

## **LAND USE: VARIANCE SUBMITTAL**

**SUPPLEMENTAL INFORMATION**

**LAND USE VARIANCE APPLICATION**

**SITE SURVEY**

**RECORDED DEED/ LAND SALES CONTACT WITH LEGAL DESCRIPTION**

**PRELIMINARY TITLE REPORT**

**NEIGHBORHOOD/ DEVELOPER MEETING ITEMS**

**DRAWINGS: SITE PLAN, GRADING PLAN & ELEVATIONS**

**PARKING STUDY**

**GEOTECHNICAL REPORT**