

DESIGN REVIEW TWO
TREE PLAN TWO
LEGAL LOT DETERMINATION
REPLAT ONE

Elmonica
Mixed-Use Project

Submitted to:
City of Beaverton
Planning Division

Submitted on Behalf of:
Elmonica Group, LLC

Prepared by:
MIG

Perfection Set Submittal: May 26, 2023

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EXHIBITS AND ATTACHMENTS

Exhibit A. Plan Set

General

Cover Sheet CS, CS-1
 Overall Project Information G0.02
 Building Information G02.2-1 – G02.2-5
 Overall Site Plan A1.01
 Zoning Code Compliance G0.01, G1.42,
 G6.01-G6.02, G6.02-1-G6.02-3, G6.03-
 G6.08

Lot Consolidation Site Plan G0.12

Architectural Elevations, Floor Plans, Roof Plans

A2.01-1 – A3.14-3, A5.21-A5.31 A7.91,
 A7.95-4

A3.21-3, A5.11-1 – A5.1103 (Enlarged)

Landscape and Tree Plan

L000-L821

Civil-On-Site

C0.0-C6.4

Civil- Public Improvements/ROW

C100.0-C900, EC100, EC200

Photometric Plan and Lighting Cut Sheet

E0.02-LU, E0.03-LU, E0.09-LU, E0.10-
 LU, E0.11-LU

Fire Safety

G2.11 FS-1 Site Plan

Application Forms

**Design Review Two (revised
 Materials and Finishes Form)**

Tree Plan Two

Legal Lot Determination

Replat One

Attachment 1. Pre-application Summary

**Attachment 2. Service Provider Letters
 (CWS, BSD, TVF&R, Beaverton Water)**

Attachment 3. Stormwater Report (revised)

Attachment 4. Materials Board

**Attachment 5. Traffic Impact Analysis and
 Access Management Plan**

Attachment 5a. TIA Supplemental Memo

**Attachment 6. Deeds, Title Reports, Survey
 for Legal Lot Determination and Replat
 One**

Attachment 7: Trimet Letters

I. Proposal Summary Information

File No: DR2022-0139 / TP2022-0015 / LD2022-0018 /
LLD2023-0003

Applicant: Kali Bader
Elmonica Group, LLC
10305 SW Park Way, Suite 204
Portland, OR 97225
(503) 222-7258
kali@rembold.com

Applicants Representative: Carrie Brennecke
MIG
506 SW 6th Avenue, Suite 400
Portland, Oregon 97204
cbrennecke@migcom.com

Request: Design Review Two
Tree Plan Two
Legal Lot Determination
Replat One

Location: 17160 SW Baseline Road, 1065 SW 170th Avenue

Tax Lots: 1S106DB02500, 1S106DB00400

Zoning Designation: Station Community – Multiple Use

Site Size: Existing tax lot - 5.43 acres
After right-of-way dedication - 5.19 acres

II. Project Team

Owner

Kali Bader
Elmonica Group, LLC
10305 SW Park Way, Suite 204
Portland, OR 97225
(503) 222-7258
kali@rembold.com

Architects

Ankrom Moisan Architects, Inc.
Francis Dardis, Project Manager
38 NW Davis St, Suite 300
Portland, OR 97204
(503) 892-7304
francisd@ankrommoisan.com

Land Use Planner

MIG
Carrie Brennecke
506 SW 6th Avenue, Suite 400
Portland, Oregon 97204
cbrennecke@migcom.com

Civil Engineers

Janet Turner Engineering, LLC (JTE) and
BKF Engineers (BKF)
Janet Turner, PE, LEED AP (JTE) and
Jason White PE, LEED, AP (BKF)

JTE

1125 NW Couch St Suite 420
Portland, OR 97209

BKF

1125 NW Couch St Suite 420
Portland, OR 97209
503.553.5731

Landscape Architects

Shapiro Didway, LLC
PM: Aaron West
Designer: Meetal Salunkhe
1204 SE Water Avenue, Suite 21
Portland, Oregon 97214 503.232.0520

Transportation Planners and Engineers

Kittelson & Associates
Julia Kuhn, Senior Principal Engineer
851 SW 6th Avenue, Suite 600
Portland, Oregon 97294
(503) 535-7409
jkuhn@kittelson.com

III. Project Description and Existing Conditions

A. BACKGROUND

MIG is submitting this application and the attached materials for the Elmonica Mixed-Use Project on behalf of Elmonica Group, LLC. The application is a Type 2 Design Review application to construct a mixed-use project generally located in the southwest quadrant of the W Baseline Rd and SW 170th Avenue intersection (see Figure 1: Location Map). The project is located on 5.43 acres on property zoned as Station Community – Multiple Use (SCMU). The site is located in the Five Oaks/Triple Creek NAC.

The project will be a mix of mixed-use market rate apartments with and small amount of commercial space. The project is generally a multi-family residential development that will create 256 apartment homes. Each of (3) residential buildings will also have common amenities such as mail/package lobbies, dog/bike wash areas and trash valet service. There will be a common amenity building serving Rembold (Owner) tenants which will house leasing services, a fitness room, common meeting areas and changing rooms for the adjacent, outdoor swimming pool. Building #3 (southeastern-most) will have a ground floor, 1500 sf retail space. There will also be a standalone retail building along SW 170th. There will be extensive stormwater management facilities and landscaping, as well as common outdoor walkways and open areas.

The site fronts the cross streets of W Baseline Rd and SW 170th Avenue. The 5.43-acre site includes 2 parcels. Parcel 1 property consists of a rectangle-shaped parcel approximately 0.52 acre in size. Parcel 2 property consists of an approximately 4.91-acre parcel. The site has a significant slope of about 19'-20' along SW 170th Avenue from north to south. The site address is: 17160 W Baseline Rd (Property ID Number: R37230 Site Area: 22,651 SF) and 1065 SW 170th Avenue (Property ID Number: 1S106DB02500 Site Area: 213,879.6 SF Combined Site Area: 236, 530 SF)

The project will be located at the triangular parcels between SW 170th, W Baseline, MAX Line and future REACH Community Development. There are existing residential buildings, storage sheds and a school currently located on the site. The site is located in a Station Community Multiple Use District and is nearby the Elmonica MAX Station (across SW 170th at the SE corner of the site). The proposed 3 residential buildings and the standalone retail building will activate the major pedestrian routes along SW 170th Ave and W Baseline Road. The amenity building will serve as an internal focal point for the residential site design and will house the leasing and common amenity program. The residential lobby entrances will also face the major pedestrian routes. Structure of the residential buildings will be 5-stories of type III-B construction over conventional slab-on-grade. The amenity building and the standalone retail building will be Type V-B.

PROPOSED DEVELOPMENT

The proposed Elmonica Mixed-Use Project will include a mix of residential multi-family units, and amenity building, and a small amount of retail services (See Figure 3: Site Plan). The development is an allowed use in the SC-MU district. The project elements include:

Building #	Use	Building Area (Gross SF)	Number of Units
1	Residential	88,353 sf	90
2	Residential	82,735 sf	81
3	Residential & Retail	87,794 sf (Res) 1509 sf (Retail)	85
4	Amenity	2,935 sf	
5	Retail	1,418 sf	
Total		264,744 sf	256

Parking associated with the project is as follows:

Parking (compliant)	254 stalls
Parallel (non-compliant)	18 stalls
Total Parking	272 stalls

B. SITE CONTEXT

The Elmonica project is located on 5.43 acres and is zoned by the City of Beaverton as Station Community – Multiple Use (SU-MU). The site is located within 180 feet of Tri-Met’s MAX Elmonica Transit Station and is located directly across SW 170th from the Park-and-Ride lot entrance associated with the Transit Station. Access to and from the Elmonica site onto SW 170th right-in / right out and left in will line-up with the access point to the Transit Station’s parking lot driveway. Pedestrian access to the Transit Station will occur at this point as well. A second (right-in-right out) access point from the site will be located on the northern portion of the site at SW Baseline Rd. This access will be shared with an adjoining property (the REACH Housing Project – see following description) with an access easement provided by Rembold. Both SW 170th and SW Baseline are under the jurisdiction of Washington County. An Access Management Plan (AMP) has been prepared by the applicant and is a part of this land use application. As well, extensive coordination between the property owner and Tri-Met have occurred due to the site’s proximity to the MAX Elmonica Transit Station and the light rail tracks crossing SW 170th near the south side of the project.

The Rembold Elmonica Mixed-Use Project abuts on two sides a new affordable housing project (REACH Project) that is in the process of obtaining land use approval. While a separate project requiring a separate application from the Rembold Elmonica project, the REACH project will rely on vehicle access from the Rembold project through an access road from W Baseline and SW 170th. (See Figure 3: Site Plan). The REACH Project can be defined as follows:

REACH Elmonica Project

Located at the SW corner of SW 170th & W Baseline Rd in Beaverton, Oregon the Elmonica project is proposed as an 81-unit affordable housing development. The site is approximately 1.07 acres although there will be a significant ROW dedication on W Baseline for a future right turn lane. Site entry access is anticipated to be shared through the Rembold property.

