



**CITY OF CORNELIUS
COMMUNITY DEVELOPMENT DEPARTMENT**

LAUREL CROWN

**Conditional Use Permit for a Planned Unit Development &
Subdivision Preliminary Plat**

Land Use File No. PUD-2025-02/CUP-2025-04/SUB-2025-02

Planning Commission Hearing Date: February 24, 2026

Staff Report Date: February 17, 2026

Request: A Type III Planned Unit Development (PUD-2025-02) Conditional Use (CUP-2025-04) & Subdivision Preliminary Plat (SUB-2025-02) application for a new 230 lot subdivision.

Applicant's

Representative: Glen Southerland, AICP & Melissa Slotemaker, AICP, AKS Engineering & Forestry, LLC.

Applicant: Holt Holdings OR, LLC.

Property Owner: Hillsboro School District, 1J

Location: North of the Laurel Woods No. 6 subdivision.

Legal: T 01 S, R 03 W, Map 03A, Tax Lot#00100, Lot 2 of LP-2025-01 (not yet recorded)

Current Zoning: City R-7 (Low-Density Residential) and A-2 (Multi-Unit Residential)

Review Criteria: CMC Title 17 Subdivisions: Chapter 17.05.040 (Subdivisions); CMC Title 18 Zoning: Chapter 18.20 Low-Density Residential (R-7), Chapter 18.35 Multi-Family Residential (A-2), Chapter 18.105 Conditional Use Permit, Chapter 18.110 Planned Unit Development (PUD) Conditional Use, Chapter 18.143 Transportation Facilities, Chapter 18.145 Off-Street Parking and Loading, and Chapter 18.155 Solar Access for New Development.

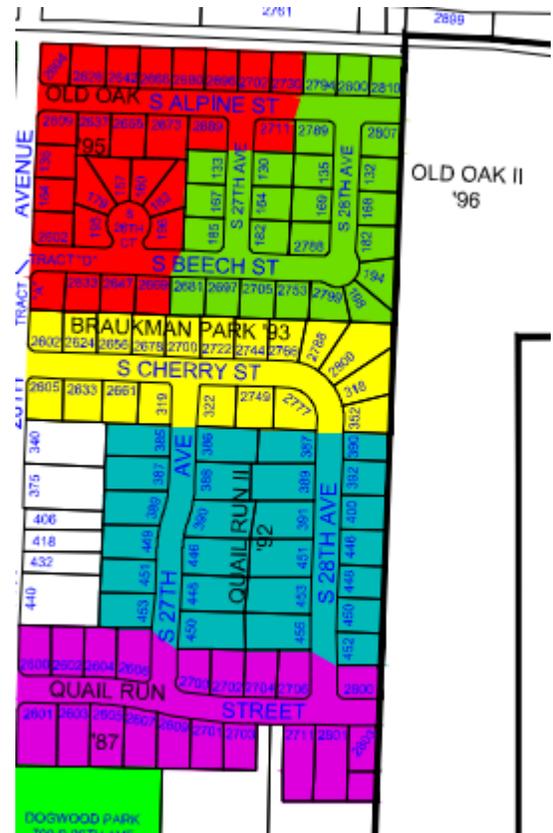
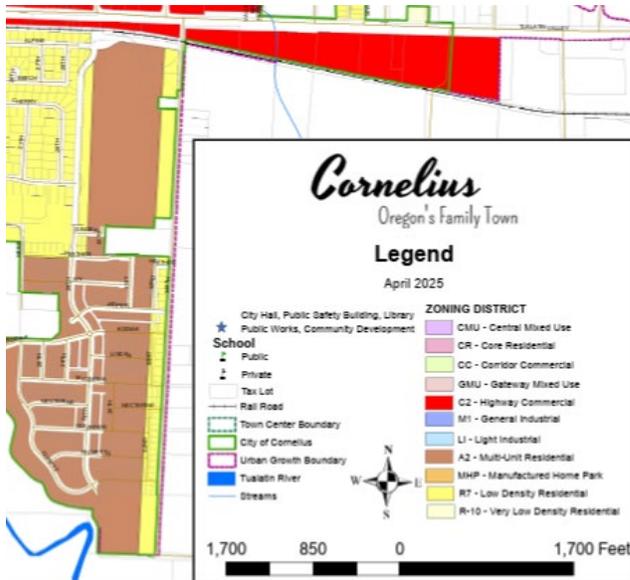
Process: Approval of a Planned Unit Development (PUD) Conditional Use and Subdivision Preliminary Plat with public hearing shall be processed consistent with Section 18.15.010(C), a

Type III Planning Commission Review. The Planned Unit Development (PUD) Conditional Use and Subdivision Preliminary Plat review shall be processed with notice and a public hearing before the Planning Commission pursuant to Chapter 18.15.040. The notice of the Planning Commission's decision shall be provided to the applicant and interested parties.

BASIC FACTS AND BACKGROUND INFORMATION

1. The applicant is requesting a Type III Planned Unit Development (PUD-2025-02) Conditional Use (CUP-2025-04) & Subdivision Preliminary Plat (SUB-2025-02) application for a new 230 lot subdivision.
2. The site of this proposed application (hereinafter, Site) is approximately 30.38 acres.
3. The lot, (T 01 S, R 03 W, Map 03A, Tax Lot#00100) received preliminary land partition approval via City File #LP-2025-01 to partition the lot into two new parcels on September 16, 2025. The proposed development will occur on Lot #2 from LP-01-25. The land partition has not yet been recorded. The final partition plat must be recorded prior to applying for building permits.
4. The applicant submitted a Comprehensive Plan Map Amendment to the Transportation System Plan (TSP), (City File #CPMA-2025-01). The amendment is to remove the Collector designation from S. 29th Boulevard at its intersection with S. 345th Avenue to the S. 29th Boulevard intersection with S. Dogwood Street and to place the Collector designation on S. 345th Avenue from Tualatin Valley Highway to S. Dogwood Street. The City of Cornelius Planning Commission reviewed and recommended approval on January 27, 2026, to be reviewed by the City Council on March 2, 2026.
5. The applicant submitted a Street Vacation application form (City File #VAC-2026-01) to authorize the City to vacate 2.22 acres of S. 29th Boulevard, north of S. Dogwood Street. The proposed street vacation is scheduled to be reviewed by the City Council on March 3, 2026.
6. This application, PUD-2025-02/CUP-2025-04/SUB-2025-02, is dependent upon the final approval of VAC-2026-01. If VAC-2026-01 is not approved by City Council, then the PUD-2025-02/CUP-2025-04/SUB-2025-02 shall become null and void.

7. The site is located north of the Laurel Woods Phase 6 subdivision, west of S.W. 345th Avenue and east of the Old Oak No.2, Braukman Park, Quail Run and Quail Run No.2.
8. The Site is currently zoned as City-Low Density Residential (R-7) and Multi-Unit Residential (A-2) zoning districts.



9. The property owner submitted an application with signatures from the Hillsboro School District authorizing the Applicant to file the request for the Planned Unit Development, Conditional Use & Subdivision Preliminary Plat application. A copy of the signed Land Use Application is found in the Applicant's Submittal, Exhibit B, within Staff Report Attachment 1.
10. On October 15, 2024, the applicant held the required neighborhood meeting at the Free Orchards Elementary School, Gymnasium, 2499 S Beech Street, Cornelius, OR. Fifteen people attended the meeting (see Applicant's Submittal, Exhibit H, within Staff Report Attachment 1).
11. The Planned Unit Development, Conditional Use & Subdivision Preliminary Plat application was submitted on November 18, 2025, and it was deemed complete on December 26, 2025.
12. On January 29, 2026, Public Notice was mailed to affected agencies and property owners within 250 feet of the Site regarding the application and scheduled public hearing (see Staff Report Attachment 2). This notice was provided at least 20 days prior to the February 24, 2026, Planning Commission hearing date.

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- 13. On January 30, 2026, Public Notice of the proposal was published in the Forest Grove News-Times and on the City’s website regarding the application and upcoming public hearing (see Staff Report Attachment 2). The newspaper notice was published at least 20 days in advance of the February 24, 2026, Planning Commission hearing date.
- 14. As of this date, the City Engineer submitted a comment letter regarding the proposal, which is found in Staff Report Attachment 3.
- 15. As of this date, the city has received one written public comment regarding the proposal, which is found in Staff Report Attachment 4.
- 16. The Oregon Division of State Lands submitted a comment letter regarding the proposal, which is found in Staff Report Attachment 4.
- 17. On February 12, 2026, the applicant submitted a Transportation Impact Study Addendum & Comment Responses, which is found in Staff Report Attachment 5.

Staff Report Part 1: TITLE 17 SUBDIVISION ANALYSIS AND FINDINGS

17.05.040 Subdivisions.

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(C) Approval Criteria. In order to approve a preliminary plat, findings of fact shall be made to support the following conclusions:

- (1) The proposal conforms with the city’s comprehensive plan; and*
- (2) The proposal complies with all applicable statutory and ordinance requirements and regulations; and*
- (3) Adequate public facilities are available to serve the proposal; and*
- (4) All proposed lots conform to the size and dimensional requirements of this chapter; and*
- (5) All proposed improvements meet city standards; and*

(6) That the phasing plan, if requested, can be carried out in a manner which meets the objectives of the above criteria and provides necessary public improvements for each phase as it develops.

Findings: The subject property for this preliminary subdivision and conditional use permit/planned unit development has a Comprehensive Plan land use designation of Low Density and Medium Density Residential.

As shown in the Preliminary Composite Utility Plans (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C within Staff Report Attachment 1), the project will result in significant public facilities improvements. These public facilities will be constructed in conformance with the Cornelius Transportation System Plan (TSP), adopted Cornelius Public Works Standards, and the Cornelius Municipal Code (CMC) Chapter 18.143 Transportation Facilities. New local streets are proposed: S Chestnut Street, S. 29th Place, and South Elder Way. Extensions of the following local streets are also proposed: S. Alpine Street, S. Cherry Place, S. 30th Avenue, S. 31st Avenue and S. 32nd Avenue. Extensions of the following Collector streets are proposed: S. Dogwood Street and S. 29th Boulevard. Within the subdivision, five alleyways are proposed, which will provide access to lots abutting Collector streets. S. Dogwood Street, a City of Cornelius Collector will have a terminus at S.W. 345th Avenue, with a future roundabout. S Cherry Place will also intersect with S.W. 345th Avenue, as a local street. All of the local and Collector streets listed in this paragraph are planned to be platted and constructed as part of this project and shall be a condition of approval. Separately, the City of Cornelius is planning an improvement to S.W. 345th Avenue using Transportation Development Tax funding. The construction of S.W. 345th Avenue is not required for this development to proceed as noted by the City Engineer and the Applicant's traffic study (see Applicant's Exhibit F, within Staff Report Attachment 1 and Applicant's Supplemental Traffic Report, within Staff Report Attachment 5).

As confirmed by the City Engineer, domestic water capacity is available to accommodate the proposed 230 lot residential development. The Preliminary Composite Utility Plan (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C, within Staff Report Attachment 1) illustrates the proposal for domestic water service to the development. The construction of a public water system to serve the proposed development shall be a condition of approval.

As confirmed by the City Engineer, sanitary sewer capacity is available to accommodate the proposed 230 lot residential development. The Preliminary Composite Utility Plan (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C, within Staff Report Attachment 1), shows a well-designed sanitary sewer system that connects to the existing lines in S. Alpine Street, S. Dogwood Street, S. 29th Boulevard and S. 31st Avenue. The construction of a public sanitary sewer system to serve the proposed development shall be a condition of approval.

As illustrated in the Preliminary Stormwater Management Report (see Applicant's Exhibit G within Staff Report Attachment 1), a new stormwater system will convey stormwater runoff generated by new impervious surfaces within the Site to a new stormwater facility to be located within Tract C of Laurel Crown Subdivision, Phase 1. The City Engineer has confirmed that the stormwater quality facility is sized to accept this additional water. The applicant has obtained a Service Provider Letter (SPL) (see Applicant's Exhibit E, within Staff Report Attachment 1) from Clean Water Services (CWS), CWS File Number 25-003034, dated November 4, 2025. The SPL indicates that sensitive areas do not appear to exist on site or are within 200' of the site. The project must conform to CWS stormwater treatment rules. The preliminary plans include a stormwater report showing that the proposed stormwater facility has the capability to meet the CWS requirements. The construction of a public stormwater conveyance to serve the proposed development that meets the requirements of CWS shall be a condition of approval.

This subdivision will take advantage of the flexibility in lot dimensional standards provided by the City's PUD and Conditional Use standards to create development with lot averaging across the development for detached single-family dwelling units and attached single-family dwelling units. This will accommodate the demand for new housing in this part of the metropolitan region. As shown in the Preliminary Site Plan (Applicant's Exhibit A, Plan Sheets P08A, P08B & P08C, within Staff Report Attachment 1), lots will range in size from 1,900 SF to 7,847 SF. The applicant has provided a product distribution map and list (Applicant's Exhibit A, Plan Sheet P04, within Staff Report Attachment 1). The applicant proposes 223 lots that are less than 6,000 SF, 6 lots that are between 6,000 and 7,000 SF and 1 lot that is between 7,000 and 8,000 SF. Lots will range in street frontage width from 20 to 60+ feet and in depth from 92 to 100+ feet. The proposed lot sizes and dimensions are permissible in the combined R-7 and A-2 zones under the City's PUD and Conditional Use standards. The application includes development of the Site over the course of three phases.

The applicant provided the following table and calculations to demonstrate compliance with minimum and maximum densities and the open space requirements of the zones.

Table 2: Density Calculations

DENSITY CALCULATIONS

DISTRICT	HOUSING TYPE	GROSS AREA (SF)	GROSS AREA (ACRES)	DEDICATED ROW AREA (ACRES)	STORMWATER FACILITIES - TRACT C (ACRES)	PUBLIC OPEN SPACE - TRACTS A&B (ACRES)	NET AREA (ACRES)	MAX. DENSITY (DU/ACRE)	MIN. DENSITY (DU/ACRE)	CALCULATED MAX DENSITY (UNITS)	CALCULATED MIN DENSITY (UNITS)
R-7	Detached	426,849	9.80	3.10	0.28	0.62	5.80	5	4	29	23
	Attached						0.00	20	4	0	0
A-2	Detached	896,326	20.58	5.33	0.36	0.96	3.07	14	8	43	25
	Attached						10.86	25	8	272	87
TOTAL		1,323,175	30.38	8.43	0.64	1.58	19.73			343	135

PLANNED # OF UNITS: 230 UNITS
 PLANNED DENSITY: 11.7 DU/ACRE

As demonstrated by the table above, the planned PUD does not exceed the maximum density requirement for the subject site when the R-7 and A-2 calculations are combined for the entire net site area. Therefore, with the flexibility provided through the PUD process, this requirement is met. See responses to Chapter 18.110 below for additional information.

TOTAL PROJECT AREA:

±1,323,175 SF (±30.38 AC)

TOTAL RIGHT OF WAY AREA:

±373,969 (±8.59 AC)

TOTAL TRACT AREA:

	RECREATIONAL OPEN SPACE	±69,211 SF (±1.59 AC)
	STORMWATER FACILITY	±27,503 SF (±0.63 AC)
	COMMUNITY GREEN SPACE	±3,262 SF (±0.07 AC)

TOTAL AREA ±99,976 SF (±2.29 AC)

TOTAL LOT AREA:

±856,056 SF (±19.65 AC)

RECREATIONAL OPEN SPACE REQUIRED:

230 DU x 300 SF/DU = 69,000 SF = 1.58 AC

17.05.040(D) Special conditions.

(1) No preliminary plat of a subdivision shall be approved which bears a name using a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in Washington County, except for the words “town,” “city,” “place,” “court,” “addition,” or similar words, unless the land platted is contiguous to and platted by the same party that platted the subdivision bearing that name or unless the party files and records the consent of the party that platted the subdivision bearing that name. All plats must continue the block numbers of the plat of the same name last filed.

Findings: The Washington County Surveyor Plat Report confirms that the name “Laurel Crown” has been reserved and it is acceptable for and satisfies the requirements for naming this preliminary subdivision plat.

(2) No preliminary plat shall be approved unless it bears the signature of the chairman of the planning commission and the community development director.

Findings: The Planning Commission Chair and Community Development Director will sign the preliminary plat following approval of this application. On the Final Plat, there shall be a signature block for the Planning Commission Chair and the Community Development Director. This shall be a condition of approval.

(3) Streets. No preliminary plat for a proposed subdivision shall be approved unless:

(a) General. The location, width and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by such streets. Where location is not shown in the comprehensive plan, the arrangement of the streets in a division shall either:

- (i) Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or***
- (ii) Conform to standards adopted by the city. All streets shall be designed in accordance with adopted Cornelius public works standards and the adopted Cornelius transportation system plan.***

Findings: This subdivision will extend and create new local streets and extend collector streets as shown on the Preliminary Composite Utility Plan (see Applicant’s Exhibit A, Plan Sheets P21A, P21B and P21C within Staff Report Attachment 1). Access within the Site will be available through S. Alpine Street, S. 29th Boulevard, S. 30th Avenue, S. Cherry Place and S. Dogwood Street. Access into the site will occur through Collectors, S. Dogwood Street, S. 29th Avenue, and S.W. 344th Avenue. The submitted plan of the subdivision shows the location of the proposed new roadways. A condition of approval shall include the installation of a Type III barricade at the eastern terminus of S. Alpine Street at the eastern edge of Lot 1 of LP-2025-01 and the southern terminus of S. 32nd Avenue at the southern edge of Lot 1 of LP-2025-01.

All areas to the east of S.W. 345th Avenue are designated Rural Reserve by the Oregon Legislature in 2014. The land must remain so designated until 75% of the Urban Reserve land is developed or 50 years. This application will not impact continued farming or future development of the land designated as Rural Reserve.

All transportation improvements included in this application are consistent with the adopted Cornelius Transportation System Plan, the City's adopted Public Works Standards, and CMC Chapter 18.143 (Transportation Facilities), or as otherwise allowed by the City Engineer.

This application, PUD-2025-02, CUP-2025-04 & SUB-2025-02 is dependent upon the final approval of CPMA-2025-01 & VAC-2026-01. If CPMA-2025-01 & VAC-2026-01 are not approved by City Council, then PUD-2025-02, CUP-2025-04 & SUB-2025-02 shall become null and void, this shall be a condition of approval.

(b) Reserve Strips. Reserve strips or street plugs controlling the access to streets will not be approved unless necessary for the protection of the public welfare or of substantial property rights, and in such cases as they may be required. The control and disposal of the land composed of such strips shall be placed within the jurisdiction of the city under conditions approved by the community development director.

Findings: The application does not include the creation of reserve strips or street plugs. The criterion does not apply.

(c) Alignment. As far as practical, all streets other than minor streets or cul-de-sacs shall be in alignment with existing streets by continuations of the center lines thereof.

(d) Future Extension of Streets. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future.

Findings: The new streets within the proposed subdivision will align with the existing road network. As shown on the Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), this subdivision will:

- extend S. 29th Boulevard from its existing terminus at S. Ginger Street northwards and connect to S. Dogwood Street;
- extend S. 30th Avenue from its existing terminus at S. Ginger Street northwards to S. Cherry Place;
- extend S. Alpine eastwards from the western edge of the subdivision to the eastern edge of the subdivision at Lot 1 of LP-2025-01; and
- extend S. Dogwood Street eastwards from its existing terminus to S.W. 345th Avenue.