The REACH building is proposed as a 4-story building with parking and building amenities on the ground floor, residential units on the 2-4th floors. The project has approximately 48 vehicle parking stalls, secured bike storage. Site amenities included plaza, gardens, storm facilities and surface parking that doubles as a festival street. The project is funded through METRO bond funds, City of Beaverton, and OHCS 4% LIHTC.

While developed independently and the subject of a separate land use application, both projects have coordinated critical design and development elements such as transportation access and circulation, public infrastructure and pedestrian connections between the two projects and to the MAX Elmonica Transit Station.

C. REQUESTED APPROVALS

Elmonica Group, LLC is requesting the following approvals to receive the necessary land use permits to construct the 5.43-acre Elmonica Mixed-Use development project:

- **Design Review Two.** The application meets Thresholds 1 and 3 for a Design Review Two.
- **Tree Plan Two.** The proposal includes the removal of 13 trees on the site, 6 are Community Trees. Removal of more than 5 Community Trees or 10% of Community Trees on the subject site requires Tree Plan Two approval.
- **Legal Lot Determination.** A Legal Lot Determination is required for the site.
- **Replat One.** A Replat One is required for the site.

The above applications are being submitted with this application package and the applicant understands that they will be reviewed concurrently through a Type 2 review process. This narrative contains written responses to all applicable standards, requirements, and approval criteria for each application. Applicable provisions were identified during a Pre-Application Conference held on December 22, 2021.

Figure 1. Vicinity Map

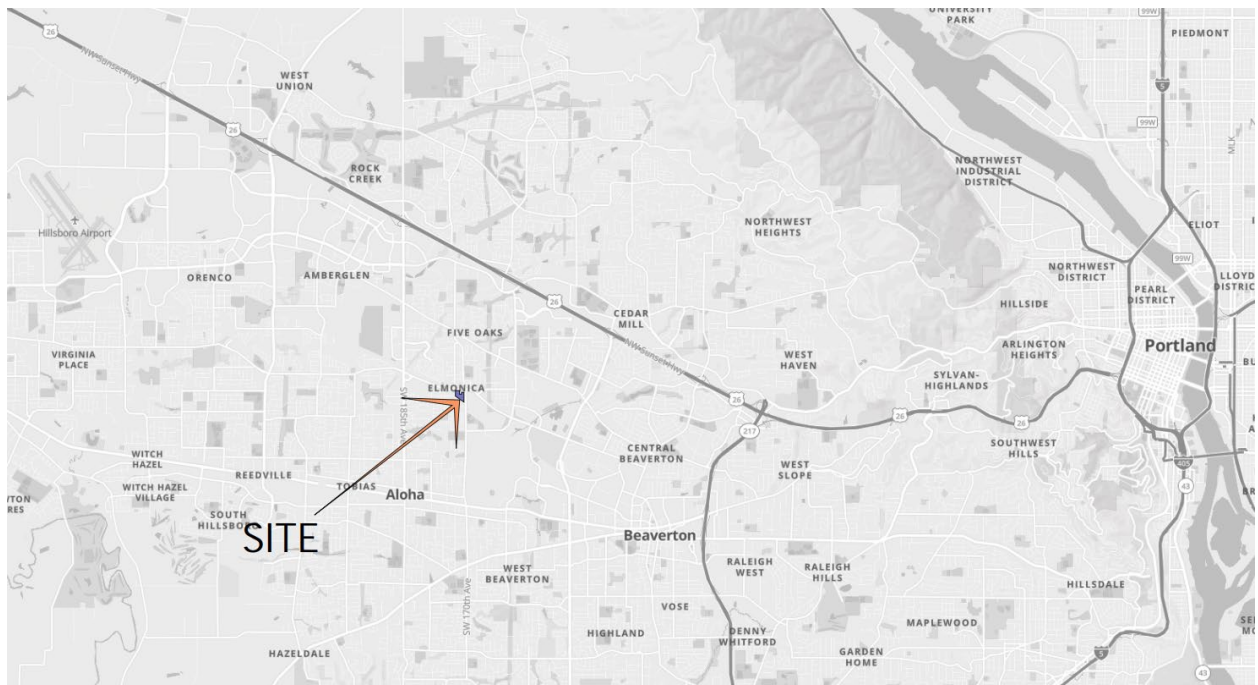
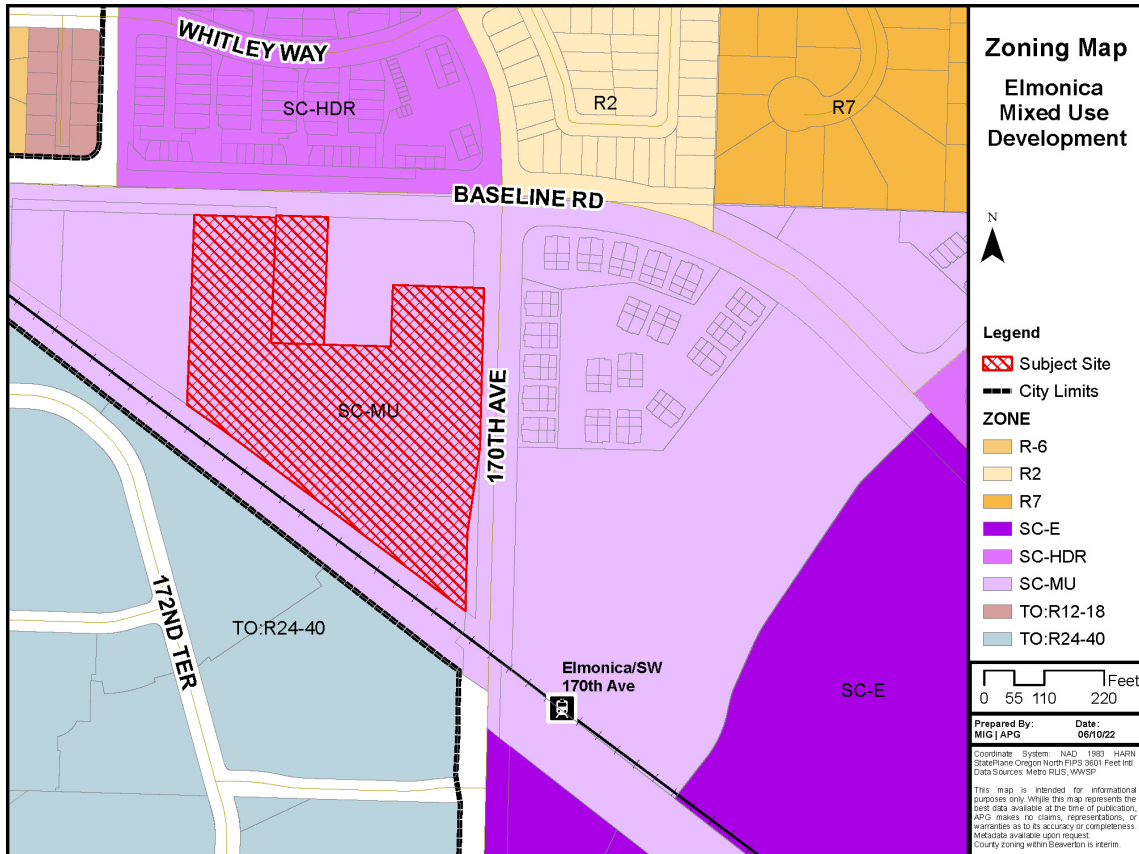


Figure 2. Zoning Map



IV. Conformance with City of Beaverton Development Code (BDC)

This section of the application contains responses that demonstrate how the project conforms to the City of Beaverton Development Code (BDC). Only Code text that contains applicable approval criteria or otherwise requires a response related to the requested land use actions have been included. Applicable criteria and standards were identified in the Pre-Application Summary Notes, dated December 8, 2021, and included in this application as Attachment 1.

CHAPTER 20 – LAND USES

20.20. Multiple Use Land Use Districts

20.20.15. Site Development Standards

Site Development Standards support implementing development consistent with the corresponding zoning district.

SC-MU Station Community Multiple Use District

A. Parcel Area

- 1. Minimum – None*
- 2. Maximum – None*

Response: There are no minimum or maximum parcel areas requirements for lots in the SC-MU district. Therefore, the lot meets the standard.

B. Residential Density

- 1. Minimum for residential only project (per acre) - 30*
- 2. Maximum for residential only projects (per acre) – None*

Response: The development is a mixed-use development. Therefore, the residential density standards for “residential only projects” are not applicable. However, the residential portion of the project will achieve a density of approximately 49 units per acre (256 units / 5.19 acres = 49 units per acre).

C. Floor Area Ratio (FAR) – Refer to Sections 20.25.10 and 20.25.15

- 1. Minimum – 0.40*
- 3. Maximum – 2.00*

Response: Pursuant to 20.25.10 (Floor Area Ratio), Mixed Use Development (as defined in Chapter 90) is governed by minimum and maximum Floor Area Ratio (FAR), FAR being the amount of gross floor area in relation to the amount of net site area. The code also states that no maximum limitation shall be placed on the number of dwelling units permitted for Mixed Use Developments. Given a site area of approximately 226,245.89 square feet and an estimated 264,744 gross square feet of proposed development, the resulting FAR is approximately 0.85, which complies with this standard. Note this

calculation does not omit parking and vehicle circulation areas on the site that can be omitted from site area for the FAR calc per the code.

D. Lot Dimensions

1. *Minimum Width – none*
2. *Minimum Depth - none*

Response: There are no lot dimension requirements for sites in the SC-MU zone. The standard is met.

E. Yard Setbacks – Refer to Footnote Reference 7.

7. Under the conditions outlined in Section 60.05.15.6. of this Code, buildings in multiple use zones located on parcels that front on a designated Major Pedestrian Route shall be exempt from minimum and maximum setbacks. Front yard setbacks for parcels located on Major Pedestrian Routes shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and corresponding Design Review Guideline.

Minimum Setback –

Front - 0

Side/Rear – None

Maximum Setbacks – Reference Section 60.05.15.6.

Front – None (exempt per footnote 7)

Side/Rear – None

Response: The proposed mixed-use development abuts a Class 1 Major Pedestrian Route (MPR), SW 170th Avenue, and a Class 2 Major Pedestrian Route, W Baseline Road. Therefore, the site is exempt from maximum setback standards. The site abuts two Major Pedestrian Routes; therefore, the front yard setbacks are subject to BDC 60.05.15.6.

BDC 60.05.15.6 requires multiple use buildings to occupy a minimum public street frontage. SW 170th Ave – MPR is 68% of frontage is buildings while minimum is 50%
SW Baseline, the building frontage is 37% while the minimum is 35%.

Both street frontages have the percentage of building frontage that is greater than the requirement for their respective MPR classification. See Exhibit A, sheet G1.01 for site plan showing the building frontage requirement. The standard is met.

F. Building Height

1. *Minimum – Refer to 60.05.15.7, as applicable: Building Scale on MPR*
2. *Maximum – 100' for sites located within 1,320 feet of LRT station platforms. Per Footnote 20, Maximum building height of a building or portion of a building within 50 feet of a residentially zoned property, measured from the residential property line, is 35 feet or the maximum height permitted in the residential district, whichever is greater.*

Response: The development site is located approximately 100 feet from the platform of the Elmonica MAX station. The site is located near residentially zones sites to the south in unincorporated

Washington County and northeast of the site (north of W Baseline Rd. and east of SW 170th Ave). All residentially zoned properties are greater than 50 feet from the site's closest property line. Therefore, the provision in Footnote 20 is not applicable to the site.

The building height on the site is 66 feet (as shown in the elevations in Exhibit A). The proposed development fronts Major Pedestrian Routes (MPR). Therefore, the building sections within the 20-foot setback from the MPRs are no greater than 60 feet in height. Refer to responses to Section 60.05.15.7 later in this narrative for further discussion of minimum and maximum building height and building scale in relation to Major Pedestrian Routes. The standard is met.

20.20.20. Land Uses

Table 20.20.20.A: Multiple Use - Category and Specific Use

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Multiple Use zoning districts. All superscript notations refer to applicable Use Restrictions Section 20.20.25.

Residential

1. Dwellings

A. Attached – Permitted

Commercial

9. Live/Work Uses

14. Retail

A. Retail Trade – Permitted (Use Restrictions 9, 25, 34)

Response: The proposed uses, attached residential dwellings, live/work use and retail are permitted uses in the SC-MU zone. The standard is met.

Use Restrictions (Table 20.20.20.A. Footnotes)

9. The maximum building footprint size for a building involving a single use shall be 10,000 square feet. In addition, the maximum square footage for these uses within a multiple use development shall be 25% of the total square footage of the development.

Response: Use Restriction 20.20.25.9 applies to the retail use pursuant to Table 20.20.A. This application proposes the retail use within a multiple use development, which must be 25% or less of the area of the development pursuant to this standard. Commercial retail uses are proposed to occupy approximately 2,927 square feet of floor area in the development and is less than 25% of the of the development. The standard is met.

25. Activity is conducted wholly within an enclosed structure and no sales or outdoor storage of animals or livestock are allowed with this use.

Response: The commercial uses on the site will be entirely within an enclosed within two structures with no outdoor storage of livestock allowed within the use. Building 3 has ground floor retail and Building 5 is all retail/commercial space. The standard is met.

34. *These uses are Permitted only within multiple uses developments, as long as the floor area of this use does not exceed 25% of the total proposed floor area within a multiple use development.*

Response: The entirety of the commercial space on the site available to rent will be equivalent to approximately 2,927 square feet. The total floor area across all 5 buildings is 264,744 square feet. Therefore, the retail space will not make up more than 25% of the total floor area within the multiple use development.

20.25. Density and Bulk

20.25.10. Floor Area Ratio

A. Floor Area. *Mixed Use Development, non-residential development, and residential development in certain zones are governed by minimum and maximum Floor Area Ratios. Generally, Floor Area Ratio (FAR) is the ratio of gross floor area to net acreage on a site. In the RMA, RMB and RMC zones, FAR is the ratio of gross floor area to net acreage on a lot. Residential-only development is also governed by minimum densities, and in some zones, maximum densities. For Mixed Use Developments, no maximum limitation shall be placed on the number of dwelling units permitted. Multiple Use Developments with single-use residential buildings are governed by residential density and FAR provisions, as calculated by 20.25.10.C, below.*

C. Method of Calculating Development Intensity for Multiple Use Development with Single-use Residential Buildings.

D. Multiple Buildings. *For developments or phases that involve multiple buildings, the FAR may be averaged by totaling the square footage of the buildings divided by the square footage of the net acreage of land within such development or phase.*

Response:

Total Proposed Gross Area:

Total Gross Floor Area of Site: Building 1 (88,353sf) + Building 2 (82,735sf) + Building 3 (89,303sf) + Building 4 (2,935sf) + Building 5 (1,418sf) = 264,744sf

Percentage of Proposed Residential Use:

Residential-Only Gross Floor Area of Site: Building 1 (88,353sf)
+ Building 4 (2,935sf) = 91,288 sf

Total Proposed Gross Floor Area of Site (Buildings 1 through 5 total sf) = 264,744sf

Percentage of Proposed Residential Use: $91,288/264,744 \times 100 = 34.48\%$

Percentage of Proposed Non-Residential Use:

Non-Residential Only Gross Floor Area of Site: Building 2 (82,735sf) + Building 3 (89,303sf) + Building 5 (1,418sf) = 173,456 sf

Total Proposed Gross Floor Area of Site (Buildings 1 through 5 total sf) = 264,744sf

Percentage of Proposed Non-Residential Use: $173,456/264,744 \times 100 = 65.52\%$

Residential-Only Calc: 5.19 net buildable acres x 34.48% percentage of proposed residential use x 30 min residential density = 53.69 minimum dwelling units required

Non-Residential Calc: 5.19 net buildable acres x 65.52% percentage of proposed non-residential use x 43,560sf x 0.4 min FAR = 59,250.1 min non-residential sf

53.69 minimum dwelling units required, 256 dwelling units provided
59, 250.10 sf minimum non-residential square feet required, 173,456 sf provided

Buildings 2 and 3 are not calculated as single-use residential buildings due to presence of retail space or a live/work unit in the building per the guidance of the City Planner. This standard is met.

CHAPTER 40 – APPLICATIONS

40.03. Facilities Review Committee

1. *All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:*

A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

Response: BDC Chapter 90 defines critical facilities and services to include public water, public sanitary sewer, stormwater drainage and retention, transportation, and fire protection.

- Water, sewer, and stormwater – A service provider letter for water has been approved (see Attachment 2). Stormwater will be kept on site using the stormwater facilities. Sewer connections at the site will be provided, as shown in the Utility Plan (Sheet C600.0).
- Transportation – A Traffic Impact Analysis was prepared for this application (Attachment 5). It shows that the proposed access point and analysis intersections will safely and adequately accommodate the vehicle trips from the proposed development, and that traffic-related mitigation or improvements are not needed.
- Fire – A Service Provider Letter from TVF&R has been approved (see Attachment 2). They will continue to service the site.

The site utilities will all be new for the new development. Existing water and sewer lines will be removed. Water will be supplied via new taps from SW Baseline Road; one tap will serve the site irrigation system and one will serve domestic and fire sprinkler needs. All new water lines will have backflow prevention devices. The fire sprinkler supply will branch off the domestic line before the domestic meter.

Onsite stormwater will be managed via a combination of flow-through planters around the site and storm-detention chambers under the south parking lot. The flow-through facilities connect to the detention system and the detention system ultimately releases stormwater to the city system at the southeast corner of the site.

Existing structures onsite have sanitary lines that will be removed during demolition and site clearing. There is a sanitary easement and pipe facility for the Northeast plot adjacent to the subject site; the easement will be relocated with a new pipe to serve the adjacent REACH

Housing project. The sanitary lines for both projects will combine and connect to an existing line south of the site parallel to the TriMet MAX track ROW.