Construction of the new street system shall align with existing rights-of-ways, this shall be a condition of approval.

S. Cherry Place, S. Chestnut Place Street and S. Elder Way are new east-west streets within the subdivision. N 29th Place, S. 31st Avenue and S. 32nd Avenue are new north-south streets within the subdivision. Of the new streets or extensions, S. Alpine Street stubs into Lot 1 of LP-2025-01 and S. 32nd Avenue stubs on the north and south sides into private property that is not the subject of the project and, will, if redeveloped, extend S. 32nd Avenue into the properties providing access. The eastern terminus of S. Alpine Street and the northern and southern terminus of S. 32nd Avenue shall have notifications placed on each stub end notifying the public that the dead-end street may be extended in the future. This shall be a condition of approval

(e) Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practical except where topography requires a lesser angle, such as for special intersection design.

Findings: As shown in the Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), to the degree possible all new street intersections will occur at right angles.

(f) Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of land division.

Findings: Street rights-of-way within the site shall meet Cornelius Public Works standards for width and design, and will be dedicated upon final plat recordation. This shall be a condition of approval. All new streets that will serve the development shall be constructed in conformance with the Cornelius Transportation System Plan (TSP), City Public Works Standards, and Cornelius Municipal Code (CMC) Chapter 18.143 Transportation Facilities. This shall be a condition of approval.

On January 20, 2026, a Final Plat application for LP-2025-01, (FPLP-2026-01) was submitted to the Community Development Department for review. The submittal was consistent with the preliminary land partition plat approval. Prior to approval of FPLP-2026-01, the proposed mylar must be consistent with the preliminary plat. Within the land partition, ROW dedication along S.W. 345th Avenue is required. Staff notes that within this PUD application, lots 38-41 are larger in size, as the required ROW dedication from LP-2025-01 is not accounted for and shown. Once the required ROW dedication is provided to meet conditions of approval within LP-2025-01, as stipulated by LP-01-25, lots 38-41 will be reduced by 8.5 feet along the S.W. 345th Avenue ROW, similar to lots 84-89 & 207-212.

(g) Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the land division when in conformity with the other requirements of these regulations, and when the community development director finds it will be practical to require the dedication of the other half when the adjoining

property is divided. The community development director may require up to an additional 10 feet of right-of-way and improvements to provide for a safe travel surface. Whenever a half street is adjacent to a tract to be divided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.

Findings: No half-streets are proposed in the development, therefore; this criterion is inapplicable.

(h) Cul-De-Sacs, Hammerheads, and Woonerfs. The use of cul-de-sac designs and closed-end street systems shall be limited to situations where topography, existing development, barriers such as railroads or highways, or environmental constraints such as major streams and rivers prevent full street extensions. If cul-de-sacs are used, they shall be designed in accordance with adopted Cornelius public works standards. In any instance, no more than 25 dwelling units shall be served by a cul-de-sac. Unless otherwise approved by the City Engineer, no more than six dwelling units shall be served by a woonerf. In proposed development or where redevelopment potential exists, and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to property lines to allow for future connections. Redevelopment potential exists when assessed building value per square foot is less than 50 percent of the mean value per square foot of surrounding buildings on lots within a 500-foot distance as measured from any point of the property line. An accessway will not be required where the impacts from new development, redevelopment or both are low and do not provide reasonable justification for the estimated costs of such accessway.

(i) Accessways linking cul-de-sacs shall be as short as possible and, wherever practical, straight enough to allow one end of the path to be seen from the other.

(ii) Accessways linking cul-de-sacs shall be lighted to a minimum level of one-half foot-candle. Lighting shall have cut-off fixtures so that no glare is emitted beyond the accessway and onto adjacent properties.

Findings: The Site does not include any cul-de-sacs, hammerheads or woonerfs; therefore, this criterion is not applicable.

(i) Grades and Curves. Grades shall not exceed six percent on major or secondary arterials, 10 percent on collector streets, or 12 percent on any other street. In flat areas, allowance shall be made for finished street grades having a minimum slope of one-half percent.

Findings: As shown in the Preliminary Street Profiles (see Applicant's Exhibit A, Plan Sheets, P12, P13 and P14 within Staff Report Attachment 1), street grades will range from -2.0% to approximately +2.00%. This criterion is met.

(j) Lots Abutting Arterial Streets. Where a land division abuts or contains an existing or proposed arterial street, the community development director may require frontage roads, reverse frontage lots with suitable depth, screen planting contained in a nonaccess reservation along the rear or side property line, or such other treatment as may be part of an approved street design plan or may be necessary for adequate protection of residential properties, to provide separation of through and local traffic, and be aesthetically pleasing.

Findings: No lots abut an arterial. The project abuts S.W. 345th Avenue, a County Collector. No lots receive access from S.W. 345th Avenue.

(k) Trees. Trees shall be installed along street frontages in accordance with the approved city street tree list, based upon a standard of one tree per 30 lineal feet of street frontage. Actual location and spacing of trees shall be at the discretion of the City Engineer.

Findings: The applicant provided a Preliminary Street Tree Planting Plan (see Applicant's Exhibit A, Plan Sheets P16A, P16B and P16C, within Staff Report Attachment 1). Street trees shall be planted as designated on Sheets P16A, P16B and P16C. This shall be a condition of approval.

(l) The streets and roads shall be named in accordance with standards and plans established by the planning commission.

Findings: As shown in Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), the names of new streets and roads will continue existing street nomenclature in this part of the City of Cornelius and was developed based on feedback from City staff. Street names on the final plat shall be S. 29th Boulevard, S. 29th Place, S. 30th Avenue, S. 31st Avenue, S. 32nd Avenue, S. Elder Way, S. Dogwood Street, S. Chestnut Street, S. Cherry Place, and S. Alpine Street. This shall be a condition of approval.

(m) The minimum street width shall comply with the standards and design identified in Chapter 5 of the adopted Cornelius public works standards.

The city and the planning commission shall consider in their traffic analysis, congestion management solutions as mandated by Title 6 of the Metro's Urban Growth Management Functional Plan.

Findings: The subdivision layout on the Preliminary Plat (see Applicant's Exhibit A, Plan Sheets P08A, P08B and P08C, within Staff Report Attachment 1), Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1) and Preliminary Street Profiles (see Applicant's Exhibit A, Plan Sheets, P12, P13 and P14 within Staff Report Attachment 1), satisfies all applicable street-related review criteria. New streets have been

designed to comply with the City's adopted Public Works Standards. These design standards implement many of the congestion management solutions identified in Title 6 of Metro's Urban Growth Management Functional Plan (UGMFP) and incorporate the latest in safety and performance best practices, as recommended by the City Engineer.

Two discrete street classification types will be used to provide access to the new homes and open spaces within this subdivision. S. Dogwood Street and S. 29th Boulevard will continue to serve as Collector Streets into and through the subdivision. The remaining streets will serve as local streets. The construction of the new streets will be to City standards, as required by the City Engineer, this shall be a condition of approval.

The applicant submitted a Traffic Impact Study (see Applicant's Exhibit F, within Staff Report Attachment 1), which outlines improvements and solutions for traffic mitigation that may result from the project.

On January 19, 2026, Joseph Auth submitted a letter of comment for the record (Staff Report Attachment 4). Mr. Auth identifies that the S. 26th Avenue/S. Beech Street (west leg) intersection should have been studied in the TIS (Traffic Impact Study). He discusses impacts to the intersection as it relates to Free Orchards Elementary School. Within the letter, there is a discussion about: vehicle turning movements, vehicle queuing in the AM peak hour, traffic flow, trip distribution and traffic counts. In summary and conclusion, Mr. Auth states:

"Please note this letter should not be treated as opposition of the Laurel Crown Subdivision. This letter is asking for more transparency of what the public will experience when the additional trips from the proposed subdivision start utilizing the city streets. Including the S 26th Avenue / S Beech Street (west leg) intersection in the TIS analysis, revising the trip distribution, and updating the counts will provide better information to city staff and the public in the decision of what improvements are needed at the S 26th Avenue / S Beech Street (west leg) intersection."

Subsequent to receiving Mr. Auth's comments, the Applicant provided an update to the TIS and an Addendum with a response. Updated weekday morning and evening peak hour turning movement counts were conducted and trip distribution was revised and included in the TIS. Based upon findings in the Traffic Impact Study Addendum and Comment Response Memo, dated 2/12/2026, Analysis Memorandum, (see Staff Report Attachment 5), the proposed development will not impact the transportation systems. As designed, no additional traffic mitigation is necessary.

(4) Blocks. The lengths, widths, and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type of use contemplated,

needs for convenient access, circulation, control and safety of street traffic, limitations and opportunities of topography, and conformance with the adopted Cornelius public works standards. Application of conditions in subsections (D)(4)(a), (b) and (c) of this section shall be reviewed and may be approved by the city. Mixed-use and residential development on proposed sites of five acres or greater must submit a site plan that identifies conceptual street connections that are consistent with Figure 8-3 of the TSP.

(a) Physical or topographic conditions make an accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, slopes in excess of city standards for maximum slopes, or wetlands or other bodies of water which make provision of a connection impracticable.

(b) Existing buildings or other development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment.

(c) Where accessways would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 2000.

(d) Variances. A variance to street spacing standards may be granted pursuant to Chapter 18.115 CMC if resources are present that are mapped on the Natural Resources Map, where street spacing can be achieved at a minimum of 800 feet and no greater than 1,200 feet. Where habitat quality or the length of the crossing required prevents a full street connection, an exception to the street spacing standards may be granted, pursuant to Chapter 18.115 CMC.

(e) An accessway will not be required where the impacts from new development, redevelopment or both are low and do not provide reasonable justification for the estimated costs of such accessway.

(f) Exceptions to the above standards may be granted when blocks are divided by one or more pathways, where spacing is no more than 330 feet as measured from the right-of-way or easement line and in conformance with provisions of Chapter 18.115 CMC (Variances). Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

Findings: The Site has been designed to create lots that will accommodate the future construction of homes, while maximizing opportunities for safe and convenient pedestrian, bicycle, and motor vehicle movements. As shown in the Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), the Site layout results in the creation of blocks that align with the street network and provides access to building sites without

deviations to street spacing. The site is greater than 5 acres and the development plans show full build out in 3 phases, with street connections and street stubs.

(5) Easement.

(a) Utility Lines. Easements for sewers, drainage, water mains, electric lines, or other utilities shall be dedicated. Easements for water, sewer, or drainage on interior lot lines shall be 20 feet in width, the center line of which shall be the lot lines. Easements for water, sewer, or drainage along exterior lot lines shall be 20 feet in width, except no easement will be required for those lot lines paralleling a street or other public way. Tie-back easements shall be six feet wide and 20 feet long along lot side lines at change of direction points of the lot lines. Easements for utilities such as electrical, gas, cable, and fiber optics (public utility easement, or PUE) shall be dedicated along all right-of-way frontages, including woonerfs, and shall be eight feet in width. A PUE is not required along the right-of-way of an alley, unless a parcel on an alley does not also front on a street or woonerf directly.

Findings: The City Engineer requires an 8-foot-wide public utility easement along all front and street-side lot lines as illustrated on the Preliminary Composite Utility Plan (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C, within Staff Report Attachment 1). On the final plat, an 8-foot-wide public utility easement shall be shown on all front and street-side lot lines, as shown on the Preliminary Composite Utility Plan (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C, within Staff Report Attachment 1). This shall be a condition of approval. The 8 foot PUE along lots 5 through 9 shall be measured from the 8.5 foot dedication on the eastern lot line adjacent to S.W. 34th Avenue. This shall be a condition of approval.

(b) Watercourses. Where a land division is traversed by a watercourse, drainage way, channel, or stream, a storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse, and such further width as will be adequate for the purpose, may be required. Streets or parking ways parallel to watercourses may be required. Watercourse easements and drainage rights-of-way shall be consistent with Clean Water Services (CWS) standards.

Findings: The Site is located outside an any designated FEMA 100-year floodplain and it is not near a watercourse. The CWS Service Provider Letter (see Applicant's Exhibit E within Staff Report Attachment 1), does not show any sensitive areas on or near the site.

(6) Lot Size and Shape. Lot size, width, shape and orientation shall conform to the requirements of this chapter for the applicable zoning district.

(a) Where a tract is subdivided into larger parcels than the minimum lot size under the city zoning regulations, such parcels shall be arranged so as to allow the opening of future streets and logical further resubdivisions.

(b) Lot configurations shall meet the provisions of Chapter 18.155 CMC (Solar Access for New Development).

Findings: Per CMC Section 17.05.040.D.14, PUDs are not subject to the lot size and shape criteria described here. The criteria do not apply.

Lots planned through this application will range in size from 1,900 SF to 7,847 SF and are intended to accommodate detached dwelling units and attached dwelling units, consistent with lot averaging across the R-7 and A-2 Zoning Districts. The application does not result in the creation of any lots that are intended for further re-division.

(7) Access. Each lot shall abut upon a public street, for a distance of at least 20 feet.

Findings: As shown in Preliminary Subdivision Plat (see Applicant's Exhibit A, Plan Sheets P08A, P08B and P08C, within Staff Report Attachment 1), all lots will abut upon a public street for a minimum of 20 feet. This criterion is met.

(8) Dedications. Public streets, sidewalks, pedestrian ways, bike paths, parks, open space, and other public rights-of-way required by or reasonably related to the development shall be dedicated or otherwise conveyed to the city or the appropriate jurisdiction for maintenance. Further, any park or open space proposed may be required to be dedicated if it is designated on the city's comprehensive plan. Dedication must be approved by the jurisdiction to whom the park or open space is being dedicated prior to final plat approval.

Findings: The applicant indicates that all public improvements will be dedicated to the public as shown on the preliminary plat. Tracts A, B, and C shall be deeded to the City for a public park, stormwater facility and open space. This shall be a condition of approval. Right-of-way shall also be dedicated for the proposed streets. The statutory warranty deeds for Tracts A, B, and C must be reviewed, approved, and accepted by the city, prior to signing the Final Mylar for the Plat. These documents shall be provided with the required Final Plat application. This shall be a condition of approval. It is also noted that Tract E will serve as a potential pedestrian access to Lot 1 of LP-2025-01, and it will have a utility and public pedestrian and bicycle access easement recorded on it. This shall be a condition of approval.

Tracts D & E have been designed to be open space that will be maintained by the Homeowner's Association (HOA). Within the HOA rules, there shall be language that stipulates Tracts D & E are to be maintained by the HOA as community green space. This shall be condition of approval. It

is also noted that Tract E will serve as a potential pedestrian access to Lot 1 of LP-2025-01, and it will have a utility and public access easement recorded on it. This shall be a condition of approval.

(9) Utilities. All utilities shall be placed underground per standards identified by the City Engineer.

Findings: All new public utilities will be placed underground per standards identified by the City Engineer. This shall be a condition of approval.

(10) Street Trees. Trees shall be installed along street frontages in accordance with the adopted Cornelius public works standards.

Findings: The applicant provided a Street Tree Planting Plan (see Applicant's Exhibit A, Plan Sheets P16A, P16B and P16C, within Staff Report Attachment 1). Street trees shall be planted as designated on Sheets P16A, P16B and P16C. This shall be a condition of approval.

(11) Homeowners' Associations and Declarations. When a homeowners' association agreement or other restrictive covenants are to be recorded with the development, a copy of the appropriate documents shall be submitted for review by the city attorney prior to recordation of the final plat. The city shall review such documents to ensure that common areas are properly maintained and that other restrictions required by the city are included.

Findings: Applicant intends that an HOA will be established for this subdivision. Therefore, Applicant shall furnish copies of the HOA agreement and any other applicable documents to the City Attorney for review and approval at the time of Final Plat application. This shall be a condition of approval. These documents shall be recorded with the Final Mylar.

(12) Variances. The planning commission may authorize a variance from these regulations when, in its opinion, undue hardship may result from strict compliance. Application for a variance shall be submitted in writing by the subdivider, at the time the preliminary plat is filed, for consideration by the planning commission. The variance request shall address the criteria found in Chapter 18.115 CMC. It should also state fully the grounds for the application and all the facts relied upon by the petitioner.

Findings: The application does not include a request for a variance from any applicable standard, other than the modifications requested as part the proposed Planned Unit Development (PUD), therefore this criterion does not apply.

(13) Planned Unit Development (PUD). A planned unit development approved by the planning commission shall not be subject to the provisions of this section, except as identified in Chapter 18.110 CMC, Planned Unit Development (PUD) Conditional Use.

Findings: Because this application includes a PUD, the criteria in Section do not apply, except as required under CMC 18.110.

17.05.040(E) Compliance with Approval.

(1) Requirements Prior to Commencement of Work. Prior to any construction, improvements or land development, the developer shall perform the following:

(a) The developer shall file detailed plans and specifications for all public improvements or land development together with a detailed cost estimate and an estimate of time reasonably necessary to complete such improvements for approval by the City Engineer or designee.

(b) These submitted plans shall include a plan for erosion control during construction, which conforms to the standards established by resolution of the city council.

(c) The developer shall enter into a contract with the city of Cornelius to make, install and complete within the time fixed, but in no case more than two years from the date of execution of said contract without written approval by the City Engineer and community development director, all improvements in accordance with the approved plans prior to acceptance of the improvements by the city and/or plat recordation. If the developer chooses to bond for said improvements prior to acceptance of the improvements (to allow plat recordation to occur prior to completion of the public improvements), the developer shall cause to be filed with the city recorder a security acceptable to the city manager payable to the city of Cornelius in a principal sum determined from the approved estimate of the costs of said improvements of this section. The security shall assure the performance of the said contract and the completion of the said improvements, free of liens. Notwithstanding any of the above, a security shall be provided for any improvements to be performed within public rights-of-way and/or public easements.

(d) The amount of the security shall be based on an estimate of the cost of the work approved by the City Engineer in accordance with the following schedule:

(i) Public and private improvements within public rights-of-way and/or public easements, and all erosion control measures, in conformance with city and Clean Water Services standards, equal to 150 percent of cost estimate.

(e) Fees. The fees, deposits and charges to be paid by the subdivider may be established or amended by resolution of the council in accordance with the provisions of CMC 18.05.080, General Provisions.

(2) Improvement Procedures. All improvements shall conform to the requirements of this chapter and any other improvements standards or specifications adopted by resolution of the city council and shall be installed in accordance with the following procedures:

(a) Improvement work shall not be commenced until plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the land division proposal, such plans may be required before approval of the final plat.

(b) Improvement work shall not be commenced until the developer has secured the appropriate development permit. If work has been discontinued for any reason, it shall not be resumed until the city has been notified and consented in writing.

(c) All required improvements shall be constructed under the inspection and to the specifics of the City Engineer and Cornelius Municipal Code. The city may require changes in typical sections and details if unusual conditions arise during construction to warrant such change in the interests of the city or the developer. Upon acceptance of the required improvements, the City Engineer shall notify the developer that the improvements are acceptable as per Cornelius Municipal Code. Acceptance shall be in writing.

(d) All underground utilities, sanitary sewers, storm drains and cable communication system facilities installed in streets shall be constructed prior to the surfacing of such streets. Stubs for service connections for all underground utilities, sanitary sewers and cable communication system facilities shall be placed to such length as will obviate the necessity for disturbing the street improvements when service connections are made.