The new fire line will provide sprinkler water, with distribution lines around the site. Building 1 will have a fire-pump to increase pressure in the system in order to achieve code-required pressure levels in Buildings 2 – 5.

Access to and from the site will be achieved with (2) auto and pedestrian connection points. Both will have a 24' wide driveway curb-cut with pedestrian sidewalks intersecting with new right-of-way sidewalks to be built per the Public Works / Facilities permit. Kittleson & Associates has prepared a Traffic Impact Assessment (Analysis?) with an Access Management Plan that spells out how the trip generation for the combined Rembold and REACH projects will use the two driveway cuts safely. The AMP has been reviewed by Washington County engineers and they have provided interim authorization to proceed with an understanding that the proposed driveway access on Baseline, or the traffic control farther West on Baseline, may have to be revised if the right-turn lane at Baseline and 170th is built in the future.

B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.

Response: BDC Chapter 90 defines essential facilities and services as including schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way. The following responses address these facilities.

- Schools. The site is located within the Beaverton School District. A Service Provider Letter was completed, see Exhibit C.
- Transit. Tri-Met will continue to provide transit service to the site. The Elmonica MAX station serviced by the Blue line is located just 750 feet from the site. No bus stops are located in the immediate vicinity of the site.
- Police. The City of Beaverton Police Department will provide service to the site. The City of Beaverton Police Department has served previous uses on the site and will continue to provide service to the site.
- Pedestrian and bicycle facilities. Construction includes new sidewalks (10 feet wide), along the street frontages of SW 170th Avenue and W Baseline Road. All buildings abutting the street have entrances that face the street and are setback no greater than 20 feet from the sidewalk (public right-of-way). Pedestrian and bicycle connections are provided throughout the site between SW 170th Avenue and W Baseline. There is also an extensive on-site circulation system for pedestrians across all five buildings on the site. Pedestrian and bicycle circulation are further addressed below, in response to Chapter 60 standards.

C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application.

Response: Consistency with applicable provisions of Chapter 20 is demonstrated in the previous section of this narrative. No applicable provisions are proposed to be modified.

D. The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.

Response: Consistency with applicable provisions of Chapter 60 is demonstrated in the next section of this narrative.

E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the City or other public agency.

Response: Elmonica Group, LLC will be the property owner and developer and will be responsible for overseeing development and maintenance of the site. The company will provide continued maintenance and necessary replacement of private common facilities and areas such as drainage facilities, sidewalks, the parking area, landscaping, utility facility screening, and garbage and recycling storage areas.

Waste Management recommends a minimum 10-foot-wide service door to trash and recycling rooms unless the development provides an outdoor area for on-site management to stage all receptacles requiring service. An 8' roll-up door has been incorporated into the trash rooms of each residential building which has been deemed acceptable. Please see A2.01-1, A5.11-1, A3.11-1, A2.01-2, A5.12-2, A3.12-2, A2.01-3, A5.11-3 and A3.11-3. A trash vestibule for trash, mixed recyclables and glass, will also be available for future tenants on level 1 of Buildings 1, 2 and 3. Please see A2.01-1, A2.01-2 AND A2.01-3. The trash chute room in Building 1 (levels 2-5) now incorporates two bins for mixed recyclables and glass. Please see A2.02-1, A2.03-1, A2.04-1 and A2.05-1. Mixed recyclable rooms for trash and mixed recyclables have been incorporated into Buildings 2 and 3 (levels 2-5). Please see A2.02-2, A2.03-2, A2.04-2, A2.05-2, A2.02-3, A2.03-3, A2.04-3 and A2.05-3.

The (3) residential buildings all have dedicated rooms for trash and recycling with chutes from the upper floors. Building 4 trash will be carried by Elmonica / Kinline (proposed project name) staff to the Building 2 trash room, see A2.01-5. Building 5 is a shell, space to be built-out by future tenant and program is currently unknown. A trash and mixed recycling room has been incorporated into Building 5, please see A2.01-5. Trash can be wheeled out by future tenant to the Building 3 trash room and staging area across the drive aisle. The Building 3 trash room is now configured to accommodate (6) dumpsters, see A2.01-3.

We have provided paving in the vicinity of the trash rooms so dumpsters can be rolled from the rooms to the drive surfaces for loading into the route-trucks. Hauler trucks will enter the site via the right-turn-only drive access off Baseline, stopping first at Building 1. Building 2 trash will be collected by the hauler, with the truck pulling into the loading area adjacent to the trash room and then backing out through the central "intersection" and continuing on to Building 3/5 and out at the 170th driveway. The Building 3 trash pickup is due North of the trash room. The crosswalk apron has been widened, allowing direct maneuvering of the dumpsters to the pick-up zone.

Refer to new Civil site plan, sheet C1.2.

F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.

Response: Safe and efficient vehicular and pedestrian circulation will be provided within the boundaries of the development. Pedestrian facilities and circulation on-site are addressed in Section 60.55.25 and Section 60.55.30 of this narrative. Vehicular circulation on-site consists of the parking area on the ground floor of the site. Parking area standards are addressed in Section 60.30.15 of this narrative. Back parking will be controlled with a rolling gate on the same security system as the rest of the project where there is no through circulation. Elmonica Group, LLC will be granting an access easement to Reach to the right-in/right out driveway on SW Baseline Road. It is reasonable to assume that the REACH trips will also use the SW 170th Avenue access given there are no restrictions on the internal driveway connecting the two access points.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation system in a safe, efficient, and direct manner.

Response: The development's on-site circulation system will connect to the surrounding circulation system in a safe, efficient and direct manner. Pedestrian facilities, circulation, and connections are addressed in Subsection B of this section and in Sections 60.55.25 and 60.55.30 later in the narrative. Vehicular circulation and connection to the surrounding system consists of the proposed accesses on SW 170th Avenue and W Baseline Road, the accesses are subject to Washington County approval through review of the Access Management Plan (Attachment 5).

The site will also be the vehicle ingress point for the neighboring affordable housing development to be constructed by REACH. To access the REACH site, vehicle travelers will use the W Baseline Road access to the REACH site and will exit the site at the REACH access point on SW 170th Avenue.

H. Structures and public facilities and services serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Response: Fire facilities are addressed in Subsection A of this section.

I. Structures and public facilities and services serving the site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Response: Compliance with vision clearance, lighting, and glazing standards provide protection from crime and accident conditions. Vision clearance is addressed in the Access Management Plan. Lighting is addressed in Sections 60.05.30 in this narrative and in the lighting plan in Exhibit A. Glazing and windows on ground floors are addressed in Sections 60.05.15.8 of this narrative. Construction documents for building and site development permitting will be reviewed to ensure protection from hazardous conditions.

J. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

Response: The proposed grading of the site is designed to convey all surface drainage to catch basins and then into an underground storm detention chamber system (Attachment 3). No stormwater drainage will discharge onto neighboring properties and the proposed development will not increase runoff into the public facility as the post development discharge will not increase compared to the current development conditions.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

Response: The proposed development meets all applicable accessibility standards of the Oregon Structural Specialty Code (OSSC) (2010) and other standards as required by the American Disabilities Act (ADA). There are a total of 13 off-street ADA accessible parking spaces located in the parking lot. They are connected to adjacent buildings via a direct, flat, unobstructed walkway from the parking lot through the courtyard to the building. All new sidewalks included in the proposed development will be constructed with five (5) feet of unobstructed paths and curb extensions with curb ramps. All interior common spaces, including common and staff bathrooms, mail areas and community spaces will be accessible per International Code Council (ICC) 117.1 and Oregon Structural Specialty Code (OSSC). 2 percent of the total unit count will be Type “A” accessible per ICC 117.1. Elevators from upper floors will serve as the accessible route. In addition, all common area door hardware will meet push-force requirements.

L. The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.

Response: This application contains all applicable submittal requirements for a Type 2 Design Review, Type 2 Tree Plan, and Type 1 Replat application as specified in the Pre-Application Summary Notes (Attachment 1).

40.20. Design Review

40.20.15. Application.

2. Design Review Two.

A. Threshold. An application for Design Review Two shall be required when an application is subject to applicable design standards and one or more of the following thresholds describe the proposal:

- 1. New construction of up to and including 50,000 gross square feet of non-residential floor area where the development does not abut any Residential District.*
- 2. New construction of up to and including 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential District.*
- 3. New construction of attached residential dwellings excluding duplexes, in any zone where attached dwellings are a Permitted or Conditional Use.*

[...]

Response: Proposed development meets Thresholds 1 and 3. The proposed mixed-use development will consist of three residential structures and one commercial structure. The site does not abut any Residential Districts. The threshold is met.

C. Approval Criteria. In order to approve a Design Review Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Design Review Two application.

Response: As described above, the proposal meets Threshold 1 and 3 for Design Review Two application. The criterion is met.

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

Response: The applicant will pay all applicable fees associated with the application.

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

Response: This application packet includes all submittal requirements that are specified in Section 50.25.1. The criterion is met.

4. The proposal is consistent with all applicable provisions of Sections 60.05.15. through 60.05.30. (Design Standards).

Response: The proposed development is consistent with all applicable Design Standards, as described in the responses to Sections 60.05.15 to 60.05.30. The criterion is met.

5. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the proposed additions or modifications are moving towards compliance with specific Design Standards if any of the following conditions exist:

a. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable standard; or

b. The location of existing structural improvements prevent the full implementation of the applicable standard; or

c. The location of the existing structure to be modified is more than 300 feet from a public street.

If the above listed conditions are found to exist and it is not feasible to locate a proposed addition in such a way that the addition abuts a street, then all applicable design standards except the following must be met:

d. If in a Multiple Use District, building location, entrances and orientation along streets, and parking lot limitations along streets (Standards 60.05.15.6 and 60.05.20.8)

e. If in a Multiple Use or Commercial District, ground floor elevation window requirements (Standard 60.05.15.8).

Response: The proposed development is not a modification of an existing development. The existing development on the site will be demolished. The standard is not applicable.

7. The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance.

Response: See response to BDC 60.15.10 in this narrative. The proposed development complies with the standard. The criterion is met.

8. *Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.*

Response: All applications and documents related to this request will be submitted to the City on the schedule and in the sequence the City requires. The criterion is met.

40.45. Land Division and Reconfiguration

40.45.15. Application

There is a single Legal Lot Determination application which is subject to the following requirements.

1. ***Legal Lot Determination.***

A. Threshold. An application for Legal Lot Determination shall be required when any of the following thresholds apply:

3. *The Director requires a Legal Lot Determination be made as a prerequisite to, or concurrently with, the filing of a land use application.*

Response: A Legal Lot Determination application has been included in this application per staff request, as documented in the Letter of Completeness dated November 10, 2022. Threshold #3 is met.

C. Approval Criteria. In determining if the subject lot or parcel is a Legal Lot, the decision making authority shall make findings based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. *The application satisfies the threshold requirements for a Legal Lot Determination.*

Response: As described above, the application meets Threshold #3 for a Legal Lot Determination.

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

Response: The fees associated with the Legal Lot Determination are included with this application package.

3. *The unit of land conforms to the lot area and dimensional standards of Chapter 20 (Land Use) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District; except where a unit of land was created by sale prior to January 1, 2007 and was not lawfully established, the Director may deem the unit of land a Legal Lot upon finding:*

a. *The unit of land could have complied with the applicable criteria for creation of a lawful parcel or lot in effect when the unit of land was sold; or*

b. *The City, or County prior to annexation, approved a permit as defined in ORS 215.402 or 227.160(2) for the construction or placement of a dwelling or other structure on the unit of land after the sale, and such dwelling has all of the features listed in ORS 215.755(1)(a)-(e).*

Response: The site conforms to lot area and dimensional standards, as described in the responses to Chapter 20.

4. *The application contains all applicable submittal materials as specified in Section 50.25.1. of the Development Code.*

Response: This application packet contains all applicable submittal materials. The criterion is met.

5. *Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.*

Response: The application contains all applicable submittal materials as described in BDC Section 50.25.1 and the Legal Lot Determination application form. The application is being submitted concurrently with the Replat One Application as requested by staff in the Letter of Completeness dated November 10, 2022. A Final Land Division application will be submitted after the land use decision. The materials are included in proper sequence.

D. Submission Requirements. An application for a Legal Lot Determination shall be made by the owner of the subject property, the owner's authorized agent, or contract purchaser on a form provided by the Director and shall be filed with the Director; provided, however, fewer than all the owners of a unit of land created by sale prior to January 1, 2007, may apply for a Legal Lot Determination. The Legal Lot Determination application shall be accompanied by a sworn statement that the applicant is the purchaser of an interest in the subject lot or parcel and that their interest was represented at the time of their purchase to be that of a discrete lot or parcel but that it appears the discrete lot or parcel may have been improperly created.

Response: The property owner, Elmonica Group, LLC, has requested the Legal Lot Determination and signed the application.

2. Replat One.

- C. *Approval Criteria. In order to approve a Replat One application, the decision making authority shall make findings based on evidence provided by the applicant demonstrating that all the following criteria are satisfied.*

1. *The application satisfies the threshold requirements for a Replat One.*

Response: - Replat One application is necessary for the reconfiguration of lots, parcels, or tracts within a single existing plat that decreases or consolidates the number of lots, parcels, or tracts in the plat. This is Threshold #1. Buildings may not cross property lines therefore lot reconfiguration or consolidation will be necessary to comply with the Building Code. With the Replat One application, all information necessary to determine if this is a Legal Lot of Record is provided. This include deeds and title reports to both properties to trace the history of the parcel's creation.

Based on this, Threshold #1 applies to this application. The applicant is submitting for a Replat One. The Deeds and Title Reports to the support the application are in Attachment 6.

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

Response: The applicant has submitted the required fee for the Replat 1 application.

3. *The proposed Replat does not conflict with any existing City approval, except the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.*

Response: The applicant is not aware of any existing City approvals that the Replat 1 would conflict with and understands that the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.

4. *Oversized lots or parcels ("oversized lots") resulting from the Replat shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.*

Response: The Replat 1 will not result in an oversized lot. The resulting lot will be approximately 5.42 acres in size. This Replat 1 application is a part of a mix of residential multi-family units, and amenity building, and a small amount of retail services that will not require partitioning or subdividing the lot. This application demonstrates how streets, driveways, and utilities will be sufficient to serve the proposed lot.

5. *Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following:*
1. *Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,*
 2. *Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where a street is proposed, provides a standard street cross section with sidewalks.*

Response: Lot area averaging standards are not being used for this Replat 1 application. Therefore, this section is not applicable.

6. *If lot area averaging standards are proposed pursuant to Section 20.05.15.D, no further applications for Adjustment or Variance from this standard are required or permitted.*

Response: Lot area averaging standards are not being used for this Replat 1 application. Therefore, this section is not applicable.

7. *If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.*

Response: Phasing is not being proposed for this Replat 1 application. Therefore, this section is not applicable.

8. *The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties.*

Response: This proposal will not eliminate pedestrian, utility service, or vehicle access to the affected property. The proposed development presented in this application demonstrates how pedestrian, utility service and vehicle access will be provided to the property.

9. *The proposal does not create a parcel or lot which will have more than one (1) zoning designation.*

Response: This Replat 1 will not create a parcel or lot that has more than one (1) zoning designation. Therefore, this section is not applicable.

10. *Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.*

Response: This proposal is a part of a larger application for a mixed-use development on the property. Staff has indicated that the Replat 1 application can be reviewed concurrently with the other required land use applications for development to establish the lot as a legal lot of record.

B. Submission Requirements.

1. *An application for a Replat One shall be made by the owner(s) of the subject property or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. Provided, however, where the application is made in conjunction with a Legal Lot Determination under Section 40.47, the City may consider the application even if fewer than all the owners of the existing legal lot or parcel have applied for the approval. The Replat One application shall be accompanied by the information required by the application form, and the information required by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.*

Response: A signed application for Replat One has been submitted with the property owner's signatures. A single entity, Elmonica Group, LLC is the owner of both properties. It is being filed in conjunction with the legal lot of record determination. The deeds and tile reports to the properties are in Attachment 6 of this application package.

C. Conditions of Approval. The decision making authority may impose conditions on the approval of a Replat One application to ensure compliance with the approval criteria.

Response: The applicant understands that conditions of approval may be imposed as a result of this Replat 1 application.

40.90. Tree Plan

40.90.15. Application.

2. Tree Plan Two

A. Threshold. An application for Tree Plan Two shall be required when none of the actions listed in Section 40.90.10. apply, none of the thresholds listed in Section 40.90.15.1. apply, and one or more of the following thresholds apply:

1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in Section 40.90.10.1.

Response: As shown on the Tree Plan (Tree Plan, sheet L100,) the proposal includes the removal of 13 trees on the site, 6 are Community Trees. Removal of more than 5 Community Trees or 10% of Community Trees on the subject site requires Tree Plan Two approval.

C. Approval Criteria. In order to approve a Tree Plan Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Tree Plan Two application.

Response: As demonstrated above, the project meets thresholds number one (1) for a Tree Plan Two. The criterion is met.

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

Response: All applicable City application fees have been submitted as part of this application package. The criterion is met.

3. If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.

Response: No tree removals are proposed in order to observe good forestry practices; therefore, this criterion is not applicable.

4. If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.

Response: As shown on the Tree Plan, sheet L100, six (6) community trees are proposed to be removed to accommodate the physical development of the site. Because of the site size in relation to the size of the proposed development and construction activities such as grading, locating utilities, and developing the various uses (building, parking, pedestrian and activity areas and landscaping) will require the removal of the identified trees. The landscape plan identifies how tree replacement will be accomplished. The criterion is met.

5. If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.

Response: No tree removals are proposed due to the tree becoming a nuisance; therefore, this criterion is not applicable.

6. If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.

Response: The removal of various trees is necessary to facilitate public improvements included in the proposed development.

7. If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, or to eliminate conflicts with structures or vehicles.

Response: No tree removals are proposed to enhance of the health of a tree or grove; therefore, this criterion is not applicable.

8. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.

9. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.

Response: No SNRAs or Significant Groves exist on the site; therefore, these criteria are not applicable.

10. The proposal is consistent with all applicable provisions of Section 60.60. (Trees and Vegetation) and Section 60.67. (Significant Natural Resources).

Response: Conformance with Section 60.60 is demonstrated in Section 60.60 of this narrative. Section 60.67, Significant Natural Resources, is not applicable to this application.

11. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

Response: As demonstrated by the Grading and Utility Plans (Exhibit A) and Stormwater Management Report (Attachment 3), the project was designed to meet the City of Beaverton standards for grading and drainage. In keeping with City of Beaverton requirements, the project was designed to minimize adverse effects on neighboring properties, public rights-of-way, surface drainage, water storage facilities, and the public drainage system. The criterion is met.

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

Response: The proposed development meets all applicable application submittal requirements as specified in Section 50.25.1.

13. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

Response: All applications and documents related to this request have been submitted to the City as required.

CHAPTER 60 – SPECIAL REQUIREMENTS

60.05 Design Review Design Principles, Standards and Guidelines

The following applicable Design Standards were identified in the Pre-Application Summary Notes (Attachment 1).

DESIGN STANDARD	RESPONSE
60.05.15. BUILDING DESIGN AND ORIENTATION	
60.05.15.1. Building Articulation and Variety	
<p><i>B. Buildings visible from and within 200 feet of an adjacent public street shall have a minimum portion of the street-facing elevation(s) and the elevation(s) containing a primary building entrance or multiple tenant entrances devoted to permanent architectural features designed to provide articulation and variety. These permanent features include, but are not limited to windows, bays and offsetting walls that extend at least eighteen inches (18"), recessed entrances, loading doors and bays, and changes in material types. Changes in material types shall have a minimum dimension of two feet and minimum area of 25 square feet. The percentage of the total square footage of elevation area is:</i></p> <p><i>1. Thirty (30) percent in Residential zones, and all uses in Commercial and Multiple Use zones.</i></p>	<p>60.05.15.1.B The project is located within the SC-MU station community – multiple use district zone, requiring 30% of the total square footage of the elevation be devoted to permanent architectural features. Percentages of facades devoted to permanent architectural features on all required elevations exceed 30% and are diagrammed on sheets G6.03. G6.04 and G6.05.</p> <p>Percentages are as follows: Building 1 elevations: -North - elevation area = 4,865 sf 30% of 4,865 sf = 1,460 sf = required material change Material change provided = 2,385 sf</p>

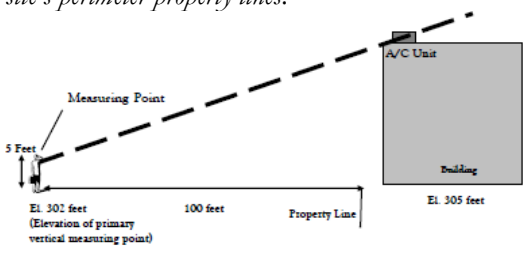
DESIGN STANDARD	RESPONSE
<p><i>C. The maximum spacing between permanent architectural features, both vertically and horizontally, shall be no more than:</i></p> <p style="padding-left: 40px;"><i>1. Forty (40) feet in Residential zones, and all uses in Commercial and Multiple Use zones.</i></p> <p><i>D. In addition to the requirements of Section 60.05.15.1.B and C., detached and attached residential building elevations facing a street, common green or shared court shall not consist of undifferentiated blank walls greater than 150 square feet in area. Building elevations shall be articulated with architectural features such as windows, dormers, porch details, alcoves, balconies or bays. (Note: applies only to multifamily buildings)</i></p>	<p>-West - elevation area = 14,103 sf 30% of 14,103 sf = 4,231 sf = required material change Material change provided = 8,449 sf</p> <p>-East - elevation area = 14,152 sf 30% of 14,152 sf = 4,246 sf = required material change Material change provided = 8,609 sf</p> <p>Building 2:</p> <p>-East (referred to as East 1 in architectural drawings) – Elevation area = 7,583 sf 30% of 7,583 sf = 2,275 sf = required material change Material change provided = 4,917 sf</p> <p>-Southeast (referred to as East 2 in architectural drawings) – Elevation area = 7,533 sf 30% of 7,533 sf = 2,260 sf = required material change Material change provided = 4,600 sf</p> <p>-West/northwest (referred to as West 1 and west 2 in architectural drawings)– per email correspondence with Brittany Gada, 4/27/23, this standard does not apply to these elevations. Elevations may be (currently) visible from W Baseline Rd but are not within 200’ of W Baseline Rd.</p> <p>-South – elevation area = 4,414 sf 30% of 4,414 sf = 1,324 sf = required material change Material change provided = 2,769 sf</p> <p>-North - elevation area = 4,188 sf 30% of 4,188 sf = 1,256 sf = required material change Material change provided = 2,543 sf</p> <p>Building 3:</p> <p>-South – elevation area = 4,415 sf 30% of 4,415 sf = 1,325 sf = required material change Material change provided = 2,350 sf</p> <p>-East – (referred to as East 1 in the architectural drawings) Elevation area = 7,351 sf 30% of 7,351 sf = 2,259 sf = required material change Material change provided = 4,687 sf</p>

DESIGN STANDARD	RESPONSE
	<p>-North/Northeast – (referred to as East 2 in the architectural drawings) Elevation area = 9,079 sf 30% of 9,079 sf = 2,724 sf = required material change Material change provided = 6,257 sf</p> <p>-east retail/entry 1 Elevation area = 794 sf 30% of 794 sf = 238 sf = required material change Material change provided = 472 sf</p> <p>-West/Southwest – (referred to as West 1 and West 2 in architectural drawings)– per email correspondence with Brittany Gada, 4/27/23, this standard does not apply to these elevations. Elevations are within 200’ of SW 170th Ave but are not visible from the street. Similarly, the north elevation, as referenced in the architectural set, is beyond 200’ of SW 170th Ave and not visible from the street. The north elevation was included in error on G6.05 and has been rectified with the south elevation.</p> <p>Building 5: -East Elevation area = 1,067 sf 30% of 1,067 sf = 320 sf = required material change Material change provided = 517 sf</p> <p>-North Elevation area = 341 sf 30% of 341 sf = 102 sf = required material change Material change provided = 128 sf</p> <p>-South Elevation area = 764 sf 30% of 764 sf = 230 sf = required material change Material change provided = 386 sf</p> <p>-N/W elevation - calculations are provided in response to item 9 b, referencing 60.05.15.1.c. This appears to be an error and is referencing 60.05.15.1.b. Per email correspondence with Brittany Gada, 4/27/23, this standard would not apply to this elevation as it is within 200’ of 170th, but not visible.</p> <p>60.05.15.1.C</p>

DESIGN STANDARD	RESPONSE
	<p>Building #1 through #3: Across the three buildings, the window spacings alone meet the standard. They are none greater than 10 feet apart horizontally and vertically. In addition, there is a change in building materials and color throughout the buildings. (See Elevations in Exhibit A, Sheets A3.11-1 through A3.12-3). Refer new sheets G6.03, G6.04 and G6.05 for added permanent architectural features and refer to details 8,9 and 10 on new sheet G6.05</p> <p>Building #5: All building facades have architectural differentiation through the use of change of materials, material patterns, colors, windows, and exposed framing. The spacing of the architectural differentiations are no greater than 40 feet apart. For the more visible facades (north, south, and east) the spacing is no greater than 15 feet apart. (See Building 5 elevations in Exhibit A, Sheet A3.11-5.). Refer new sheets G6.03, G6.04 and G6.05 for added permanent architectural features and refer to details 8,9 and 10 on new sheet G6.05</p> <p>60.05.15.1.D This standard only applies to residential-only buildings on elevations that face a street (Building 1 north, Building 2 east/southeast). All the fiber painted cement panel introduced to avoid undifferentiated blank walls over 150sf have been increased at least 25.00 sf on the Building 1 north elevation, Building 2 - East 1 and Building 2 - East 2 elevations. Where the cedar shake material changes from painted to stained (brown to black) on the building 1 north elevation, additional painted fiber cement panel has also been introduced to avoid an undifferentiated black wall of over 150 sf.</p> <p>The exterior material legend has been updated on the overall elevation sheets to clearly reflect the change in material as painted fiber cement panel, painted, not metal panels.</p>
60.05.15.2. Roof Forms	
<i>A. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.</i>	60.05.15.2.A