(e) A map showing all public improvements as built shall be filed with the City Engineer upon completion of said improvements.

(3) Improvement Requirements. Improvements to be installed at the expense of the developer are as follows:

(a) Streets.

(i) All streets, including alleys.

(ii) Streets adjacent but only partially within the partition or subdivision.

(iii) The extension of the land division streets to the intercepting paving line of existing streets with which the land division streets intersect.

(iv) Arterial or collector streets which intersect with streets within the development that provide ingress or egress to the development or on which there are traffic impacts reasonably related to the development.

(v) All streets shall be built in accordance with adopted Cornelius public works standards and the adopted Cornelius transportation system plan.

(b) Surface Drainage and Storm Sewer System. Drainage facilities shall be provided within the land division to connect the land division drainage to drainage ways or storm sewers outside the land division. Design of drainage shall be in accordance with adopted Cornelius public works standards and shall allow for the extension of the system to serve other areas.

(c) Sanitary Sewers. Sanitary sewers shall be designed in accordance with adopted Cornelius public works standards and installed to serve the land division and to connect the land division to existing mains.

(d) Water System. Water lines with valves and fire hydrants serving the land division, connecting the land division to city mains, shall be installed in conformance with the adopted Cornelius public works standards. The design and construction by the developer

shall take into account provisions for extension beyond the land division and to adequately grid the city system.

(e) Street Trees. Street trees shall be planted along street frontages in accordance with the following:

(i) For all land divisions, the developer shall pay a per tree security to the city. The surety bond shall be based upon the number of trees included in an approved street tree plan.

(ii) Trees shall be planted in accordance with the adopted Cornelius public works standards.

(f) Bike and Pedestrian Ways. Bike and pedestrian ways shall be constructed according to adopted Cornelius public works standards.

(g) Other improvements reasonably related to the impacts of the development which may be required at the partial or total expense of the developer:

(i) Improvement of arterial and collector streets providing primary access to land division streets.

(ii) Signals, traffic control devices, and traffic calming devices.

(iii) Intersection improvements.

(iv) Parks and open space shall be improved as required by the city and appropriate jurisdiction.

(v) Land parcels to be reserved for any special purpose, other than for sale, are to be distinguished from lots intended for sale.

(h) Street Lights. Street lights shall be installed in accordance with adopted Cornelius public works standards.

(i) Curb cuts and driveway installations are not required of the developer but, if installed, shall be according to adopted Cornelius public works standards.

(j) Internal sidewalks or pathways shall be provided to ensure safe and convenient pedestrian circulation throughout the development.

Findings: Demonstration of the project's compliance with the criteria in Section 17.05.040.E, above, will be provided prior to final plat approval. Public improvement design and approval shall be through a Public Works Permit in collaboration with the City Engineer, as identified by the City Engineer within Staff Report Attachment 3. The public improvements specific to the proposed development, including those listed in Attachment 3, shall be identified as conditions of approval.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Chapter 17 Subdivisions are met.

Staff Report Part 2: TITLE 18 ZONING

18.10 Application Procedure

18.10.030 Neighborhood review meeting.

(A) Prior to submittal of a Type III request which requires review by the planning commission, and for the application to be complete, the applicant shall provide an opportunity to meet with neighboring property owners, residents and businesses by conducting a neighborhood review meeting.

(B) The purpose of the neighborhood review meeting is to allow the neighbors and residents to become familiar with the proposal and to identify any issues which may be associated with an application. The intention of the meeting is for submittal of an application that is more responsive to neighborhood concerns, reducing the likelihood for delays and appeals of the application.

(C) The applicant shall send by regular mail a written notice announcing the neighborhood review meeting to the community development director and property owners within 250 feet of the subject property. The notice shall include the date, time and location of the meeting and a brief description of the nature and location of the proposal. The neighborhood review meeting must be held at an accessible location within the Cornelius city limits. The notice shall be deposited in the mail in the city, not less than 20 days prior to the required neighborhood review meeting.

(D) At the neighborhood review meeting, the applicant shall present the proposed application to the neighbors in attendance.

(E) The applicant shall not be required to hold more than one neighborhood review meeting provided such meeting is held within 189 days prior to submitting a land use or design review application for one specific site.

Findings: The Applicant's Exhibit H, within Staff Report Attachment 1, reports on the Neighborhood Review Meeting and the submittal meets the requirement.

18.10.040. Application documents.

Findings: The applicant submitted all required documents and they are found within Staff Report Attachments 1.

18.10.050. Complete submittal required.

Findings: The application was deemed complete on December 26, 2025. The 120th Day is April 25, 2026.

18.10.060. Application Fees.

Findings: The applicant paid all fees on November 19, 2025.

Chapter 18.20 Low-Density Residential Zone (R-7)

18.20.020 Permitted uses.

The following uses and their accessory uses are permitted outright in an R-7 zone:

(A) Detached single-unit dwellings – site built, manufactured off-site or prefabricated.

...

18.20.030 Conditional uses.

The following uses may be permitted when in accordance with Chapter 18.105 CMC:

...

(G) A planned unit development, including mixed uses approved by the planning commission and as provided for under Chapter 18.110 CMC.

Findings: The application includes a PUD comprising a mix of single-unit detached and attached dwelling types. Per CMC Section 18.20.030.G, a PUD application is reviewed as a Conditional Use.

18.20.050 Area, density and lot requirements.

(A) Maximum Density. The average density over the entire development shall not exceed five dwellings per net acre for detached single-unit dwellings or 20 dwellings per net acre for townhouses. Maximum density does not apply to duplexes, triplexes, quadplexes, or cottage clusters. A net acre is equal to 32,670 square feet, and excludes roads, common open space, floodplain, riparian setbacks and slopes over 25%.

(1) Lot Size

<i>Housing Type</i>	<i>Minimum Lot Size</i>
<i>Detached single-unit dwelling, duplex, and triplex</i>	<i>6,000 SF</i>
<i>Quadplex and cottage cluster</i>	<i>7,000 SF</i>
<i>Townhouse</i>	<i>1,500 SF</i>

(2) In the case of flag lots, the pole portion of the lot shall not count towards the required lot area.

(B) Minimum Density. The minimum density allowed is four dwellings per net acre. Any land partition or subdivision shall make provisions to ensure that the minimum density is protected when further partitioning is possible.

Findings: CMC Section 18.110.020(A) permits flexibility in "...area, density, off-street parking, and other requirements..." with the standards of the zone serving as a rough guide. Through the PUD and Conditional Use standards, the application proposed the following adjustments:

Table 3: Summary of Requested Adjustments

Adjustment	Current Standard	Requested Standard	Requested Percent Change
R-7 Zone (§ 18.20.050(A) and (D))			
Minimum Lot Size	6,000 square feet	3,200 square feet	47%*
Minimum Garage Setback	20 feet	18 feet	10%
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
A-2 Zone (§ 18.35.050(D))			
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
Minimum Garage Setback	20 feet	18 feet	10%
Other			
Driveway Separation Standard (§18.143.050.(C))	100 feet (Collector)	25 feet	75%
* Note: This adjustment affects 39 lots within the R-7 zone. Overall average lot size (both R-7 and A-2) is 3,722 square feet.			

As part of the PUD, the applicant is requesting that the 6,000 SF minimum lot size be adjusted to 3,200 SF, within the R-7 zoning district.

Minimum and maximum density prescribed by the base zones and the proposed density is shown on Table 2.

Table 2: Density Calculations

DENSITY CALCULATIONS											
DISTRICT	HOUSING TYPE	GROSS AREA (SF)	GROSS AREA (ACRES)	DEDICATED ROW AREA (ACRES)	STORMWATER FACILITIES - TRACT C (ACRES)	PUBLIC OPEN SPACE - TRACTS A&B (ACRES)	NET AREA (ACRES)	MAX. DENSITY (DU/ACRE)	MIN. DENSITY (DU/ACRE)	CALCULATED MAX DENSITY (UNITS)	CALCULATED MIN DENSITY (UNITS)
R-7	Detached	426,849	9.80	3.10	0.28	0.62	5.80	5	4	29	23
	Attached						0.00	20	4	0	0
A-2	Detached	896,326	20.58	5.33	0.36	0.96	3.07	14	8	43	25
	Attached						10.86	25	8	272	87
TOTAL		1,323,175	30.38	8.43	0.64	1.58	19.73			343	135

PLANNED # OF UNITS: 230 UNITS
PLANNED DENSITY: 11.7 DU/ACRE

The application density falls between the minimum density of 135 units and the maximum density of 343 units across the entire development. Thus, this criterion is met.

(C) Maximum Height. Building height, as defined in CMC § 18.195.080, shall not exceed 35 feet, except for:

- (1) A chimney, radio, television antenna, or solar feature.***
- (2) Affordable housing with a 30-year affordability covenant compliant with ORS 456.270 through 456.295 as affordable to 80 percent area median income or less for each unit, or the average of the units is affordable at 60 percent area median income or less, is entitled to 150 percent of the existing density and 24 additional feet.***

Findings: The application does not include new home construction. The applicant is aware of the allowable building height in the R-7 District. At the time building permit applications are reviewed, the city will ensure new homes comply with this building height standard. The PUD request does not include variance from the height standard.

(D) Minimum Yard Area Setbacks.

(1) Front Yard. The front, as measured from the furthest extension of the home, including porch or decks, shall not be less than 10 feet. Accessory structures, garages or carports shall not be less than 20 feet.

(2) Rear Yard. No rear yard shall be less than 10 feet in depth.

(3) Side Yard. The minimum width of side yards shall be not less than five feet, as measured from the foundation of the home. On corner lots the side yard facing the street shall not be less than 10 feet. Townhouses shall have a zero-foot side yard setback on the side where the common wall is located.

(4) No accessory building or other structure or building shall be closer than three feet from a side or rear property line; see CMC 18.150.010.

(5) Repealed by Ord. 2022-03

(6) All setbacks shall be measured from Clean Water Services (CWS) required buffer areas, where applicable.

Findings: As illustrated in the Preliminary Setback Plan (see Applicant's Exhibit A, Plan Sheet P09, within Staff Report Attachment 1), all lots will include sufficient building envelopes to allow future home construction. As part of the PUD request, the applicant is proposing a reduced lot size for 39 lots within the R-7 zoning district, reduced minimum garage setback and side yard setback in both zoning districts, and alteration of the driveway separation standard, as shown in Table 3 below.

Table 3: Summary of Requested Adjustments

Adjustment	Current Standard	Requested Standard	Requested Percent Change
R-7 Zone (§ 18.20.050(A) and (D))			
Minimum Lot Size	6,000 square feet	3,200 square feet	47%*
Minimum Garage Setback	20 feet	18 feet	10%
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
A-2 Zone (§ 18.35.050(D))			
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
Minimum Garage Setback	20 feet	18 feet	10%
Other			
Driveway Separation Standard (§18.143.050.(C))	100 feet (Collector)	25 feet	75%
* Note: This adjustment affects 39 lots within the R-7 zone. Overall average lot size (both R-7 and A-2) is 3,722 square feet.			

The garage setback is proposed to be reduced from 20 feet to 18 feet. The side yard setback for detached residential units is proposed to be reduced from 5 feet to 4 feet. A condition of approval shall allow the 18-foot minimum garage setback from the property line and the 4-foot minimum side yard setback for detached dwellings. These shall be conditions of approval.

(E) Minimum Lot Shape.

(1) No lot shall be less than 60 feet in width or less than 60 feet in depth, except as may be approved as part of a planned unit development. No townhouse lot shall be less than 20 feet in depth.

(2) In the case of in-fill development on parcels, as defined by the city’s current vacant land inventory, the commission may allow the lot width to be reduced to 50 feet.

(3) In the case of in-fill development on parcels, as defined by the current city vacant land inventory, the lot width at the street may be reduced to not less than 20 feet for a single lot and not less than 30 feet for two dwelling units. A flag design shall serve no more than two lots.

Findings: Per CMC Section 17.05.040(D)(13), PUDs are not subject to the lot size and shape provisions outlined above, as referenced in Section 17.05.040(D)(6). Further, Section 18.110.020(A) permits flexibility in “...area, density, off-street parking, and other requirements...,” with the standards of the zone serving as a rough guide. The proposed lots located within the R-7 District are intended for single-unit detached and attached residences and are similar in size to existing R-7 lots throughout the city, where PUDs have been applied. The Preliminary Product Distribution Plan (see Applicant’s Exhibit A, Plan Sheet P04, within the Staff Report Attachment 1) provides the minimum width and depth and the PUD allows for deviations

as noted herein. With the PUD approval, the application meets the lot width and depth requirements.

(F) Middle Housing Land Division. If a duplex, triplex, quadplex, or cottage cluster has been divided by a middle housing land division, the area, density, and lot requirements that are applicable to the lot shall apply to the middle housing primary lot, not to the middle housing secondary lot.

Findings: The applicant is not proposing a Middle Housing Land Division.

18.20.060 Site development standards.

(A) Perimeter Requirements. If topographical or other barriers within the development do not provide adequate buffering between a subdivision and adjacent nonresidential development, the reviewing body may impose one or more of the following requirements.

(1) Where the subdivision abuts an arterial or collector street or an existing planned unit development, the reviewing body may require that a perimeter landscaped strip, no more than 25 feet wide, and/or sound mitigation structures be established along the abutting property line. All required building setbacks shall be measured from the inner edge of the perimeter strip, which shall be set aside as a separate tract, and provisions for pedestrian connections through the landscape strip may also be required.

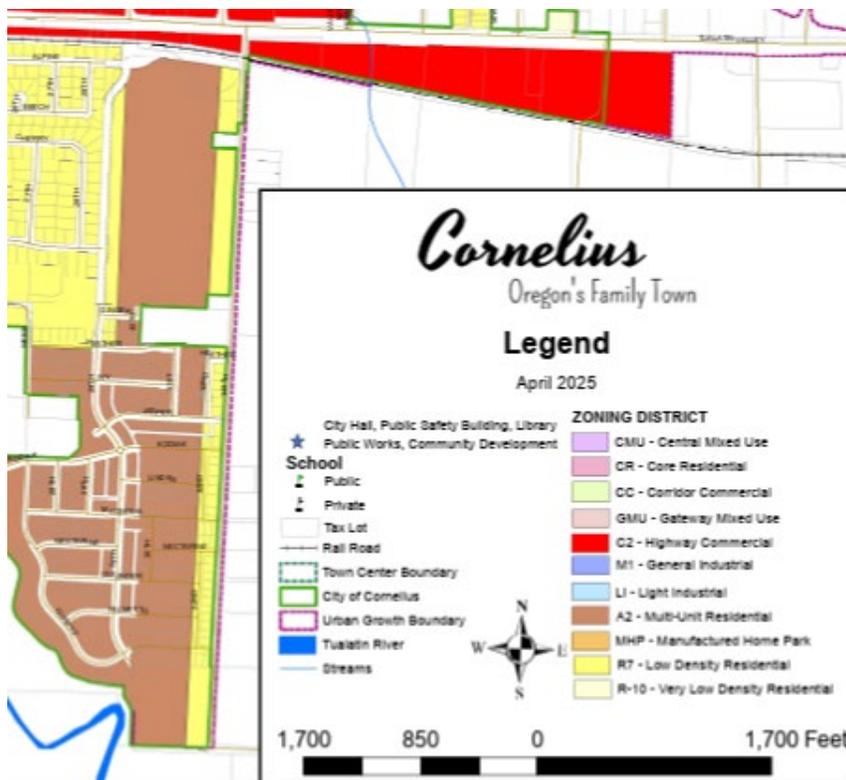
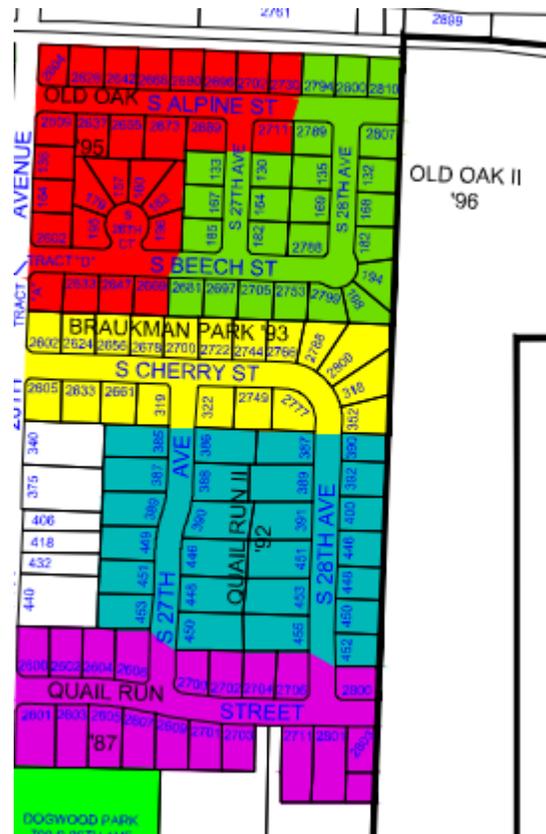
(2) Where the subdivision abuts an existing or planned nonresidential area, the reviewing body may require that a perimeter landscaped strip, no more than 50 feet wide, be established along the abutting property line. All required building setbacks shall be measured from the inner edge of the perimeter strip, which shall be set aside as a separate tract, and provisions for pedestrian connections through the landscape strip may also be required.

(3) All driveways and landscaped areas shall comply with vision clearance standards set forth in subsection (B) of this section.

Findings: The Laurel Crown subdivision will abut the Laurel Woods subdivision to the south, and the Old Oak No. 2, Braukman Park, S. Quail Run and S. Quail Run No. 2 subdivisions to the west.

S.W. 345th Avenue, a Collector designated on the Washington County Transportation System Plan and S. Dogwood Street is a Collector on the City of Cornelius Transportation System Plan.

When the site was comprehensively planned, the R-7 zone was intentionally created to act as a ‘buffer’ along the perimeter of the existing subdivisions. The lots and densities within the R-7 zoned areas are less than the middle of the subdivision, with the A-2 zoning district. In addition, the zoning buffer that has been previously established, the applicant is proposing a mixture of large lots and open spaces along near the existing subdivisions and collector streets, Site Plan (see Applicant’s Exhibit A, Plan Sheet P00, within the Staff Report Attachment 1).



(B) Vehicular Access, Internal Circulation and Clear Vision Areas.

(1) Where possible, vehicular access to residential subdivisions shall be from abutting arterial or collector streets. Access to individual lots shall be primarily from local streets or alleyways when the alleyway is developed to current public works standards. Direct lot access to arterials shall not be permitted, unless there is not alternative as determined by the City Engineer.

(2) The minimum street width shall comply with the adopted public works standards.

(3) Public and/or private alleys or both shall be constructed to city standards as approved by the City Engineer.

Findings: Access to all lots will be from local streets or alleyways. No direct vehicle access is proposed from Collector streets, as identified on the City’s Transportation System Plan. This shall be a condition of approval. The City Engineer has indicated that this access is acceptable (see Staff Report Attachment 3). All public streets shall be constructed to city standards as approved by the City Engineer. This shall be a condition of approval. As shown on the Preliminary Street Plan (see Applicant’s Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), all public streets have been designed in compliance with the City’s street design standards.

(4) Clear vision areas shall be provided at all roadway and driveway intersections in accordance with the vision clearance standards set forth in CMC § 18.150.070.

Findings: This application meets the clear vision standards per CMC 18.150.070 as shown on the Preliminary Street Plan (see Applicant’s Exhibits A, Sheets P11A, P11B and P11C, within Staff Report Exhibit 1). Clear vision areas will be provided at all driveway and roadway intersections in accordance with CMC Section 18.150.070. This shall be a condition of approval.

(C) Access Streets – Sidewalks – Drainage.

(1) All streets shall be designed in accordance with Chapter 5 of the adopted public works standards.

(2) All driveways for new construction shall have minimum pavement width of 12 feet and shall not be more than 25 feet in width at the curb. Each driveway shall have a concrete curb apron designed to comply with public works standards, and not more than two lots may be served by one shared driveway,

(3) Cul-de-sacs shall serve no more than 12 homes and have a minimum turning radius of 45 feet measured to the front edge of the curb.

(4) For all new construction, curbs, gutters, sidewalks and a minimum five-foot-wide sidewalk shall be provided along the entire lot frontage, and shall meet ADA accessibility standards. In the case of remodels or garage additions to an existing house no sidewalk shall be required if one does not exist, but the driveway apron and paved driveway shall be required.

(5) Storm drainage shall meet current public works design standards and shall comply with Clean Water Service (CWS) standards for water quality and quantity.

Findings: All public streets have been designed in accordance with the City's street design standards and the standards of CMC Chapter 18.143, and the current public works design standards, as identified by the City Engineer.

As shown on the Preliminary Street Plan (Applicant's Exhibit A, Plan, Sheets P11A, P11B and P11C, within the Staff Report Attachment 1), new curbs, gutters, sidewalks, will be included for the full extent of all new public streets. Similarly, stormwater conveyance and treatment, facilities have been designed in compliance with applicable CWS standards for water quality. Prior to final plat approval, the applicant shall obtain a Public Works Permit to install street trees in a manner that satisfies the objectives of the street tree program, consistent with the Preliminary Street Tree Plan (see Applicant's Exhibit A, Plan Sheets P16A, P16B and P16C, within the Staff Report Attachment 1). This shall be a condition of approval.

(D) Lighting Streets. Streets and walkways shall be lighted during the hours of darkness in accordance with public works standards.

Findings: The applicant shall obtain a Public Works Permit to install street lighting in compliance with applicable lighting design standards from Section 5.12 of the City of Cornelius Public Works Standards. This shall be a condition of approval.

(E) Mailboxes. Except for in-fill partitioning, clustered mailboxes shall be provided, consistent with the locational criteria set by the post master. They shall be of uniform style.

Findings: Prior to final plat approval, the applicant will work with the City to install mailboxes in compliance with the area Post Master's locational criteria. Additionally, such mailboxes will be of a uniform style. This shall be a condition of approval.

(F) Parking and Loading Space.

(1) Off-Street Parking.

(a) Resident. One covered parking space shall be provided for each home either on an individual lot or in an off-street parking bay within 100 feet from the dwelling being served.

(b) Guest. Where on-street parking is prohibited on both sides of a street, guest parking shall be provided in off-street parking bays at the rate of one parking space for every three home sites along the street section. Guest parking should be in close proximity to the homes being served.

(c) Parking and Storage of Recreational Vehicles and Vehicles of Similar Size. Recreational vehicles such as camping trailers, boats, campers, motor homes, and other such vehicles and vehicles of similar size shall only be parked or stored within an area specifically designated and designed for such use, and shall not be located in the public right-of-way.

Findings: The State of Oregon adopted Climate Friendly and Equitable Communities (CFEC) Parking Reform under OAR 660-012-400 to 0450. The City of Cornelius can no longer require minimum on-site parking spaces. Cornelius has not yet updated the Cornelius Municipal Code to comply with the regulations found therein. Thus, minimum off-street parking requirements cannot be enforced. The applicant anticipates that all lots in the subdivision will provide at least two off-street parking spaces via an enclosed garage and driveway, as shown on the Preliminary Parking Plan (see Applicant's Exhibit A, Plan Sheets P15A, P15B and P15C, within Staff Report Attachment 1). The plans also show the location of proposed on-street parking. In total the applicant is proposing 158, on-street parking spaces, 441 driveway-parking spaces and 441 garage parking spaces. Due to the State regulations, minimum parking will not be included as a condition of approval.

(2) Paving and Design. Off-street parking areas shall be paved and designed in accordance with the standards of the off-street parking regulations of the zoning ordinance.

Findings: Off-street parking in the R-7 District will be provided via an enclosed garage and a driveway as shown on the Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P15A, P15B and P15C, within Staff Report Attachment 1). The applicant is proposing to pave all proposed off-street parking spaces. A condition of approval shall require that all proposed off-street parking and vehicle maneuvering areas be an approved impervious surface. This shall be a condition of approval.

(G) Open Space. Within residential developments containing 20 or more lots or units there shall be, at least, 300 square feet of recreational space per unit provided in public open space for single-family development. Such space may be considered as part of any required landscaping, but must be designed in a manner that affords residents usable open area, such as lawns, patios, etc. Delineated wetlands recognized by the Division of State Lands may apply 20 percent of their area located on the subject parcel(s) to the open space requirement. Calculate the total square footage of delineated wetland area on the subject parcel(s) and multiply it by 20 percent. Streets, access drives and parking lots shall not be considered open space. Open space must be a usable

open recreational area, and may include a club house or indoor recreation facility. All outdoor area shall be landscaped and maintained by the owner, or a homeowners' association, according to the approved development plans, unless the open space is dedicated to and accepted by the city as a public park.

Findings: A minimum of 69,000 SF of recreational open space is required (300 SF per lot X 230 lots). Only Tracts A, B and E are active recreational space. Tract A is 59,377 SF; Tract B is 9,834 SF; and Tract E is 1,910 SF for a total of 71,121 SF. Thus, the application meets this criterion.

The applicant shall dedicate Tracts A, B, and C to the City through a Statutory Warranty Deed upon acceptance by the City of the park improvements and the stormwater facility. This shall be a condition of approval. Tracts D and E are to be open space areas (community green space), maintained by the HOA. This shall be a condition of approval.

(H) Middle Housing Land Division. *If a duplex, triplex, quadplex, or cottage cluster has been divided by a middle housing land division, the site development standards that are applicable to the lot shall apply to the middle housing primary lot, not to the middle housing secondary lot.*

Findings: The applicant is not proposing a Middle Housing Land Division.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Section 18.20. Low-Density Residential Zone (R-7) are met.

Chapter 18.35 Multi-Unit Residential Zone (A-2)

18.35.030 Conditional uses.

The following uses may be permitted when in accordance with Chapter [18.105](#) CMC:

...

(E) *A planned unit development, including office and retail sales and other mixed uses approved by the planning commission and conditional uses as provided for under Chapter [18.110](#) CMC.*

...

(H) *Site-built detached single-family dwelling, including a residential home consistent with state law; and detached single-family manufactured housing, subject to CMC [18.20.070](#).*

(1) *On a single, undividable infill lot, approval of a single-family detached dwelling or manufactured housing shall be processed as a Type II procedure. Approval of more than one single-family detached unit within the A-2 zone shall require a Type III procedure.*

Findings: The application includes a PUD comprising of single-family detached and attached housing types, as permitted via a Conditional Use Planned Unit Development per CMC 18.35.030. Per CMC Section 18.35.030(E) and (H), a PUD application is reviewed as a Conditional Use.

18.35.050 Area, density and lot requirements.

Lot area and density requirements shall be calculated based on net acreage. A net acre is equal to 32,670 square feet, and excludes roads, common open space, floodplains, riparian setbacks, and slopes over 25 percent.

(A) Maximum Density. The average density over the entire development shall not exceed 14 dwellings per net acre for detached single-unit dwellings, or 25 units per net acre for townhouses or multi-unit dwellings. This maximum density does not apply to middle housing.

(1) Lot Size.

<i>Housing Type</i>	<i>Minimum Lot Size</i>
<i>Detached single-unit dwelling and duplex</i>	<i>3,100 SF</i>
<i>Triplex</i>	<i>5,000 SF</i>
<i>Quadplex and cottage cluster</i>	<i>7,000 SF</i>
<i>Townhouse</i>	<i>1,500 SF</i>
<i>Multi-unit dwellings</i>	<i>1,500 SF</i>

(2) In the case of flag lots, the pole portion of the lot shall not count towards the required lot area.

(B) Minimum Density. The minimum density allowed is eight dwellings per net acre for single-family, and 11 for multi-family development. Any land partition or subdivision shall make provisions to ensure that the minimum density is protected when further partitioning is possible and initial development is less than the minimum density.

Findings: CMC Section 18.110.020(A) permits flexibility in "...area, density, off-street parking, and other requirements..." with the standards of the zone serving as a rough guide. Through the PUD and Conditional Use standards, the application distributes a range of residential densities throughout the site.

Table 2: Density Calculations

DENSITY CALCULATIONS											
DISTRICT	HOUSING TYPE	GROSS AREA (SF)	GROSS AREA (ACRES)	DEDICATED ROW AREA (ACRES)	STORMWATER FACILITIES - TRACT C (ACRES)	PUBLIC OPEN SPACE - TRACTS A&B (ACRES)	NET AREA (ACRES)	MAX. DENSITY (DU/ACRE)	MIN. DENSITY (DU/ACRE)	CALCULATED MAX DENSITY (UNITS)	CALCULATED MIN DENSITY (UNITS)
R-7	Detached	426,849	9.80	3.10	0.28	0.62	5.80	5	4	29	23
	Attached						0.00	20	4	0	0
A-2	Detached	896,326	20.58	5.33	0.36	0.96	3.07	14	8	43	25
	Attached						10.86	25	8	272	87
TOTAL		1,323,175	30.38	8.43	0.64	1.58	19.73			343	135

PLANNED # OF UNITS: 230 UNITS
 PLANNED DENSITY: 11.7 DU/ACRE

The development offers a density of 220 lots that is within the minimum of 135 lots and the maximum of 343 lots. Thus, this criterion is met.

(C) Maximum Height. *Building height, as defined in CMC [18.195.080](#), shall not exceed 45 feet, except for:*

- (1) A chimney, radio, television antenna, or solar feature (see CMC [18.195.190](#), S definitions);*
- (2) Affordable housing with a 30-year affordability covenant compliant with ORS 456.270 through 456.295 as affordable to 80 percent area median income or less for each unit, or the average of the units is affordable at 60 percent area median income or less, is entitled to 150 percent of the existing density and 24 additional feet; or*
- (3) As may be approved by the planning commission as part of a planned unit development.*

Findings: The PUD application doesn't request modification to the height limit. At the time building permit applications are reviewed, the city will ensure new homes comply with this building height standard.

(D) Setback Requirements. *Except as provided in CMC [18.150.010](#), in an A-2 zone the minimum yard area setback requirements shall be as follows:*

- (1) Front Yard. The front, as measured from the foundation of the structure, including porch or deck, shall not be less than 10 feet. Accessory structures, garages or carports shall not be less than 20 feet.*
- (2) Rear Yard. No rear yard shall be less than 10 feet in depth for a single-story structure, plus five feet per additional story as measured from the foundation of the structure.*
- (3) Side Yard. For single-family residences, the minimum width of side yards shall be not less than five feet, as measured from the foundation of the home. On corner lots the side yard facing the street shall not be less than 10 feet. For multi-family residences, no side yard shall be less than five feet in depth for a single story structure, plus five feet per additional story as measured from the foundation of the structure. On corner lots the side yard facing the street shall not be less than 10 feet.*
- (4) Building Separation. Buildings within a complex shall be separated by at least 10 feet, plus five feet per additional story.*
- (5) No accessory building or other structure or building shall be closer than three feet from a side or rear property line.*

(E) Lot Coverage. *Repealed by Ord. 2022-03.*

(F) Repealed by Ord. 916.

Findings: As described in Table 3 (below), the following modified setbacks within the A-2 zone are proposed.

Table 3: Summary of Requested Adjustments

Adjustment	Current Standard	Requested Standard	Requested Percent Change
R-7 Zone (§ 18.20.050(A) and (D))			
Minimum Lot Size	6,000 square feet	3,200 square feet	47%*
Minimum Garage Setback	20 feet	18 feet	10%
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
A-2 Zone (§ 18.35.050(D))			
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
Minimum Garage Setback	20 feet	18 feet	10%
Other			
Driveway Separation Standard (§18.143.050.(C))	100 feet (Collector)	25 feet	75%
* Note: This adjustment affects 39 lots within the R-7 zone. Overall average lot size (both R-7 and A-2) is 3,722 square feet.			

The applicant also illustrated in the Typical Lot Setback Details Plan, (see Applicant’s Exhibit A, Sheet Plan P09, within Staff Report Attachment 1), the applicant delineates the setbacks for the product type, with the deviations as proposed within this PUD application.

The garage setback is proposed to be reduced from 20 feet to 18 feet. The side yard setback for detached residential units is proposed to be reduced from 5 feet to 4 feet. A condition of approval shall allow the 18-foot minimum garage setback from the property line and the 4-foot minimum side yard setback for detached dwellings. These shall be conditions of approval.

(G) Minimum Lot Dimensions.

- (1) No detached single-unit dwelling, duplex, triplex, quadplex, or cottage cluster lot shall be less than 30 feet in width abutting a public street, nor less than 60 feet in depth, except as may be approved as part of a planned unit development.***
- (2) For multi-unit dwellings, the minimum average lot width shall be 75 feet abutting a public street, except on a cul-de-sac where the width may be reduced to 50 feet.***
- (3) No townhouse lot shall be less than 20 feet in width abutting a public street, nor less than 60 feet in depth, except as may be approved as part of a planned unit development.***

Findings: The proposed PUD does not include detached single-unit dwellings on lots less than 30 feet in width or less than 60 feet in depth, or townhomes on lots less than 20 feet in width or less than 60 feet in depth as shown on the Preliminary Product Distribution Plan, (see Applicant’s Exhibit A, Sheet Plan P04, within Staff Report Attachment 1).

18.35.060 Site development standards.

All multi-family developments are subject to design review requirements as set forth in Chapter [18.100](#) CMC; and all prior conditions of approval attached to any use in a multi-family zone shall continue to apply.

(A) Open Space. Within residential developments containing 20 or more lots or units there shall be, at least, 300 square feet of open recreational space per unit provided in common open space for multi-family development and/or 300 square feet of recreational space per unit provided in public open space for single-family development. Such space will be considered part of the required landscaping, but must be designed in a manner that affords residents usable open area, such as lawn, patios, etc. Delineated wetlands recognized by the Division of State Lands may apply 20 percent of their area located on the subject parcel(s) to the open space requirement. Calculate the total square footage of delineated wetland area on the subject parcel(s) and multiply it by 20 percent. Streets, access drives and parking lots shall not be considered open space. Open space must be a usable open recreational area, and may include a club house or indoor recreation facility. All outdoor area shall be landscaped and maintained by the owner, or a homeowners' association, according to the approved development plans, unless the open space is dedicated to and accepted by the city as a public park.

Findings: A minimum of 69,000 SF of recreational open space is required (300 SF per lot X 230 lots). Only Tracts A, B and E are active recreational space. Tract A is 59,377 SF; Tract B is 9,834 SF; and Tract E is 1,910 SF for a total of 71,121 SF. Thus, the application meets this criterion.

The applicant shall dedicate Tracts A, B, and C to the City through a Statutory Warranty Deed upon acceptance by the City of the park improvements and stormwater facility. This shall be a condition of approval. Tracts D and E are to be open space areas (community green space), maintained by the HOA. This shall be a condition of approval.

(B) Perimeter Requirements. If topographical or other barriers within the development do not provide adequate buffering between the development and adjacent nonresidential development, the reviewing body may impose one or more of the following requirements:

(1) Where the development abuts an arterial or collector street or an existing planned unit development, the reviewing body may require that a perimeter landscaped strip, no more than 25 feet wide, and/or sound mitigation structures be established along the abutting property line. All required building setbacks shall be measured from the inner edge of the perimeter strip, which shall be set aside as a separate tract. And provisions for pedestrian connections through the landscape strip may also be required.

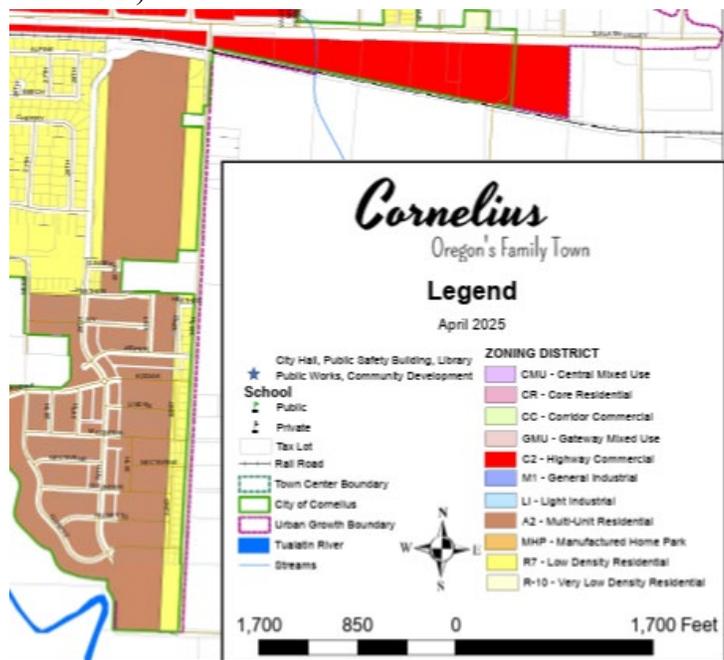
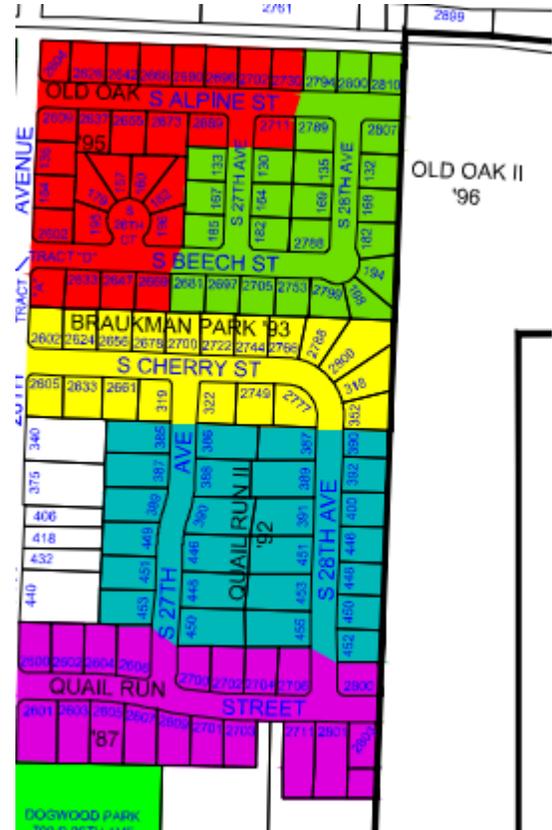
(2) Where the development abuts an existing or planned nonresidential area, the reviewing body may require that a perimeter landscaped strip, no more than 50 feet wide, be established along the abutting property line. All required building setbacks shall be measured from the inner edge of the perimeter strip, which shall be set aside as a separate tract. And provisions for pedestrian connections through the landscape strip may also be required.