DESIGN STANDARD	RESPONSE
<p><i>B. Sloped roofs on residential uses in residential zones and on all uses in multiple use and commercial zones shall have eaves, exclusive of rain gutters, that must project from the building wall at least twelve (12) inches.</i></p> <p><i>C. All roofs with a slope of less than 4/12 pitch shall be articulated with a <u>parapet</u> wall that must project vertically above the roof line at least twelve (12) inches or architecturally treated, such as with a decorative cornice.</i></p> <p><i>D. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structures shall have similar slope and be constructed of the same materials as existing roofs. – NOT APPLICABLE</i></p> <p><i>E. Smaller feature roofs are not subject to the standards of this Section.</i></p>	<p>All but one building on the site will have sloped roofs. Building #4 has a flat roof. The slope of each building is as follows:</p> <ul style="list-style-type: none"> • Building #1 – 4:12 and 6.5:12 • Building #2 - 4:12 • Building #3 - 4:12 • Building #5 – 6:12 <p>60.05.15.2.B Refer to sheet G6.06. The 12” eaves are shown on buildings that have eaves (not Building 5 and the retail component of Building 4) where the 12” eave occurs. There are small areas on Buildings 1, 2 and 3 that don’t have eaves, and they are considered special roof forms as prescribed by the code.</p> <p>60.05.15.2.C Building #5 has a flat roof and a parapet that extends a minimum of 12” above the adjacent roof surface and, alternately, a metal screening element. Refer to sheet A5.11-5.</p>
<p>60.05.15.3. Primary Building Entrances</p>	
<p><i>A. Primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided. The covered area providing weather protection shall be at least six (6) feet wide and four (4) feet deep.</i></p>	<p>60.05.15.3.A The primary entrance for each building is located on the following facades and have main entry canopies. All canopies/overhangs extend 48” beyond the building façade:</p> <ul style="list-style-type: none"> • Building #1 – North façade. • Building #2 – East façade. • Building #3 – East façade (retail and residential entry) • Building #4 – North facade • Building #5 – South façade, covered by a steel canopy that extends 48” from the building wall. <p>See Exhibit A, Sheet G1.42 Zoning Compliance - Entrances for detailed diagrams of canopies.</p> <p>This standard is meet.</p>
<p>60.05.15.4. Exterior Building Materials</p>	

DESIGN STANDARD	RESPONSE
<p><i>A. For attached residential uses in Residential zones and all residential uses in Multiple Use zones, a minimum of seventy-five (75) percent of each elevation that is visible from and within 200 feet of a public street or a public park, public plaza or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances shall be double wall construction.</i></p> <p><i>B. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones (except detached residential uses fronting streets, common greens and shared courts), a maximum of thirty (30) percent of each elevation that is visible from and within 200 feet of a public street or a public park, public plaza or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances, may be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard. The remaining elevation area for all applicable uses in all applicable zones shall be architecturally treated. Appropriate methods of architectural treatment shall include, but are not limited to, scoring, changes in material texture, and the application of other finish materials such as wood, rock, brick or tile wall treatment.</i></p> <p><i>C. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones, plain, smooth, exposed concrete and concrete block used as foundation material shall not be more than three (3) feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both. In Industrial districts, foundations may extend up to four (4) feet above the finished grade level.</i></p>	<p>60.05.15.4.A All the buildings with residential units (Buildings #1 through #3) are double wall construction.</p> <p>60.05.15.4.B All the buildings in the project have some amount of exposed concrete foundation stem-wall but not more than 25% of any elevation. The worst case is at the South end of Building 3. The exposed concrete foundation wall is approximately 5% of the area of the South Elevation. All the other buildings have less than Building 3.</p> <p>60.05.15.4.C No buildings have concrete as of foundation material more than 3 feet above finished grade.</p> <p>The standard is met.</p>
<p>60.05.15.5 Roof-Mounted Equipment</p>	
<p><i>A. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:</i></p> <ol style="list-style-type: none"> <i>1. A parapet wall; or</i> <i>2. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or</i> <i>3. <u>Setback</u> from the street-facing elevation such that it is not visible from the public street(s); or</i> <i>4. Screened from view by another building.</i> <p><i>B. As shown in the diagram below, the vertical measuring distance for required screening shall be measured at five (5) feet above the finished or <u>existing grade</u> at the property line or public right-of-way abutting the development site's <u>front yard</u> setback for a distance of one hundred (100) lineal feet measured outward from the development site's front property line. Once the vertical measuring distance is established for the site's front yard, this same vertical</i></p>	<p>60.05.15.5.A Buildings #1 through #3 have mechanical equipment wells that will not protrude off the roof or be visible from the abutting public streets. There is no roof equipment located on Buildings #4. Building 5 has mechanical equipment that will be screened by either a 36” parapet wall or a 36” tall metal screen. Refer to sheet A5.11-5</p> <p>60.05.15.5.B The measuring distance for the required screening of the mechanical equipment for Building #4 used the method described in 60.05.15.5.B.</p> <p>The standard is met.</p>

DESIGN STANDARD	RESPONSE
<p><i>measuring distance shall be applied to all sides of the development site's perimeter property lines.</i></p>  <p><i>C. Solar panels, dishes/ antennas, pipes, vents, and chimneys are exempt from this standard</i></p>	
<p>60.05.15.6. Building Location and Orientation along Street in MU or Commercial Zones</p>	
<p><i>A. Buildings in Multiple Use zones shall occupy a minimum public street frontage as follows:</i></p> <ol style="list-style-type: none"> <i>1. 50 percent of the street frontage where a parcel abuts a Class 1 Major Pedestrian Route.</i> <i>2. 35 percent of the street frontage where a parcel abuts a Class 2 Major Pedestrian Route.</i> 	<p>60.05.15.6.A</p> <p>The site abuts a Class 1 Major Pedestrian Route, SW 170th Avenue, and a Class 2 Major Pedestrian Route, W Baseline Road.</p> <ul style="list-style-type: none"> • SW 170th Ave – MPR 1: 68% of frontage is buildings <ul style="list-style-type: none"> ○ Building #2 – 145’ 5” ○ Building #3 - 164’ 1” ○ Building #5 - 49’ 8” ○ Total building frontage – 359 ft ○ Street frontage – 521 ft • Class 2 MPR, W Baseline, the building frontage is 37% [91 ft/247 ft = 37%]. <p>Both street frontages have the percentage of building frontage that is greater than the requirement for their respective MPR classification. The standard is met.</p>
<p><i>C. Buildings subject to the street frontage standard shall be located no farther than 20 feet from the property line. The area between the building and property line shall be landscaped to standards found in Section 60.05.25.5.B or 60.05.25.5.C.</i></p>	<p>60.05.15.6.C</p> <p>The buildings along SW 170th Avenue are setback 8 feet from the property line to allow for an 8-foot-wide public utility easement. Where there are no pedestrian walkways, the area will be landscaped to City landscaping standards, see Landscape Materials Plan – Area A and B (Exhibit A, Sheets L3.01 and L3.02, respectively).</p>

DESIGN STANDARD	RESPONSE
	<p>The buildings located along W Baseline Road are setback approximately 10 feet from the property line. The area will be planted to the landscaping standard, see Landscape Materials Plan – Area D (Exhibit A, Sheet L3.04).</p> <p>The standard is met.</p>
<p><i>E. Buildings subject to the street frontage standard shall have at least one primary building entrance oriented toward an abutting public street or public pedestrian way. Where there is more than one abutting Class 1 Major Pedestrian Route, the primary entrance shall be oriented toward one abutting Class 1 Major Pedestrian Route or shall be oriented to a Class 1 Major Pedestrian Route corner.</i></p> <ol style="list-style-type: none"> 1. <i>A minimum of one primary building entrance shall not be set back more than 20 feet from the abutting public street or public pedestrian way.</i> 2. <i>Pedestrian connections to street oriented primary building entrances shall not cross vehicular circulation and parking areas.</i> 	<p>60.05.15.6.E</p> <p>The buildings subject to the street frontage standard are:</p> <ul style="list-style-type: none"> • Building #1 The primary entrance is on the North façade adjacent to SW Baseline. • Building #3 - The primary entrance faces SW 170th Ave (at a diagonal) and is located 20 feet from the public right-of-way. • Building #5 - The primary entrance is adjacent to SW 170th Avenue and sidewalk (revised). <p>Refer to drawing 2/A2.01-5 for plan revisions.</p> <p>Access to the primary entrances from the public sidewalks do not cross vehicle circulation or parking areas.</p> <p>The standard is met.</p>
<p><i>F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.</i></p>	<p>60.05.15.6.F</p> <p>Secondary entrances for the various buildings face abutting streets, off-street parking areas, or landscaped areas.</p> <p>The standard is met.</p>
<p>60.05.15.7. Building Scale Along Major Pedestrian Routes</p>	
<p><i>A. The height of any portion of a building at or within 20 feet of the property line as measured from the finished grade at the property line abutting a Major Pedestrian Route shall be a minimum of twenty- two (22) feet and a maximum of sixty (60) feet. <u>Building heights</u> greater than sixty (60) feet are allowed if the portion of a building that is greater than sixty (60) feet in height is at least twenty (20) feet from the property line that abuts the Major</i></p>	<p>60.05.15.7.A</p> <p>Buildings located within 20 feet of the public right-of-way and are greater than 1 story are Building #1, #2, and #3. As shown in the Zoning Sections Sheet G1.01 (Exhibit A), they are all 60 feet or less within the first 20 feet of the setback from the property line.</p>