(3) All driveways and landscaped areas shall comply with vision clearance standards set forth below. All landscaping shall comply with the general landscaping standards set forth below.

Findings: As shown on the Cover Sheet with Site and Vicinity Maps plan (see Applicant’s Exhibit A, Plan Sheet P00, within the Staff Report Attachment 1), the subdivision is planned to be an extension of the Laurel Woods subdivision and the lots abutting the Laurel Woods subdivision are similarly sized. The proposed Laurel Crown subdivision is bound by the Laurel Woods Phase 6 subdivision to the south, west of S.W. 345th Avenue and east of the Old Oak No. 2, Braukman Park, S. Quail Run and S. Quail Run No.2 subdivisions.

When the site was comprehensively planned, the R-7 zone was intently created to act as a ‘buffer’ along the perimeter of the existing subdivisions. The lots and densities within the R-7 zoned areas are less than the middle of the subdivision, which is Zoned A-2. In addition, the zoning buffer that has been previously established, the applicant is proposing a mixture of large lots and open spaces along the existing subdivisions and collector streets, Site Plan (see Applicant’s Exhibit A, Plan Sheet P00, within the Staff Report Attachment 1).

The applicant is proposing 46 lots where the front door of each home face S. Dogwood Street, S. Elder Way, S Chestnut Street and S. 29th Boulevard, as shown on the Preliminary Product Distribution Plan, (see Applicant’s Exhibit A, Plan Sheet P04, within the Staff Report Attachment 1), but have vehicular access through the alleyways. On-street parking spaces, sidewalks, and landscape strips with street trees are provided on these streets. No additional mitigation measures are proposed or needed.



(C) Landscape Plan.

(1) For multi-family residences, in addition to the open space requirements, the entire net area of the site that is not covered by building or parking and circulation improvements shall be landscaped prior to occupancy, in accordance with the approved site plan and the standards set forth herein.

(2) At maturity at least 80 percent of the landscape area shall be covered by plant material, lawn, and trees when the plantings reach maturity. The remaining area may be covered in nonvegetative ground cover.

(3) Frontage Trees. Frontage trees shall be required and must comply with current public works standards.

(4) Installation of required landscaping may be deferred for up to six months with written approval by the community development director; provided, that the owner posts with the city a cash deposit or irrevocable letter of credit assigned to the city for an amount equal to 150 percent of the estimated cost of the landscaping materials and installation by a qualified contractor.

Findings: The applicant provided a Street Tree Planting Plan (see Applicant’s Exhibit A, Plan Sheets P16A, P16B and P17C, within Staff Report Attachment 1). Street trees shall be planted as designated on Sheets P16A, P16B and P17C. This shall be a condition of approval.

(D) Vehicular Access, Internal Circulation and Clear Vision Areas.

(1) Where possible, vehicular access to residential subdivisions shall be from abutting arterial or collector streets. Access to individual lots shall be primarily from local streets or alleyways when the alleyway is developed to current public works standards. Direct lot access to arterials or collector streets shall not be permitted, unless there is no alternative as determined by the City Engineer.

(2) The minimum public street width shall comply with Chapter 5 of the adopted public works standards.

(3) Internal Access. All internal roadways and drives shall be paved and maintained by the owner in accordance with city standards. No entrance or exit shall be located closer than 100 feet to any intersection of a public street, unless there is no reasonable alternative. They shall have the following minimum unobstructed pavement width:

(a) Two-way traffic: 24 feet;

(b) One-way traffic: 15 feet.

(4) Internal sidewalks or pathways shall be provided to ensure safe and convenient pedestrian circulation throughout the development.

(5) Clear vision areas shall be provided at all roadway and driveway intersections in accordance with the vision clearance standards set forth in CMC [18.150.070](#).

Findings: All public streets have been designed in accordance with the City’s street design standards and the standards of CMC Chapter 18.143, and the current public works design standards, as identified by the City Engineer within Attachment 3 of this Staff Report.

As shown on the Preliminary Street Plan (Applicant’s Exhibit A, Plan, Sheets P11A, P11B and P11C, within the Staff Report Attachment 1), new curbs, gutters, sidewalks will be included for the full extent of all new public streets. Similarly, stormwater conveyance and treatment facilities have been designed in compliance with applicable CWS standards for water quality. Prior to final plat approval, the applicant shall obtain a Public Works Permit to install street trees in a manner that satisfies the objectives of the street tree program, consistent with the Preliminary Street Tree Plan (see Applicant’s Exhibit A, Plan Sheets P16A, P16B and P16C, within the Staff Report Attachment 1) while respecting competition from utilities and other infrastructure improvements located in this area of the public right-of-way. This shall be a condition of approval.

(E) Access Streets – Sidewalks – Drainage.

- (1) All streets shall be designed in accordance with standards set forth in Chapter [18.143](#) CMC, Transportation Facilities, and the subdivision code.***
- (2) All driveways for new construction shall have minimum pavement width of 12 feet and shall not be more than 25 feet in width at the curb. Each driveway shall have a concrete curb apron designed to comply with public works standards, and not more than two lots may be served by one shared driveway.***
- (3) Cul-de-sacs shall serve no more than 12 residential units and meet current public works design standards.***
- (4) For all new construction, curbs, gutters, and a minimum five-foot-wide sidewalk, offset from the curb, shall be provided along the entire lot frontage and shall meet ADA accessibility standards. In the case of remodels or garage additions to an existing house, no sidewalk shall be required if one does not exist, but the driveway apron and paved driveway shall be required. However, a curb tight sidewalk may be approved by the City Engineer when it is impractical to provide the offset.***
- (5) Storm drainage shall meet current public works design standards and shall comply with Clean Water Services (CWS) standards for water quality and quantity.***

Findings: All public streets have been designed in accordance with the City’s most recent street design standards and the standards of CMC Chapter 18.143. No cul-de-sacs are proposed.

As shown on the Preliminary Street Plan (Applicant’s Exhibit A, Plan, Sheets P11A, P11B and P11C, within the Staff Report Attachment 1) new curbs, gutters, sidewalks will be included for the full extent of all new public streets within the Site. Stormwater conveyance and treatment facilities have been designed in compliance with applicable CWS standards for water quality. Driveways that will serve each lot will be approximately 20 feet in width. Prior to final plat approval,

Applicant shall obtain a Public Works Permit to install street trees in a manner that satisfies the objectives of the street tree program, while respecting competition from utilities and other infrastructure improvements located in this area of the public right-of-way. This shall be a condition of approval.

(F) Lighting Streets. Streets and walkways shall be lighted during the hours of darkness in accordance with public works standards.

Findings: Prior to final plat approval, the applicant shall obtain a Public Works Permit to install street lighting in compliance with applicable lighting design standards from Section 5.12 of the City of Cornelius Public Works Standards. This shall be a condition of approval.

(G) Mailboxes. Except for in-fill partitioning, clustered mailboxes shall be provided, consistent with the locational criteria set by the Post Master. They shall be of uniform style.

Findings: Prior to final plat approval, the applicant shall work with the City to locate mailboxes in compliance with the area Post Master's locational criteria. Additionally, such mailboxes will be of a uniform style. This shall be a condition of approval.

(H) Insects and Rodents. Materials, including wastes, shall be stored and managed, and grounds shall be maintained in a manner that will not attract or aid in the propagation of insects or rodents or cause a health hazard.

(I) Screening.

(1) Sight-obscuring screening shall be provided for all garbage and trash collection areas, approved outdoor storage, and parking lots abutting a low density residential development. Such screening shall be six feet in height, and shall consist of a wall of brick, stone, or other substantial material, or a densely planted evergreen hedge and chain link fence.

(2) The review body may require non-sight-obscuring screening and/or fencing of parking lots abutting property lines, front yards abutting a public street, or other yards abutting a low density residential development.

Findings for (H) and (I): The applicant indicates that no common trash or recyclable bins are proposed. Individual trash bins will most likely be stored within the garages or within side yards. Staff also finds that a proposed HOA will address the storage of trash bins. The public park within Tract A shall have three fixed trash bins, as shown by the applicant on sheet P02 and as approved by the City Engineer. This shall be a condition of approval.

(J) Parking and Loading Space.

(1) Off-Street Parking.

(a) Resident. One covered parking space shall be provided for each dwelling unit either on the individual lot or in an off-street parking bay within 100 feet from the dwelling being served. Total parking provided shall be consistent with CMC 18.145.030(A), Table 1.

(b) Guest. Where on-street parking is prohibited on both sides of a street, guest parking shall be provided in off-street parking bays at the rate of one parking space for every three detached single-unit homes along the street section. Guest parking should be within 100 feet of the dwelling units being served.

(c) Storage of Recreational Vehicles. Recreational vehicles, such as camping trailers, boats, campers, motor homes, and other such vehicles shall only be parked or stored within an area specifically designated and designed for such use, and shall not be located in the public right-of-way.

(2) Paving and Design. Off-street parking and maneuvering areas shall be paved with asphalt or concrete and designed in accordance with the standards of the off-street parking regulations of this title.

(3) Parking Lot Landscaping. There shall be a five-foot landscaped buffer at the perimeter of all parking lot areas. Parking lots shall be designed and landscaped so as to break up large paved areas with landscaped islands, such as every 10 spaces. See CMC [18.145.050](#).

(4) On each home site, or on each individual dwelling within a complex, an address number of the home shall be provided in a manner that is clearly visible from the street, as approved by the fire department.

(5) Each resident may display on their home one sign identifying the person residing therein; provided, that the sign is not larger than one square foot.

(6) Traffic control and directional signs shall be installed as required by the current public works standards.

Findings: The State of Oregon adopted Climate Friendly and Equitable Communities (CFEC) Parking Reform under OAR 660-012-400 to 0450. To comply, the City of Cornelius can no longer require minimum on-site parking spaces. Cornelius has not updated the Cornelius Municipal Code to comply with the regulations found therein. Thus, minimum off-street parking requirements cannot be enforced. While the application does not include new home construction, the applicant anticipates that all lots in the subdivision will provide at minimum two off-street parking spaces via an enclosed garage and driveway, as shown on the Preliminary Parking Plan (see Applicant's Exhibit A, Plan Sheets P15A, P15B and P15C, within Staff Report Attachment 1). The plans also show the location of proposed on-street parking. In total the applicant is proposing 158 on-street parking spaces, 441 driveway-parking spaces and 441 garage parking spaces. Due to the State regulations, minimum parking will not be included as a condition of approval.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Section 18.35 Multi-Unit Residential Zone (A-2) are met.

Chapter 18.105 Conditional Use Permit

18.105.030 Procedures.

(B) Approval Criteria. *The approval, approval with conditions or denial of an application for conditional use or to enlarge or to alter a conditional use shall be based on findings of fact with regard to each of the following approval standards:*

18.105.030 (B)(1) *The proposed development will comply with the comprehensive plan;*

Findings: This Conditional Use PUD and Preliminary Subdivision Plat implement the applicable criteria from the residential use district located on the Site. The applicant indicates within the application that the proposed development complies with the Comprehensive Plan.

While the Cornelius Comprehensive Plan does not contain criteria that are specifically applicable to the subdivision of land, there are a number of related policies that direct the City to require or encourage certain development considerations at this stage. The following specific Comprehensive Plan Policies are applicable to this proposal:

Chapter 4 Land Use:

Low Density, Policy 1: *Overall density of development will be an average of five (5) units per net acre.*

Medium Density, Policy 1: *The maximum overall density for medium-density residential development shall be fourteen (14) dwellings units per net acre.*

Findings: The property has been Comprehensively Planned for low- and medium-density residential development. The application calculates the density across the entire site. The applicant has shown within their application (see Applicant's Exhibit A, within the Staff Report Attachment 1), that the proposal provides 230 lots which is between the total minimum net density of 135 dwelling units and a maximum net density of 343 dwelling units. This policy is met.

Medium Density Residential, Policy 4: *Residential development shall coincide with the provision of public streets, curbs, sidewalks, water, storm drainage, and sanitary sewerage facilities. These public facilities shall be capable of adequately serving all intervening properties as well as the proposed development. They will be designed to meet zoning, subdivision, and public works standards.*

Findings: As shown on the Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C within the Staff Report Attachment 1), all new residential lots will be served by public streets, curbs, sidewalks, water service, stormwater service, and sanitary sewer service in

compliance with the City's Zoning Ordinance and adopted Public Works Standards. Further, these public facilities have been sized and located so as to provide service to all intervening properties at such time as is desirable by those properties. This policy is met.

Medium Residential, Policy 5: A storm water drainage plan will be submitted with all proposed subdivisions and land partitions to show how storm water will be handled to avoid effects on other property. Storm sewers consistent with Unified Sewerage Agency (USA) standards for water quality and quantity shall be required as a condition of approving subdivisions or land partitions. Further, development designs shall be coordinated with ISA to insure compliance with new METRO Title 3 criteria for Federal Clean Water Act standards.

Findings: As shown on the Preliminary Composite Utility Plan (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C, within the Staff Report Attachment 1), the application includes a comprehensive stormwater drainage and management plan which demonstrates how stormwater runoff will be appropriately conveyed, treated, and then released, in accordance with all applicable local, regional, and state stormwater requirements. This policy is met.

Chapter 5 Housing:

Policy 2: Promote and encourage housing types and densities throughout town, available at various prices and rents, to households of all incomes, age, sex, and race

Findings: As described, the application includes a total of 230 new residential lots ranging in size from 1,900 SF to 7,847 SF. The housing types will include detached and attached units. The configuration of lots and housing type for this proposed subdivision promotes a variety of prices that will be available to a wide range of households. This policy is met.

Policy 3: Promote and encourage open spaces and buffers in new subdivisions and other housing developments.

Findings: The application includes one new neighborhood park (Tract A) that will be approximately 59,377 SF and three smaller open spaces: Tract B will be an approximately 9,834 SF public accessway, Tract D an entryway open space will be approximately 1,352 SF and Tract E a public access to benefit proposed Lot 1 of LP-2025-01 will be approximately 1,910 SF (see Applicant's Exhibit A, Plan Sheets P08A, P08B and P08C, within Staff Report Attachment 1). The policy is met.

Policy 4: Develop strategies for promoting higher end housing options.

Findings: Over the past several years, the city has seen an influx of housing development applications that included both market rate and low income. These developments have included some exclusively single detached units, but the predominant housing type has been attached unit

products including townhomes and apartments. This detached and attached development will provide a variety of housing options, consistent with the Housing Needs Analysis completed in 2020. This development will meet the policy.

Policy 5: Develop minimum density standards that comply with regional mandates

Findings: The City’s R-7 and A-2 zoning districts provide density standards that comply with the minimum density thresholds established in Metro’s Urban Growth Management Functional Plan. This PUD distributes the density allowed by the underlying zone throughout the Site, to achieve a net residential density of approximately 11.7 units per acre. The policy is met.

Chapter 7, Natural and Cultural Resources:

Policy 6: The City will designate identified, significant cultural, historic, and natural resources on the Comprehensive Plan Map. Management of these resources will be guided by adding appropriate resources protection sections to the development code.

Findings: The site has not been identified as a significant cultural, historic or natural resource. The policy is met.

Chapter 8, Public Facilities and Services:

Policy 3: The city shall encourage development of local recreation options.

Findings: As mentioned above, the application includes one new neighborhood park (Tract A) that will approximately 59,377 SF and three smaller open spaces (Tract B that will be approximately 9,834 SF a public accessway, Tract D an entryway open space that will be approximately 1,352 SF and Tract E an public access to proposed Lot 1 of LP-2025-01 that will be approximately 1,910 SF, (see Applicant’s Exhibit A, Plan Sheets P08A, P08B and P08C, within Staff Report Attachment 1). On P02, the proposed park (Tract A) will contain amenities such as benches, landscaping, a dog park, playground and an open lawn area. Tracts B, D and E will be open space areas. The policy is met.

Policy 4: The city shall continue to maintain an adequate water supply and improve the overall water distribution system.

Findings: The City Engineer has determined that adequate water supply is in place to provide service to future homes on the Site. The policy is met.

Chapter 9, Transportation System Plan:

Goal 1: Provide public street standards that recognize the multipurpose nature of the street right-of-way (utilities, vehicles, pedestrians).

Goal 2: Provide transportation facilities that through design and location enhance the livability of Cornelius.

Goal 3: Provide connectivity to each area of the City.

Goal 5: Establish rights-of-way at the time of development and where appropriate officially secure them by dedication of the property.

Findings: As shown in the Preliminary Street Plan (see Applicant’s Exhibits A, Plan Sheet P11A, P11B and P11C within the Staff Report Attachment 1), the application includes a new small network of streets that have been designed to accommodate the full range of users anticipated in this area. New streets throughout the Site will, or may in the future, connect with existing abutting streets should future urban development warrant, and are arranged in a quasi-grid that respects the presence of significant natural resources features on and near the Site. Through a combination of safe walking, bicycling, and motor vehicle facilities, and block lengths, the transportation layout included in this application will promote walking and bicycling. These goals are met.

18.105.030 (B) (2) The applicable requirements of the zoning district are satisfied; and

Findings: As explained throughout this narrative and accompanying exhibits, all applicable zoning criteria have been met.

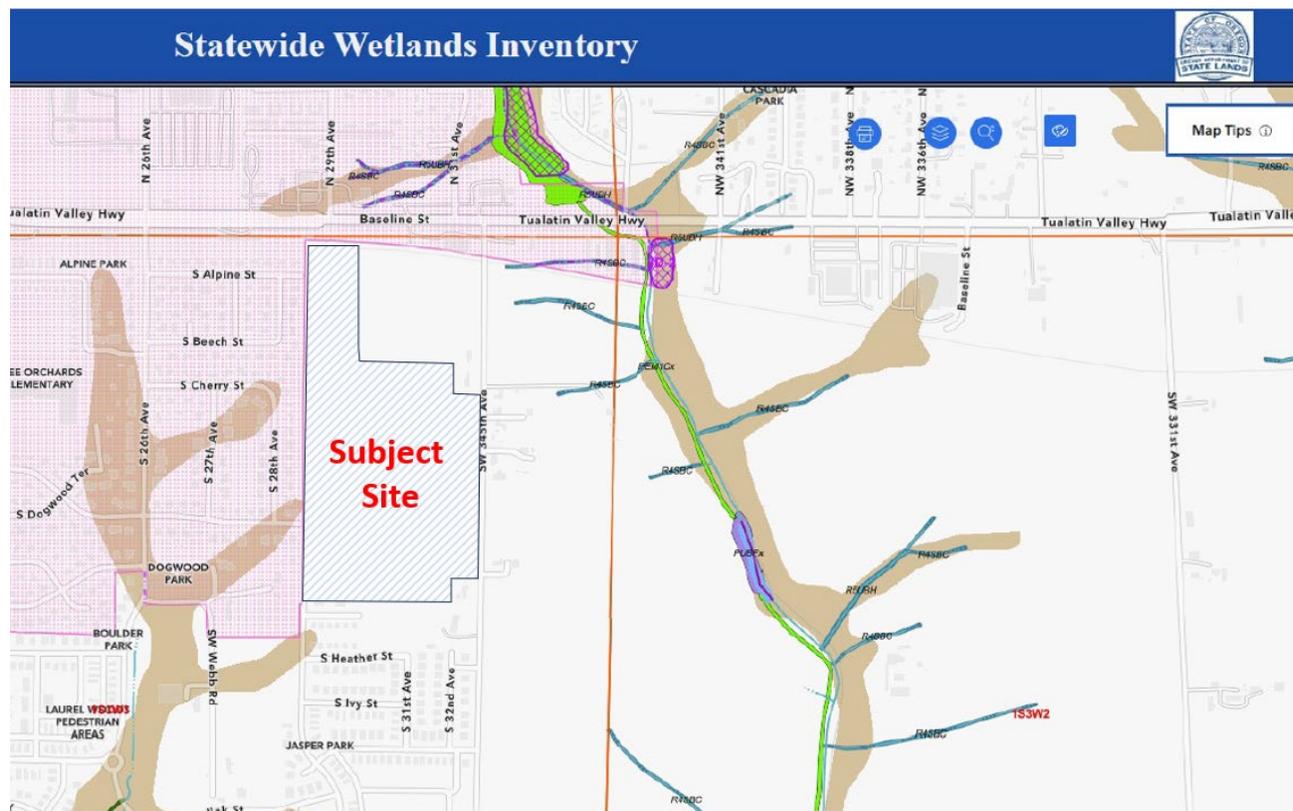
18.105.030 (B) (3) That the location, size, design, and functional characteristics of the proposed use are such that it can be made reasonably compatible with and have a minimum impact on the livability and appropriate development of other properties in the surrounding neighborhood;

Findings: The application includes a 230-lot residential subdivision with lots ranging in size from 1,900 SF to 7,847 SF. The development is consistent with the standards of the combined R-7 and A-2 zoning districts and pattern of residential development in the Laurel Woods subdivision immediately to the south of the site.

As of the date of this staff report, one letter of comment has been received by Mr. Auth (Staff Report Attachment 4) and one agency comment have been received (Staff Report Attachment 4).

The application provides a Traffic Impact Study (see Applicant’s Exhibit F, within the Staff Report Attachment 1) and the Addendum Traffic Study that responds to the comments (see Staff Report Attachment 5), which describes traffic impacts generated from the new development and addresses the comments provided by Mr. Auth. The TIA and Addendum finds that anticipated traffic impacts are within acceptable levels adopted by the City.

The Division of State Lands submitted comments (Staff Report Attachment 4). The State comments ask that City to look at the wetland inventory map to determine if a wetland is identified on the site. The state wetland inventory map does not show a wetland on the Site. Below is a screen shot of the state wetland inventory map. Staff identified the Subject Site with the ‘Hatched light blue area’.



This is also verified by the Clean Water Services Sensitive Pre-Screening Site Assessment letter dated 11/04/25, Clean Water Services File Number 25-003034 (see Applicant’s Exhibits E).

18.105.030 (B) (4) The granting of the proposal will provide for a facility that is consistent with the overall needs of the city.

Findings: The applicant indicates that there is a need for housing within the city. The applicant will be providing park land, open space and improving the public infrastructure and transportation network. The site is currently vacant. Additionally, this application furthers the City’s objective to create opportunities for “needed housing” as that term is defined in ORS 197.303(1) because it provides for housing on buildable land within the Portland Metropolitan Urban Growth Boundary.

Governor Kotek declared a State of Emergency due to the lack of housing throughout the state and extended the declaration in 2025. This project, which includes 230 detached and attached homes, will serve to fill a portion of the future demand for housing. As illustrated above, this PUD is consistent with City's need for a variety of new housing. The proposed subdivision is appropriately zoned for the development.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Section 18.105 Conditional Uses is met.

Chapter 18.110 Planned Unit Development (PUD) Conditional Use

18.110.010 Purpose.

It is the purpose of these provisions to allow a planned unit development as a conditional use in any residential, commercial or industrial zoning district. Uses or combinations of uses may be developed as a single, integral, functional unit or entity. The planned unit development concept supports a growing urban area by encouraging a more creative approach in the development of land, while at the same time enhancing and preserving the value, spirit, character and integrity of surrounding areas which have developed or are developing under conventional district regulations. Deviations from specific site development requirements and a mixture of combinations of residential, commercial and industrial uses is allowable, subject to the provisions of the comprehensive plan, as long as the general purposes for the requirements are achieved and the general provisions of the zoning regulations are observed. It is further the purpose of authorizing planned unit developments to take into account any or all of the following:

(A) Advances in technology and design;

(B) A comprehensive development equal to or better than that resulting from traditional lot-by-lot land use development, in which the design of the overall unit permits flexibility in the placement and uses of structures and the location of open spaces, circulation facilities, off-street parking areas and other facilities;

(C) The potential of the site characterized by special features of geography, topography, size or shape; and

(D) The height and bulk characteristics of structures can vary as long as the ratio of site area to uses and openness of the site will be in harmony with the area in which the proposed development is located.

Findings: This application includes a PUD on approximately 30.38 acres of land. Rather than develop the Site in strict compliance with the configuration of the R-7 and A-2 Zoning District standards, the applicant proposes a more responsive configuration of the Site. The applicant proposes a PUD, as permitted through the PUD and Conditional Use processes, to create a more interesting, livable, and functional neighborhood.

18.110.020 Development requirements.

The following standards and requirements shall govern the application of a planned unit development and apply in a planned unit development conditional use:

(A) A planned unit development may include any uses and conditional uses permitted in an underlying or abutting zone. Standards governing area, density, off-street parking, or other requirements shall be guided by the standards of the zone that most nearly portrays the character of the zone in which the planned unit development is proposed.

(B) Planned unit developments shall not be less than one acre in area.

(C) Approval compliance, required by CMC 17.05.040(E), for subdivision improvements shall be required to ensure that a development proposal, as submitted, is completed within the required time limit.

Findings: As described above, the application includes 230 detached- and attached-single unit residential lots within a mix of A-2 and R-7 zoning. The lot sizes, dimensions, overall residential density, off-street parking, and all other site design elements included in this application were informed by the applicable standards of the A-2 and R-7 Zoning Districts as expressed in Chapters 18.35 and 18.20.

The application satisfies the minimum size criterion for PUD in (B) above as the Site is approximately 30.38 acres in total area. Additionally, CMC 17.05.040(E) ensures that public and private improvements are completed in accordance with approved plans. At the time of final plat review, the city will ensure that all necessary public facilities are in place and have been constructed per adopted City standards. The application satisfies all applicable criteria in Section 17.05.040.E. These criteria are met.

18.110.030 Procedures.

The following procedures shall be observed in applying and acting on a planned unit development request:

(A) Application Requirements.

(1) The community development director shall provide forms that specify the information required for submission of a planned unit development (PUD). The applicant shall prepare site plan(s) with other supplementary material as may be required and shall submit the necessary number of copies to the community development director.

(2) Applicability of Planned Unit Development Regulations. The requirements for a planned unit development set forth in these sections are in addition to the conditional use permit (CUP) procedures, authority and standards of Chapter 18.105 CMC. The applicant must submit a request for a PUD in conjunction with an application for a CUP.

(3) Plans submitted for planned unit developments shall be subject to design review of site plans, which shall include any and all information describing the proposed a lot and street layout, relationship to adjacent properties and major road systems, locations of

building masses (size, type, and function) and building design. The applicant may provide an alternative to the building design information by submitting a justification why it is necessary an appropriate to deviate from this requirement. Open spaces, parks and greenways, as well as any recreation facilities, shall be specified.

Findings: The applicant submitted application forms (see Applicant’s Exhibit B, within the Staff Report Attachment 1) noting application for Conditional Use Permit, Planned Unit Development and Preliminary Subdivision Platting. Senate Bill 972 (2025) limits the ability for local jurisdictions to apply design standards to developments greater than 20 residential units, effective on September 26, 2025. Consequently, the City’s usual review of Site Design standards in 18.100 is inapplicable to this development. At the time of building permit submittal, each new home will be subject to the City’s Type I Development Review process whereby the city will ensure the houses meet the A-2 and R-7 standards as modified by this PUD and building-related standards.

B) Approval Criteria. In order to approve a PUD, findings of fact shall be made to support the following conclusions:

(1) There are special physical or geographic conditions or objectives of development which warrant a departure from the standard title requirements.

Findings: The applicant states:

“Special physical conditions and development objectives exist that warrant a departure from the standard requirements in the underlying zoning districts. The subject site is bordered by S.W. 345th Avenue and the UGB to the east. The Portland & Western line comprises a portion of the site’s northern boundary with the remainder comprised by a future HSD school site. The site is also bound by existing subdivisions to the south (Laurel Woods) and west (Old Oak, Braukman Park, and Dimeo’s Quail Run) and therefore must account for the extension of streets and utilities from this subdivision to create a cohesive neighborhood.

These limitations warrant flexibility in the application of development standards in order to develop the site in an efficient and attractive manner. Nonetheless, given these physical constraints, the PUD closely respects the standard requirements applicable to subdivisions in the A-2 and R-7 zoning districts. This PUD provides the opportunity to average allowable densities and reduced setbacks throughout the site to create a more organic and cohesive arrangement of lot sizes that will in turn promote a mix of residents who are expected to exhibit a broad range of ages, incomes, and other demographic characteristics.”

All streets and infrastructure will be new for this development. This PUD provides 230 additional dwelling units in the City of Cornelius, while simultaneously providing a park, open space, and new infrastructure. Governor Kotek recently continued the Emergency Declaration because of a

lack of housing statewide. This is a significant number of new units within the city; every additional unit brings the State closer to the production needed to overcome the housing crisis.

(2) Resulting development will be consistent with overall planning and zoning objectives of the city.

Findings: The proposed development is located within the Low-Density Residential (R-7) and Multi-Unit Residential (A-2) zones. The proposal is consistent with the overall planning and zoning objectives of the city and the zoning requirements.

(3) The area around the development can be planned to be in substantial harmony with the proposed plan.

Findings: This application satisfies the minimum and maximum residential density thresholds established for development on the Site while simultaneously providing a park and open space, transportation infrastructure, and other public improvements that will support the long-term health, safety, and well-being of new and existing residents in the City of Cornelius. Through the creation of a park and open space, and improving the transportation network, this PUD ensures that new development on the Site will have minimal adverse impacts to existing adjacent properties while also providing ideal opportunities for the future development of intervening and adjacent properties that are may develop or be redevelop in the future.

(4) If the applicant is proposing phasing the project, then identify the schedule for phasing. If the applicant is not proposing to phase the project, then identify the time frame for completion.

Findings: As shown on the Project Phasing Plan (see Applicant's Exhibit A, Plan Sheet P06 within Staff Report Attachment 1) the project is anticipated to be completed within three (3) development phases.

(5) Provide findings that economically justify a proposed commercial or industrial development.

Findings: This residential PUD does not include any commercial or industrial development. The criterion does not apply.

(6) The streets are adequate to support the anticipated traffic and the development will not overload the streets outside the planned area.

Findings: This application consists of 230 detached and attached residential units. Access to the proposed development is planned through extensions of S. Alpine Steet, S. Dogwood Street, S. 29th Boulevard, S. 30th Avenue and S.W. 345th Avenue. The subdivision layout on the Preliminary Plat (see Applicant's Exhibit A, Plan Sheets P08A, P08B and P08C, within Staff Report

Attachment 1), Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1) and Preliminary Street Profiles (see Applicant's Exhibit A, Plan Sheets, P12, P13 and P14 within Staff Report Attachment 1).

The applicant has provided a Traffic Impact Study (see Applicant's Exhibit F, within the Staff Report Attachment 1). The study identifies that the streets are adequate to support the anticipated traffic and development will not overload streets outside of the planned area.

(7) Proposed utility and drainage facilities are adequate for the population densities and type of development proposed.

Findings: As shown in the Preliminary Composite Utility Plan (see Applicant's Exhibit A, Plan Sheets P21A, P21B and P21C, within Staff Report Attachment 1) the proposed utility and drainage facilities have been designed to accommodate development on the Site at the level of density adopted by the City, and sized to accommodate future development where applicable.

(D) Approval of Plan and Time Limitation on Development.

(1) Before a planned unit development shall be approved by the commission, a preliminary subdivision plat shall be prepared to be considered in conjunction with the planned unit development plan. This requirement shall not apply in the event subdivision of the land would not be required under the subdivision regulations of the city.

Findings: As shown in Staff Report Exhibit 1 and described throughout this narrative, this PUD is accompanied by a preliminary subdivision plat that shall be considered in conjunction with the PUD.

(1) If no construction has begun or no use established in the planned unit development within one year after approval of the final plans, the final plan shall lapse and be of no further legal effect. In its discretion and for findings of good cause, the commission may extend for one year the period for beginning of construction or the establishment of the use. The applicant shall present his case for cause before the planning commission at its regularly scheduled meeting.

Findings: The final plan for this application shall terminate one year after approval of the preliminary plat for a subdivision, planned unit development and conditional use permit, if no construction or use is established. This shall be a condition of approval. The applicant may present a case for cause before the planning commission at a regularly scheduled meeting prior to the expiration date to extend the period for beginning of construction or the establishment of the use one year from the expiration date.

Due to the platting process, it is unlikely that Holt will have time to begin construction within 1 year of this approval. Holt has requested the Planning Commission extend the time limit identified above to submit the final plat through approval of this application so that the final plat may be submitted within a 5-year window and the applicant may apply for a two-year extension through an application to the Planning Commission, if needed. If the Planning Commission agrees, then the Commission shall adopt Condition of Approval # 2B instead of 2A Planned as follows:

Applicant shall have a five-year approval window between the approval of the Preliminary Plat/PUD/Subdivision and the submittal of the final plat of this application. At the end of the five-year window, the Applicant may apply for a two, one-year extensions by the Community Development Director.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Section 18.110 Planned Unit Development (PUD) Conditional Use are met.

Chapter 18.143 Transportation Facilities

18.143.020 General provisions.

(A) All transportation facilities shall be designed and improved in accordance with the standards of this code and the public works public utilities design standards. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the city shall condition the development to obtain permits required by the other agencies.

Findings: As illustrated in Staff Report Attachment 1, and described elsewhere in this narrative, all new public street improvements have been designed to comply with the standards of this Code and the City's Public Works Standards.

(B) In order to protect the public from potentially adverse impacts of the proposal, to fulfill an identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in proportion to the identified impacts of the development.

Findings: The Traffic Impact Study is found within Applicant's packet (see Applicant's Exhibit F, within Staff Report Attachment 1) and the Addendum Traffic Study (Staff Report Attachment 5) confirms that traffic capacity and safety, per adopted local and State standards, will be maintained on all affected City and ODOT roadways.

(C) For applications that meet the threshold criteria of CMC 18.143.030(B), Analysis Threshold, this analysis or limited elements thereof may be required.

Findings: CMC Section 18.143.030.B requires a TIA/TIS when the proposed land use change will generate 200 vehicle trips or more per day. The project exceeds the threshold for a TIA/TIS, which has been included in the application material (see Applicant’s Exhibit F, within Staff Report Attachment 1). The Traffic Impact Study has been prepared with feedback from City staff and in compliance with the Cornelius Municipal Code. An Addendum Traffic Impact Study (Staff Report Attachment 5) was completed in response to Mr. Auth’s comment letter (Staff Report Attachment 4).

(D) The decision-making authority may impose development conditions of approval per this title. Conditions of approval may be based on the traffic impact analysis.

Findings: The City Engineer (see Attachment 3) determined that additional conditions of approval are unnecessary, as did the Applicant’s Traffic Impact Study and Addendum Traffic Study.

(E) Dedication of rights-of-way shall be determined by the decision-making authority.

Findings: As shown in the Preliminary Street Plan (see Applicant’s Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), the application includes new public streets within rights-of-way intended to be dedicated to the City of Cornelius with the final subdivision plat. Additionally, Applicant is aware of the Planning Commission’s ability to impose reasonable conditions that are related to new impacts created by this PUD.

(F) Traffic calming may be approved or required by the decision-making authority in a design of the proposed and/or existing streets within the area of influence or any additional locations identified by the City Engineer. Traffic calming measures shall be designed to city standards.

(G) Intersection performance shall be determined using the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve a different intersection analysis method prior to use when the different method can be justified. Terms used in this subsection are defined in the Highway Capacity Manual 2000.

(H) City street intersections shall maintain a level of service (LOS) of “D” during the p.m. peak hour of the day. An LOS of “E” may be accepted for local street approaches or driveway access points that intersect with collector or arterial streets, if these intersections are found to operate safely.

Findings: A Traffic Impact Study is attached within the Applicant’s submittal (see Applicant’s Exhibit F, within the Staff Report Attachment 1). The TIS within Applicant’s packet was prepared using the Trip Generation Manual, Eleventh Edition. The study by Lancaster Mobley reveals, on page 4 of 31 of the Traffic Impact Study, that

“All study intersections are currently operating acceptably per agency standards and are projected to continue operating acceptably through the 2029 buildout year. No operational mitigation is necessary or recommended at these intersections.”

The City Engineer notes that he concurs with the findings as identified in Attachment 3 of this report.

The Applicant’s Addendum Traffic Impact Study (Staff Report Attachment 5, pg. 32) provides the following key findings:

The following key findings relate to transportation:

- Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns. Accordingly, no safety mitigation is recommended.
- Traffic signal warrants are not projected to be met at the intersection of SW Tualatin Valley Highway (OR 8) & SW 345th Avenue under year 2029 conditions, regardless of whether or not the proposed development is constructed. Therefore, no new traffic signals are necessary or recommended as part of the proposed development application.
- All study intersections are currently operating acceptably per the agency standards and are projected to continue operating acceptably through the 2029 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
- A street connection to SW 345th Avenue will result in a significant redistribution of existing and background trips, which will trigger the need for separate northbound left and right-turn lanes on SW 345th Avenue at SW Tualatin Valley Highway. These improvements will be needed at the time of the eventual street connection, even without trips from the proposed Laurel Crown Subdivision.
- In general, changes in 95th percentile queuing between the year 2029 background and buildout conditions are anticipated to be small. Although several of the 95th percentile queues are estimated to extend beyond available storage, most of the queues would be present under both background and buildout conditions. The proposed Laurel Crown Subdivision will not measurably change any of these queues.

Staff concur with these findings.

18.143.030 Traffic impact analysis.

For each development proposal that exceeds the analysis threshold of subsection (B) of this section, the application for land use or design review approval shall include a traffic impact analysis as required by this code. The traffic impact analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.

(A)Engineer Certification. The traffic impact analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the state of Oregon.

(B) Analysis Threshold. A traffic impact analysis is required when the proposed land use change or development will generate 200 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer.

(C)A traffic impact analysis or some elements of a traffic impact analysis may be required when projects that generate less than 200 average daily vehicle trips and the volume threshold under subsection (B) of this section is not met, but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.

(D) Study Area. The traffic impact analysis shall evaluate the area of influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow. At a minimum, the analysis will consider all road segments, access points, and intersections within the influence area. The City Engineer may identify additional locations for study if existing traffic operation, safety, or performance is marginal or substandard. Prior to report preparation, the applicant shall submit the proposed scope and analysis assumptions of the traffic impact analysis. The City Engineer shall determine whether the scope and analysis assumptions are adequate.

(E)Traffic impact analysis shall be based on the type and intensity of proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.

(1) The traffic impact analysis report shall at a minimum contain the following information:

- a)*** A description of the proposal and/or development including the intended use of the site.
- b)*** Vicinity map shall identify the influence area map, which includes the existing traffic conditions, the functional classification of the subject roads, existing right-of-way and pavement widths, striping, channelization, and all existing driveways and intersections within the influence area.
- c)*** Traffic forecasts of future traffic within the influence area.
- d)*** Traffic impact shall be analyzed to evaluate access, safety, feasibility, operation and performance, considering the movement of site-generated traffic relating to existing conditions, traffic flow, access points and intersections within the influence area. Mitigation for identified deficiencies shall be recommended to provide safe and efficient traffic flow.
- e)*** Technical appendices and other information that demonstrates the technical adequacy of the analysis.

(2) Traffic Forecasts. The report shall include complete documentation of the trip generation calculations including Institute of Transportation Engineers' (ITE) trip generation use code(s), from the most recent published edition. Traffic flow diagrams displaying distribution, assignment, existing, added and total traffic shall be included. Intersections, access points and turning movements within the area of influence shall be included.

- (3) Trip Generation.** *Estimates for trip generation shall be made for peak-hour traffic. The peak-hour traffic in the analysis will be justified and will at a minimum include the a.m. and p.m. peak hours. Trip generation estimates shall be based on the most recent issue of the ITE trip generation. The City Engineer may approve different trip generation rates when trip generation rates are not available in ITE's trip generation or different rates are justified.*
- (4) Trip Distribution and Assignment.** *Traffic generated by the proposed development shall be logically distributed and assigned to the street system within the influence area and any additional locations identified by the City Engineer. The trip distribution information shall be based on Washinton County, Metro, or ODOT for local traffic patterns no more than 12 months old, or alternative data approved by the City Engineer.*
- (5) Performance analysis shall be based on safety considerations that evaluate conflicting turning movements among driveways, intersections and internal traffic. Geometric design concerns shall be addressed and operational improvements shall be considered, evaluated and recommended when determined to be necessary by the standards of Washington County, ODOT or the City Engineer. Adequate site distance shall be addressed at the proposed road access point(s) of the existing and the ultimate road configuration based on the improvements identified in the city transportation system plan. Bicycle, pedestrian and transit issues shall be identified and evaluation. Other operational, circulation, safety, capacity and improvement issues shall be evaluated and addressed as required by the code and the City Engineer.**
- (6) The traffic impact analysis shall identify traffic impacts attributable to a development and the appropriate mitigation measures where a development causes traffic impacts that bring a road below acceptable levels of service, or impacts a road that is already operating below acceptable levels of service, or impacts a road that has a documented safety problem. Mitigation measure shall be implemented as a condition of approval. Mitigation shall include alternative methods to safely and efficiently improve traffic flow through improvements that address the identified deficiencies. Improvement shall be consistent with those identified in the transportation system plan. If traffic signal warrants are met in conformance with the Highway Capacity Manual and the Manual of Uniform Traffic Control Devices, traffic signals shall be required with development. Before a signal can be installed on a state highway, a traffic signal and location shall have been approved by the State Highway Engineer.**
- (7) State and County Facilities.** *Access to state (ODOT) and/or Washington County facilities or both requires approval from those agencies. Traffic analyses shall meet ODOT and county requirements in addition to those of the city for a traffic impact analysis.*

Findings: The submitted Traffic Impact Analysis and Traffic Impact Analysis Addendum (Staff Report Attachment 1, Exhibit F and Staff Report Attachment 5, respectively) have been reviewed and approved by the City Engineer. Both studies address the applicable requirements listed in this Section.

On January 19, 2026, Joseph Auth submitted a letter of comment for the record (Staff Report Attachment 4). Mr. Auth identifies that S. 26th Avenue/S. Beech Street (west leg) intersection should have been included in the TIS (Traffic Impact Study). He discusses impacts to the intersection as it relates to Free Orchards Elementary School. Within the letter, there is a discussion about vehicle turning movements, vehicle queueing in the AM peak hour, traffic flow, trip distribution and traffic counts. In summary and conclusion, Mr. Auth states:

“Please note this letter should not be treated as opposition of the Laurel Crown Subdivision. This letter is asking for more transparency of what the public will experience when the additional trips from the proposed subdivision start utilizing the city streets. Including the S. 26th Avenue / S. Beech Street (west leg) intersection in the TIS analysis, revising the trip distribution, and updating the counts will provide better information to city staff and the public in the decision of what improvements are needed at the S. 26th Avenue / S. Beech Street (west leg) intersection.”

After receiving Mr. Auth’s comments, the Applicant provided an update to the TIS and an Addendum with a response. Updated weekday morning and evening peak hour turning movement counts were conducted and trip distribution was refined and included in the updated TIS. Based upon findings in the Traffic Impact Analysis, as approved by the City Engineer (see Staff Report Attachment 3) and the Applicant’s Addendum Traffic Study and Memo (see Staff Report Attachment 5), the proposed development will not impact the transportation systems. As designed, no additional traffic mitigation is necessary.

18.143.040 Street design cross-sections per transportation system plan.

Street designs, including minimum right-of-way widths, were approved in the city transportation system plan. Street cross-sections include the right-of-way, paved section, sidewalk and planter strip widths. The functional classification of a street as designated in the transportation system plan shall determine its design and width. Identification of functional classifications for streets in the city limits is found in the adopted Cornelius transportation system plan. Street design standards, which are based on functional classification and use, are found in the adopted Cornelius public works standards. Full street connections shall be provided at intervals consistent with the adopted Cornelius public works standards for the identified street classification, except as modified by Chapter 18.115 CMC, or where prevented by topography, barriers such as railroads or freeways, or environmental constraints such as major streams or rivers.

(A) Deviations to Adopted Street Cross-Sections. A deviation from the adopted street cross-sections and/or widths or both shall require demonstration of a hardship or other exceptional circumstances resulting from conditions of the property. Hardship or exceptional circumstances may include, but are not limited to, unique topographic conditions, environmental protection requirements, and existing development and buildings. A request for a deviation shall comply with this title and, where applicable, the Transportation Planning Rule (TPR).

Findings: Per conversations with and guidance provided to the applicant by City Engineering staff, new street cross sections included in this application are based on the recently adopted City of Cornelius Public Works Standards, the Transportation System Plan, or as otherwise allowed by the City Engineer. Utilization of these standards will ensure that current state-of-the-practice design solutions to promote safety and long-term performance are implemented throughout this new neighborhood. Additionally, the application includes substantial traffic calming measures through the use of curb extensions at all intersections, street trees on new roadways, and on-street parking.

18.143.050 Access standards.

Access standards establish requirements and regulations for safe and efficient vehicle access to and from a site and enhance general circulation within a site.

(A) Access Spacing. Access spacing shall be designed in conformance with adopted Cornelius public works standards.

(1) Access spacing for all state facilities shall be coordinated with the Oregon Department of Transportation (ODOT)

The applicant provided a request to deviate from the access standards within Table 3, as follows:

Findings: All new streets included in this application will satisfy the minimum access spacing requirements of this Section or as otherwise allowed by the City Engineer. The application includes several new public streets that will accommodate vehicular access to residential lots.

(B) An access report shall be submitted with all new development and/or redevelopment proposals that demonstrates the street/driveway is safe as designed and meets adequate stacking, site distance, deceleration distance, on-site circulation and deceleration requirements as set by the city, American Association of State Highway and Transportation Officials (AASHTO), and relevant agencies.

Findings: All new streets included in this application have been designed in accordance with all applicable AASHTO standards and subsequently meet adequate stacking, sight distance, deceleration distance, and other safety requirements. Because new home construction is not included as part of this application, corner vision clearance cannot be verified at this time. However, at the time of new home construction, the city will ensure that adequate corner vision is provided on each lot to ensure safe access and egress.

(C) Driveway/Access Points. The location and number of driveways or access points has a direct effect on safe and efficient traffic flow. The following access management standards shall apply toward new driveways:

(1) Driveway spacing shall be designed in accordance with adopted public works standards. In some cases, driveway setbacks may be greater than the standard depending upon the influence area, as determined by City Engineer review of a traffic impact report submitted by the applicant's traffic engineer. If the subject property has less than 150 feet of street frontage, the applicant shall first investigate a shared access as an option. If a shared access is not possible, the driveway shall be placed as far from the intersection as possible.

Findings: As shown on the Preliminary Street Plan (see Plan Sheets P11A, P11B and P11C, within Exhibit 1), all new residential lots included within this application will take direct access from local streets or alleyways. No direct vehicle access is proposed from Collector streets. The City Engineer has indicated that this access is acceptable (see Staff Report Attachment 3).

Table 3: Summary of Requested Adjustments

Adjustment	Current Standard	Requested Standard	Requested Percent Change
R-7 Zone (§ 18.20.050(A) and (D))			
Minimum Lot Size	6,000 square feet	3,200 square feet	47%*
Minimum Garage Setback	20 feet	18 feet	10%
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
A-2 Zone (§ 18.35.050(D))			
Minimum Side Setback (detached homes)	5 feet	4 feet	20%
Minimum Garage Setback	20 feet	18 feet	10%
Other			
Driveway Separation Standard (§18.143.050.(C))	100 feet (Collector)	25 feet	75%
* Note: This adjustment affects 39 lots within the R-7 zone. Overall average lot size (both R-7 and A-2) is 3,722 square feet.			

Driveways for Lots 40, 41, 53, 54, 71, 72, 84, and 85 may be located closer than 100 feet to the respective Collector, as requested through the PUD adjustment process in Table 3, above. All public streets shall be constructed to city standards as approved by the City Engineer. This shall be a condition of approval.

Driveways located near the potential influence areas of intersections are located as far from the intersection as possible. Driveways serving these lots shall adhere to all clear vision requirements at the time of site design review and building permit approval. This shall be a condition of approval.

(2) Based on the applicants’ proposal and its compliance with the comprehensive plan, transportation system plan and the development and zoning code, the city shall require the closing or consolidation of existing driveways or other vehicle access points, the recording of reciprocal access easements (i.e., for shared driveways), and installation of traffic control devices or other measures as a condition of approval to mitigate the impacts of the development.

Findings: Applicant is not proposing the consolidation or closing of any existing driveways, nor are any warranted.

(3) New developments shall provide cross-over easements to ensure potential shared driveway access points where existing conditions warrant consideration.

Findings: The PUD has attached single dwelling units on their own lots. The applicant identifies that 42 homes are planned to share driveways within the public right-of-way. No additional easements are necessary as the parking areas are on individual lots and the access to that parking is in the public right-of-way.

(4) Access to arterials shall only be from public streets. When a site that has private access onto a principal arterial is redeveloped, the private access shall be eliminated if alternate access exists or can be developed to the site.

Findings: No arterial roadways will provide direct access to the Site. The criterion does not apply.

(5) Direct access to a collector street shall only be considered if there is no alternative way to access the site. If direct access is permitted by the city, the applicant shall be required to mitigate for any safety or neighborhood traffic management impacts deemed applicable by the City Engineer. In no case shall the design of driveways, drive aisles or service drives require or encourage the backward movement or other maneuvering of a vehicle within a street, except for single-family and duplex residences.

Findings: No lots are proposed to have direct access onto a Collector roadway, such as S. Dogwood Street, S. 29th Boulevard and S.W. 345th Avenue. Access to lots will be from local streets or alleyways. The alleyways have been designed to provide vehicle access to the lots. The homes will have garages accessed from the alleyways, as demonstrated on the Parking Plans (see Applicant's Exhibit A, Plan Sheets P15A, P15B and P15C, within Staff Report Attachment 1).

(6) Proposed shared-use paths shall be located to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and park and transit facilities. To the greatest extent possible, access shall be reasonably direct, providing a route or routes that do not deviate unnecessarily from a straight line or that do not involve a significant amount of out of direction travel.

Findings: The City Engineer determined that the east side of the S. 29th Boulevard to S. Dogwood and from the north side of S. Dogwood to S.W. 345th Avenue provides the pedestrian access for the development to S.W. 345th Avenue. City planned improvements from S. Dogwood north on S.W. 345th Avenue will include the eventual continuation of the 12-foot sidewalk to TVHWY. The wider sidewalk will provide a reasonably direct route for pedestrians and bicyclists.

18.143.060 Transit supportive amenities.

(A) New commercial, industrial and institutional buildings developed on sites adjacent to major transit stops shall provide transit-related improvements.....

Findings: The application does not include the construction of a new commercial, industrial, or institutional building. Further, the Site is not adjacent to a major transit stop. The criteria do not apply.

(B) For an existing use or proposed use on a site located along an existing transit route where at least 10 off-street parking spaces are required, the applicant may apply for a reduction in the number of required spaces by 10 percent through the provision of a transit pedestrian plaza and connection, subject to city approval.

Findings: The Site is not adjacent to a major transit stop. The criterion does not apply.

18.143.070 Intelligent transportation systems.

Intelligent transportation systems (ITS) manage and enhance operational performance through advanced technologies and management techniques to help relieve congestion, promote safety and provide suitable transportation strategies.

In order to provide for efficient installation of future intelligent transportation systems (ITS), all roadway improvement projects, including private development with frontage improvements, shall install three-inch conduit to support local interconnect infrastructure. The location, design and type of conduit shall be approved by the City Engineer.

Findings: At such time as the city reviews plans for public improvements on the Site, the City Engineer will ensure that 3-inch conduit for the future installation of ITS infrastructure is included on the construction drawings, where appropriate.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Section 18.143 Transportation Facilities are met.

Chapter 18.145 Off-Street Parking and Loading

18.145.010 General provisions.

(A) The provision and maintenance of off-street parking and loading spaces are continuing obligations of the property owner. No building or other permit shall be issued until plans are presented that show property that is and will remain available for exclusive use as off-street parking and loading space as required by this title. The subsequent use of property for which the building permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required for the specific use. Use of property in violation of the off-street parking and loading requirements located herein shall be a violation of this code. Should the owner or occupant of a lot or building change the use to which the lot or building is put, thereby increasing off-street parking or loading requirements, it shall be a violation of this code to begin or maintain the altered use until the required increase in off-street parking or loading is provided, except as provided in the central mixed use (CMU) and corridor commercial (CC) zoning districts.

(B) Unless otherwise provided, required parking and loading spaces shall not be located in a required yard.

(C) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same parking and loading spaces when the hours of operation do not overlap; provided, that satisfactory legal evidence is presented to the community development director in the form of deeds, leases, or contracts to establish the joint use.

(D) A plan drawn to scale, indicating how the off-street parking and loading requirement is to be fulfilled, shall accompany the request for a building permit, site plan review, or certificate of occupancy. The plan shall show all those elements necessary to indicate that these requirements are being fulfilled and shall include but not be limited to:

- (1) Delineation of individual parking and loading spaces and their dimensions;*
- (2) Circulation area necessary to serve spaces;*
- (3) Access to streets, alleys and properties to be served;*
- (4) Curb cuts;*
- (5) Location and dimensions of all landscaping, including the type and size of plant material to be used, as well as any other nonliving landscape material incorporated into the overall plan, excluding single- and two-family residences; and*
- (6) Specifications as to signs and bumper guards, excluding single and two-family residences.*

Findings: The applicant, on the Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), provides a diagram of the proposed parking, and loading spaces and dimensions, streets, accessways, curb cuts, and landscaping. This criterion has been met.

(E) Requirements for types of buildings and uses not specifically listed herein shall be determined by the community development director, based upon the requirements of comparable uses listed.

Findings: The community development director finds that the uses have adequate parking and circulation as shown the Applicant's Preliminary Street Plan (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1).

18.145.020 Off-street parking.

(A) At the time of erection of a new structure or at the time of enlargement or change in use of an existing structure within any zone in the city, off-street parking spaces shall be provided in accordance with CMC 18.145.030. If parking space has been provided in connection with an existing use or is added to an existing use, the parking space shall not be eliminated if elimination would result in less space than is specified in the standards of this section when applied to the entire use. In cases of enlargement of a building or use of land existing on the effective date of the ordinance codified in this title, the number of parking spaces required shall be based only on floor area or capacity of such enlargement.

(B) Where square feet are specified, the area measured shall be the gross floor area primary to the functioning of the particular use of the property but shall exclude space devoted to off-street parking or loading. Where employees are specified, persons counted shall be those working on the premises during the largest shift at the peak season, including proprietors.

(C) In the Main Street district (MSD), change of use of an existing commercial structure will not require additional parking to be constructed. However, construction of a new building or addition to an existing building will require the provision of off-street parking as required in CMC 18.145.030.

(D) If several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately with a reduction of 10 percent to account for cross-patronage and shared parking benefits. Where the peak hours of operation of two or more uses do not substantially overlap, such uses may share off-street parking spaces as required by this title.

(E) Parking spaces in public streets or alleys shall not be eligible as fulfilling any part of the parking requirements, except as allowed in the MSD.

(F) Required parking spaces shall be available for the parking of operable motor vehicles for residents, customers, patrons, and employees only, and shall not be used for the storage or sale of vehicles or other materials and shall not be rented, leased or assigned to any other person or organization not using or being directly served by the use.

(G) Off-street parking spaces for dwellings shall be located on the same lot with the dwelling, unless specified elsewhere in the code.

18.145.050 Design and maintenance standards for off-street parking and loading facilities.

(A) Except as otherwise defined in this code, “one standard parking space” means a minimum of a parking stall of nine feet in width and 20 feet in length. To accommodate compact cars more efficiently, up to 25 percent of the available parking spaces may have a minimum dimension of eight feet in width and 16 feet in length, so long as they are identified as compact car stalls and are not readily accessible to large cars.

(B) Excluding detached single-unit dwellings and middle housing residences, groups of two or more parking spaces shall be served by a service drive so that no backing movements or other maneuvering within a street or other public right-of-way would be required.

(C) Service drives shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress consistent with CMC 18.150.070, and maximum safety of pedestrians and vehicular traffic on the site.

(D) Each parking and/or loading space shall be accessible from a street and the access shall be of a width and location as described in this section.

(E) Parking space configuration, stall and access aisles shall be of sufficient width for all vehicles turning and maneuvering, and according to the minimum standard as shown in Figures 1 and 2 (following this chapter).

(F) Except for detached single-unit dwellings and middle housing residences, any area intended to be used to meet the off-street parking requirements as contained in this title shall have all parking spaces clearly marked using a permanent paint. All interior drives and access aisles shall be clearly marked and signed to show direction of flow and maintain vehicular and pedestrian safety.

(G) Except for detached single-unit dwellings and middle housing residences, all areas used for the parking and/or storage and/or maneuvering of any vehicle, boat and/or trailer shall be improved with asphalt or concrete surfaces according to the same standards required for the construction and acceptance of city streets. Off-street parking spaces for detached single-unit dwellings and middle housing residences shall be improved with an asphalt or concrete surface to specification as approved by the building official.

(H) Parking spaces along the outer boundaries of a parking lot or adjacent to interior landscaped areas or sidewalks shall be provided with a wheel stop at least four inches high located three feet back from the front of the parking stall. The facilities and design review committee or the planning commission may approve parking spaces without wheel stops, provided the abutting sidewalk is increased by three feet in width and/or the appropriate landscaping is planted where the bumper would overhang.

(I) Off-street parking and loading areas shall be drained in accordance with specifications approved by the City Engineer.

(J) Artificial lighting on all off-street parking facilities shall be designed to deflect all light away from surrounding residences and so as not to create a hazard to the public use of any road or street.

(K) Signs which are provided on parking lots for the purpose of meeting this section shall be as prescribed by the building official.

(L) All parking lots shall be kept clean and in good repair at all times. Breaks in paved surfaces shall be repaired promptly, and broken or splintered wheel stops shall be replaced so that their function will not be impaired.

(M) Bicycle parking spaces shall be conveniently located with respect to the street, bicycle path/lane and building entrance. Bicycle parking spaces shall be located not more than 75 feet from a building entrance and where possible shall not conflict with off-street vehicle parking spaces and drive aisles. There shall be at least 36 inches of clearance between parked bicycles and other obstructions or buildings.

Findings: All planned off-street parking will be accommodated within a driveway and/or garage on each of the lots included in this application. The application also proposes 158 on-street parking spaces, as shown on the Parking Plan (Applicant's Exhibit A, Plan Sheets P15A, P15B and P15C of the Staff Report Attachment 1). All parking has been designed to City standards and in coordination with the City Engineer. Due to the Climate Friendly and Equitable Communities regulations, minimum parking will not be included as a condition of approval.

18.145.060 Landscaping required.

(A) Purpose. *The purpose of this section is to improve the appearance of off-street parking and open lot sales and services areas in Cornelius and to protect and preserve the appearance, character, and value of the surrounding neighborhoods and thereby promote the general welfare by providing for installation and maintenance of landscaping for screening, buffering and aesthetic qualities, finding that the particular characteristics and qualities of Cornelius justify regulations to perpetuate its aesthetic appeal on a city-wide basis. It is also the purpose of this section to allow for increased seepage by providing openings in the impervious surface, increased safety by breaking up large expanses of pavement, and increased shading to reduce overheating of car interiors, and reduce glare and radiation from large numbers of vehicles.*

(B) Minimum Requirements. *All areas used for the display and/or parking of any and all types of vehicles, trailers, boats or heavy construction equipment, whether such vehicles traverse the property as a function of the primary use, hereinafter referred to as “other vehicular uses,” shall conform to the minimum landscaping requirements provided in this section. Activities that are of a drive-in nature such as, but not limited to, filling stations, grocery and dairy stores, banks, restaurants, and the like shall conform to the minimum landscaping requirements also. The following areas are not required to meet the landscaping standards:*

- (1) Where all of the parking or other vehicular uses are located under, on or within buildings; and*
- (2) Parking areas serving single- and two-family uses as normally such residential areas shall not be required to meet.*

Findings: All on- and off-street parking included in this application is intended to serve single-unit dwellings and is therefore not required to meet these landscaping standards.

(C) Installation. *All landscaping shall be installed in a sound workmanship like manner and according to accepted good planting procedures with the quality of plant materials as hereinafter described. All elements of landscaping exclusive of plant material except hedges shall be installed so as to meet all other applicable ordinances and code requirements. Landscaped areas shall require protection from vehicular encroachment as herein provided in CMC 18.145.050(H). The community development director or the building official shall inspect all landscaping and no certificates of occupancy or similar authorization will be issued unless the landscaping meets the requirements herein provided.*

(D) Maintenance. *The owner, tenant and their agent, if any, shall be jointly and severally responsible for the maintenance of all landscaping which shall be maintained in good condition so as to present a healthy, neat and orderly appearance and shall be kept free from refuse and debris. All plant growth in interior landscaped areas shall be controlled by pruning, trimming or otherwise so that:*

- (1) It will not interfere with the maintenance or repair of any public utility;*
- (2) It will not restrict pedestrian or vehicular access; and*

(3) It will not constitute a traffic hazard because of reduced visibility.

Findings: At the time that such public improvement plans are reviewed and approved by the City, the City Engineer will ensure that all street trees and other parking-related landscaping are installed and maintained and will not create a traffic hazard in accordance with this Section.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Chapter 18.145 Off Street Parking and Loading are met.

Chapter 18.150 Special Use Regulations

18.150.070 Clear Vision Zones

Except in the central mixed use (CMU) zoning districts, a clear vision area shall be maintained on the corners of all property adjacent to the intersection of two streets, an access and a railroad, or a driveway providing vehicular access to a public access.

(A) The clear vision zone is defined as the triangular area beginning at the intersection of the projected curb lines, and extending 15 feet along the leg of each intersection. No fence, berm, wall, hedge or other planting or structure shall be placed within the clear vision zone that would impede visibility between a height of 30 inches and 10 feet as measured from the top of curb, or in the absence of a curb, from the established street center line grades. If the relation of the surface of the lot to the streets is such that visibility is already obscured, nothing shall be done to increase the impediment to visibility within the vertical and horizontal limits set forth above. Poles, tree trunks, and similar objects less than 12 inches in width may be allowed in the clear vision zone if they meet the vertical requirements noted above.

(B) A private access shall be treated as a public street for the purpose of this section. The edge of the paved surface area of the private access, be it roadway, curb or sidewalk, shall be treated as the curb line in determining the vision clearance zone.

(C) The requirements of visibility at intersections in the CMU zoning district shall be determined on a case-by-case basis by the facilities and design review committee in accordance with traffic and transportation engineering standards.

Findings: The Site is located within the R-7 and A-2 zoning districts – not the CMU zoning district – thus the clear vision areas regulations apply. The applicant notes that the clear vision areas are maintained at all street intersections within the Site as shown on the Preliminary Street Plan (Applicant’s Exhibit A, Plan Sheets P11A, P11B and P11C, Staff Report Attachment 1), and Preliminary Composite Utility Plan Sets, (Applicant’s Exhibit A, Plan Sheets P21A, P21B and P21C, Staff Report Attachment 1).

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Chapter 18.150 Special Use Regulations are met.

Chapter 18.155 Solar Access for New Development

18.155.010 Purpose.

It is the city's intent to encourage the use of both active and passive solar energy systems for heating air and water in homes and businesses, as long as natural topography, soil, or other subsurface conditions or other natural conditions peculiar to the site are preserved. While the use of solar energy systems is optional, the right to solar access is protected. Additionally, a goal of this section is to ensure that site plan elements do not excessively shade adjacent properties, creating a significant adverse impact upon adjacent property owners. Thus, standards are set forth to evaluate the potential impact of shade caused by buildings, structures, and trees.

18.155.020 Applicability.

All development shall be designed throughout to accommodate active and/or passive solar installations to the extent reasonably feasible.

18.155.030 Solar-oriented residential lots.

At least 65 percent of the lots less than 10,000 square feet in area in single- and two-family residential developments must conform to the definition of a "solar-oriented lot" (see CMC [18.195.190](#)) in order to preserve the potential for solar energy usage.

18.155.040 Access to sunshine.

The elements of the development plan (e.g., buildings, circulation, open space and landscaping) shall be located and designed, to the maximum extent feasible, to protect access to sunshine for planned solar energy systems or for solar-oriented rooftop surfaces that can support a solar collector or collectors capable of providing for the anticipated hot water needs of the buildings in the project between the hours of 9:00 a.m. and 3:00 p.m. PST, on December 21st.

18.155.050 Shading.

(A) The physical elements of the development plan shall be, to the maximum extent feasible, located and designed so as not to cast a shadow onto structures on adjacent property greater than the shadow which would be cast by a 25-foot hypothetical wall located along the property lines of the project between the hours of 9:00 a.m. and 3:00 p.m., PST, on December 21st. This provision shall not apply to structures within the Main Street district.

(B) The impact of trees shall be evaluated on an individual basis considering the potential impacts of the shading and the potential adverse impacts that the shading could create for the adjacent properties in terms of blocking sunlight in indoor living areas, outdoor activity areas, gardens, and similar spaces benefiting from access to sunlight.

18.155.060 Alternative compliance.

Upon request by an applicant, the planning commission may approve an alternative site layout that may be substituted in whole or in part for a plan meeting the standards of this chapter.

(A) Procedure. Alternative compliance plans shall be prepared and submitted in accordance with submittal requirements for plans as set forth in this section. The plan shall clearly identify and discuss the modifications and alternatives proposed and the ways in which the plan will equally or better accomplish the purpose of this chapter than a plan which complies with the standards of this chapter.

(B) Review Criteria. In approving an alternative plan, the planning commission shall find that the proposed alternative plan accomplishes the purposes of this chapter equally or better than a plan which complies with the standards of this chapter.

In reviewing the proposed alternative plan, the planning commission shall take into account whether the alternative design enhances neighborhood continuity and connectivity, fosters nonvehicular access, and preserves existing natural or topographic conditions on the site.

Findings: As demonstrated within Figure 5: Solar Orientation Layout, (Applicant’s Exhibit A, Staff Report Attachment 1), 96 of 230 or approximately 42% of the lots are oriented for solar. The applicant describes that the lots are largely laid out in a grid pattern, with blocks oriented primarily east to west and north to south. The proposal does not comply with at least 65% of the lots with solar orientation. However, as part of this PUD application deviations to standards may be applied, such as solar orientation. The applicant addresses alternative compliance findings within the submittal:

- The proposal subdivision does not prohibit future rooftop solar systems;
- The layout of the subdivision is such that it provides street, pedestrian and bicycle connections; and
- Open space is planned to enhance the neighborhood.

Conclusion: Based upon the findings above, and through the application of relevant conditions of approval, staff concludes the criteria for Chapter 18.155 Solar Access for New Development are met.

CONCLUSION AND DECISION:

Based on the facts, findings, and conclusions found in this staff report, the Cornelius Planning Commission conditionally approves the Planned Unit Development Conditional Use and Subdivision Preliminary Plat for a new development to be known as ‘Laurel Crown.’ Land Use File No. PUD-2025-02/CUP-2025-04/SUB-2025-02, as represented by Applicant, can be reasonably compatible with and have a minimum impact on the livability and development of surrounding properties with the following recommended conditions of approval:

- 1. Approval of this application (PUD-2025-02/CUP-2025-04/SUB-2025-02) is null and void if the City Council does not approve VAC-2026-01.**

Final Plat

2A. Applicant shall have 12 months from the date of preliminary plat approval to submit a final plat application to the Community Development Department, per CMC 17.05.040(G)(1). The Community Development Director may grant an extension of time for up to 12 additional months for final platting if justifiable cause is shown.

OR

2B. Applicant shall have a five-year approval window between the approval of the Preliminary Plat/PUD/Subdivision and the submittal of the final plat of this application. At the end of the five-year window, the Applicant may apply for a two, one-year extensions by the Community Development Director.

3. The proposed subdivision name 'Laurel Crown' shall be reflected on the final plat for review and recordation.
4. On the final plat, there shall be a signature block for the Planning Commission Chair and the Community Development Director.
5. Prior to recordation of the final plat for project, Applicant shall furnish copies of the HOA agreement and any other applicable documents to the City for review and approval.
6. The HOA documents shall be recorded with the Final Plat.
7. The City will not accept a final plat application to review unless this preliminary plat application is approved by the Planning Commission. The approved staff report will bear the Planning Commission chair's signature and Community Development Director's (or assigned designee's) signature.
8. Prior to signing the final plat mylar, the statutory warranty deed for Tracts A, B and C must be reviewed, approved, and accepted by the City.
9. Street rights-of-way shall meet Cornelius Public Works standards for width and design, and will be dedicated upon final plat recordation.
10. The final plat/mylar shall have all required ROW notations upon it as required by the County Surveyor's Office and applicable Oregon Revised Statutes (ORS).
11. Applicant shall dedicate an 8-foot-wide public utility easement (PUE) adjacent to all public rights-of-way with plat recordation. All private utilities shall be underground and located within the PUE. The 8-foot PUE and all other easements shall be noted and shown on the final plat.

12. Any significant proposed changes, alterations or enlargements to this approved preliminary or final subdivision plat shall require a new request for approval through a Type II process, subject to the provisions in CMC Section 17.05.040.
13. On the final plat, S. Chestnut Street, S. 29th Place, S. Elder Way, S. Alpine Street, S. Cherry Place, S. Dogwood Street, S. 29th Boulevard, S. 30th Avenue, S. 31st Avenue and S. 32nd Avenue shall be noted and plated, as proposed.
14. On the final plat, Tract E shall have utility and public pedestrian and bicycle access easement recorded to benefit Lot 1 of LP-2025-01.

Building Permits

15. Prior to construction of each new dwelling, a Type I review with the City of Cornelius is required demonstrating adherence to the R-7 and A-2 standards, or as modified by this PUD. The City of Cornelius currently contracts its building services with the City of Forest Grove Building Division. All building permits are reviewed, issued, and inspected through the City of Forest Grove Building Division. Electrical Permits are reviewed and approved through Washington County. Applicant/owner shall obtain all appropriate Building and Electrical Permits and comply with all applicable Building Code requirements for construction of each new home. Applicant/owner shall also comply with any and all applicable requirements for development as required by the Building Official.
16. Construction on the site shall adhere to the recommended conditions of approval found within the Geotechnical Investigation Report.
17. No buildings within the proposed subdivision shall be taller than 35 feet in height within the R-7 zoning district and 45 feet within the A-2 zoning district, unless approved by the Planning Commission.
18. The minimum garage setback from property lines shall be 18-feet.
19. For detached dwellings, the minimum side yard setback shall be 4-feet from the property line as shown on Plan Sheet P09.
20. When homes are constructed, they will be required to be addressed as approved by the Fire Department. Applicant shall also comply with any and all applicable requirements for development as required by the Fire Department.

21. Driveways serving lots shall be located as far as possible from street intersections and will adhere to all clear vision requirements in accordance with CMC Section 18.150.070, at the time of building permit approval. Lots 40, 41, 53, 54, 71, 72, 84 and 85 may be located as close as 25 feet as requested in Table 3 per PUD allowances.
22. All proposed off-street parking and vehicle maneuvering areas shall be an approved impervious surface.
23. All residential buildings shall be provided with final grading such that surface water will drain away from the building to the public way, and not be discharged across adjoining properties. Lots shall be constructed so that storm water will not run across public sidewalks.
24. Every building in which plumbing fixtures are installed shall have a connection to a public sewer.
25. No direct vehicle access (driveways) shall be permitted onto Collector streets.

Public Improvements

26. Prior to issuance of any building permits the public water, storm sewer, and sanitary sewer systems shall be constructed to City and Clean Water Services standards and in accordance with an approved Public Works Permit. Public utility systems shall be designed and sized to accommodate future development on nearby properties, where applicable. Design and construction of the new street system shall align with existing rights-of-way and provide stubs to adjoining properties to accommodate future development. The construction of a public stormwater conveyance and treatment system to serve the proposed development shall meet the requirements of CWS. Utility connection designs shall comply with CWS standards. The construction of these connections shall be to CWS standards. Final design of public infrastructure shall be approved by the City Engineer through Engineering Plan Review.
27. Prior to building permit issuance, public streets shall be constructed to City standards and in accordance with the Preliminary Street Plans (see Applicant's Exhibit A, Plan Sheets P11A, P11B and P11C, within Staff Report Attachment 1), these conditions of approval, and an approved Public Works Permit. Prior to issuance of any building permits, construction shall be substantially completed such that all public streets on the Site are fully constructed to City standards. Construction of the new street system shall align with existing rights-of-way and provide stubs to adjoining properties.

28. Prior to commencement of work on the Site, Applicant shall apply for and obtain the necessary permits and plan approvals for work from the Building, Engineering, and Community Development Departments. Applicant shall also obtain additional agency permits that may apply including those from Clean Water Services (CWS) and Washington County.
29. After receiving land use approval, Applicant shall submit final engineering plans to the City Engineer to review and approve. Final engineering plans are required to comply with these conditions of approval.
30. Prior to approval of engineering plans by the City Engineer, grading plans shall clearly show no negative impacts such as the impoundment of water, concentrated flow, or erosion with regard to storm water drainage and the adjacent properties. Improvements shall not increase concentrated flows or result in the impoundment of water where it did not previously exist.
31. Engineering plans submitted to the City Engineer for review and approval shall include cost and time estimates for completion of the improvements. All performance securities shall be submitted as necessary.
32. Street trees shall be planted as designated on Sheets P16A, P16B and P16C (see Applicant's Exhibit A within Staff Report Attachment 1).
33. The applicant shall obtain a Public Works Permit to install street lighting in compliance with applicable lighting design standards from Section 5.12 of the City of Cornelius Public Works Standards.
34. Prior to final plat approval, Applicant will submit engineering plans for review and approval by the City Engineer to install street lighting in compliance with applicable lighting design standards from Section 5.12 of the City of Cornelius Public Works Standards. Applicant shall provide photometric analysis for street lighting with first submittal of public infrastructure plans.
35. All traffic control and directional signs shall comply with the City of Cornelius Public Works Standards, as approved by the City Engineer.
36. Construction of the new street system shall align with existing rights-of-ways.
37. Applicant shall provide a stormwater facility compliant with CWS and City standards within Tract C. Upon City Acceptance of the stormwater facility improvements, the Applicant shall dedicate Tract C to the City via a Statutory Warranty Deed.

38. Applicant shall install a Type III barricade, or other method approved by the City Engineer, at the eastern terminus of S. Alpine Street and the northern and southern terminus of S. 32nd Avenue. There shall be notifications placed on each stub end notifying the public that the dead-end street may be extended in the future.
39. Final engineering plans shall meet ADA accessibility standards in accordance with the City's Public Works Standards.

Parks and Open Space

40. Applicant shall provide active and passive recreational opportunities within Tracts A, B & E. Tract A shall be constructed consistent with the Preliminary Open Space Plans (see Applicant's Exhibit A, Plan Sheet 17, within Staff Report Attachment 1). Upon City Acceptance of the public park improvements, the Applicant shall dedicate Tracts A and B to the City via a Statutory Warranty Deed.
41. Within the HOA documents, Tracts D & E shall be owned and maintained by the HOA as community green space.
42. Tract A shall have three fixed trash bins, as shown by the applicant on sheet P02 and as approved by the City Engineer.

Miscellaneous

43. The proposed Planned Unit Development for Laurel Crown is approved for 3 phases.
44. All applicable CWS requirements listed in the Clean Water Services Service Provider Letter, dated November 4, 2025 (CWS File No. 25-003034), attached hereto, shall be met through the Engineering Plan Review and Final Inspection.
45. The applicant shall work with the City Engineering Department to prepare a design locating mailboxes in compliance with the area Post Master's locational criteria. The use and placement of a mailbox cluster, appropriately spaced and installed in cooperation with the US Postal Service, shall be required for the subdivision.
46. All requirements of the City Engineer within Attachment 3 shall be met through Engineering Plan Review and Final Inspection.
47. Any eligible public improvements that exceed local infrastructure requirements as identified in the conditions of approval may only be reimbursed in the form of System

Development Charge (SDC) credits. Eligibility for SDC credits shall be at the sole discretion of the City Engineer.

48. Upon application by the Developer, any eligible transportation improvements meeting the Transportation Development Tax (TDT) credit eligibility criteria within the Washington County TDT procedures manual may be reviewed for approval.
49. Compliance with conditions imposed in granting this approval and adherence to the approved preliminary plat shall be required. Any departure from these conditions of approval and approved plans for PUD-2025-01/CUP-2025-01/SUB-2025-02 constitutes a violation of this approval. The community development director may revoke this Conditional Use Permit/Planned Unit Development approval for failure to comply with any prescribed condition of approval or for any other violation of this approval.

DATE OF STAFF REPORT AND RECOMMENDATION: FEBRUARY 17, 2026



Barbara Fryer, AICP, Community Development Director

Report prepared by:



Tim Franz
Senior Planner

Attachments:

1. Copy of Application Submittal
2. Copy of Public Notice
3. City of Cornelius Department and Other Agency comments
4. Public comments
5. Applicant's Transportation Impact Study Addendum and Comment Response