DESIGN STANDARD	RESPONSE
<p><i>Pedestrian Route. In all cases, building height shall meet the requirement of Section 20.20.20 for the specific zoning district.</i></p> <p><i>C. The maximum heights specified in Section 20.20.20 shall not be exceeded, unless separately authorized through an adjustment or variance application, or where credits are earned for height increase through Habitat Friendly Development Practices, as described in Section 60.12.40.4.B.2.</i></p>	<p>60.05.15.7.C Habitat Friendly Development practices are not included in this proposal. Subsection C is not applicable.</p> <p>The standard is met.</p>
<p>60.05.15.8. Ground Floor Elevations on Commercial and Multiple Use Buildings</p> <p><i>A. Except those used exclusively for residential use, ground floor elevations visible from and within 200 feet of a public street, Major Pedestrian Route, or a public park, public plaza or other public open space, and elevations that include a primary building entrance or multiple tenant entrances, shall have the following minimum percent of the ground floor elevation area permanently treated with windows, display areas or glass doorway openings.</i></p> <ol style="list-style-type: none"> <i>1. Class 1 Major Pedestrian Routes: Fifty (50) percent.</i> <i>2. Class 2 Major Pedestrian Routes: Thirty-five (35) percent.</i> <i>3. Buildings on parcels in excess of 25,000 gross square feet within a Commercial zoning district: Thirty-five (35) percent. (N/A)</i> <p><i>Less glazing may be provided in a Commercial zoning district when increased building articulation and architectural variety is provided pursuant to Section 60.05.15.1.B.2. of this Code.</i></p> <p><i>For the purpose of this standard, ground floor elevation area shall be measured from three (3) feet above grade to ten (10) feet above grade the entire width of the elevation. The ground floor elevation requirements shall be met from grade to twelve (12) feet above grade.</i></p> <p><i>B. Except those used exclusively for residential use, ground floor elevations that are located on a Major Pedestrian Route, sidewalk, or other space where pedestrians are allowed to walk shall provide weather protection to the following minimum percent of the length of those elevations.</i></p> <ol style="list-style-type: none"> <i>1. Class 1 Major Pedestrian Routes: Fifty (50) percent.</i> <i>2. Class 2 Major Pedestrian Routes: Thirty-five (35) percent.</i> 	<p>60.05.15.8.A. Buildings #1, 2, and 4 are buildings for residential uses only. The standard applies to Buildings #3 and 5, both located along the SW 170th Avenue frontage and subject to the MPR 1 standard of 50%.</p> <ul style="list-style-type: none"> • Building #3 – east/north/northeast elevation - 51% of the ground floor elevation is treated with windows or glass doorway openings. • Building #5 – 55% of the east elevation is glazing, 87% of the south elevation is glazing and 52% of the north elevation is glazing. <p>Refer to new sheet G6.01 for glazing diagrams and summary table showing code compliance.</p> <p>The glazing along the east retail entry 1 and east 2 elevation of Building 3 complete the northeast-facing elevation of Building 3. This entire elevation is within 200 feet of SW 170th Ave. See G6.01 and for Building 3, elevations for Building 5 are on G6.02.</p> <p>60.05.15.8.B. The 100% of the length of the retail space ground floor elevation in Building 3 has 48” deep steel canopies projecting from the building wall. The building wall is setback from the right of way by a significant distance. Providing weather protection for the full coverage is not reasonable or feasible.</p>
<p>60.05.20 Circulation and Parking Standards</p>	

DESIGN STANDARD	RESPONSE
<p>60.05.20.1. Connections to the Public Street System</p>	
<p><i>A. Pedestrian, bicycle, and motor vehicle connections shall be provided between the on-site circulation system and adjacent existing and planned streets as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element.</i></p>	<p>60.05.20.1.A The site provides vehicle, pedestrian, and bicycle connection throughout the site’s buildings and between W Baseline Road and SW 170th Avenue.</p> <p>The standard is met.</p>
<p>60.05.20.2. Loading Areas, Solid Waste Facilities and Similar Improvements</p>	
<p><i>A. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be located in an area not visible from a public street or shall be fully screened from view from a public street.</i></p> <p><i>B. Except for manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, all loading docks and loading zones shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.</i></p> <p><i>C. Screening from public view for service areas, loading docks, loading zones and outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be fully sight-obscuring, shall be constructed a minimum of one foot higher than the feature to be screened, and shall be accomplished by one or more of the following methods:</i></p> <ol style="list-style-type: none"> <i>1. Solid screen wall constructed of primary exterior finish materials utilized on primary buildings,</i> <i>2. Solid hedge wall with a minimum of ninety-five (95) percent opacity within two (2) years.</i> <i>3. Solid wood fence</i> 	<p>60.05.20.2.A There is no exterior waste storage for the proposed development.</p> <p>60.05.20.2.B & C The commercial areas on the site are:</p> <ul style="list-style-type: none"> • Building #3 -1,418sf • Building #5 -1,537 sf <p>Both commercial spaces on the site are less than 7,000 square feet. Therefore, pursuant to BDC 60.25, no loading docks or zones are required or proposed.</p> <p>The screening for the PGE switch vault (owned by PGE) has screening shown on sheet L301. The vault at the southeast corner of building 3 is a below grade vault. It requires no screening. Its final location isn’t determined by PGE.</p> <p>The standard is met.</p>
<p>60.05.20.3. Pedestrian Circulation</p>	
<p><i>A. Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to the abutting public street system and on-site buildings, parking areas, and other facilities where pedestrian access is desired. Pedestrian connections shall be provided except when one or more of the following conditions exist:</i></p> <ol style="list-style-type: none"> <i>1. Where physical or topographic conditions, such as a grade change of ten (10) feet or more at a property line to an adjacent pedestrian facility, make connections impractical,</i> 	<p>60.05.20.3.A-C There is a total of 608 feet of street frontage on the site (170th – 360 ft, Baseline 248 ft). Therefore, two (2) pedestrian connections are required. There are three (2) pedestrian accessways from the sidewalk on W Baseline Road and six (6) pedestrian accessways on SW 170th Avenue.</p> <p>60.05.20.3.D All pedestrian areas are separated from drive isles and parking areas with curbs.</p>

DESIGN STANDARD	RESPONSE
<p>2. Where uses including manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts occur,</p> <p>3. Where on-site activities such as movement of trucks, forklifts, and other large equipment would present potential conflicts with pedestrians, or</p> <p>4. Where buildings or other existing development on adjacent lands physically preclude a connection now or in the future.</p> <p>B. A reasonably direct walkway connection is required between primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, and public and private streets, transit stops, and other pedestrian destinations.</p> <p>C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street. A reasonably direct walkway shall also be provided to any accessway abutting the site. This standard may be waived when topographic conditions, man-made features, natural areas, etc. preclude walkway extensions to adjacent properties.</p> <p>D. Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic through the use of curbs, landscaping, trees, and lighting, if not otherwise provided in the parking lot design.</p> <p>E. Where pedestrian connections cross driveways or vehicular access aisles a continuous walkway shall be provided and shall be composed of a different paving material than the primary on-site paving material.</p> <p>F. Pedestrian walkways shall have a minimum of five (5) foot wide unobstructed clearance and shall be paved with scored concrete or modular paving materials. In the event that the Americans with Disabilities Act (ADA) contains stricter standards for any pedestrian walkway, the ADA standards shall apply.</p>	<p>60.05.20.3.E Where pedestrian paths cross vehicular access aisles is has a different surface material than the paving material. The pedestrian crossings are concrete the drive aisles are asphalt. See Site Plan sheet A1.01 for details.</p> <p>60.05.20.3.F All accessways and pedestrian paths are paved and are a minimum of 5 feet wide and unobstructed.</p> <p>Exhibit A Sheet A1.01 (site plan) calls out the primary entrances for all buildings. Sheet FS-1 shows the location of the pedestrian walkways.</p> <p>The standard is met.</p>
<p>60.05.20.4. Street Frontages and Parking Areas</p>	
<p>A. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards:</p> <p>1. A minimum six (6)-foot wide planting strip between the right-of-way and the parking area. Pedestrian walkways and vehicular driveways may cross the planting strip. Trees shall be planted at a minimum 2 1/2 inch caliper at a maximum of thirty (30) feet on center. Planting strips shall be planted with an evergreen hedge that will provide a 30-inch high screen and fifty (50) percent opacity within two years. The maximum height shall be maintained at no more than thirty-six (36) inches. Areas not covered by trees or hedge shall be landscaped with live ground cover. Bumper overhangs</p>	<p>60.05.20.4.A.1 Per staff's comments in the Completeness Letter dated November 10, 2022 this standard is not applicable to the parking abutting the railroad ROW. The parking area abutting Baseline complies with 60.05.20.4.A.2</p> <p>60.05.20.4.A.2 There is a fence between the parking lot and the property line and ROW on Baseline. This will be a cedar board fence over 36" in height on wood posts with landscaping on both sides. An additional row of evergreen shrubs</p>

DESIGN STANDARD	RESPONSE
<p><i>which intrude into the planting strip shall not impact required trees or hedge; or</i></p> <p><i>2. A solid wall or fence 30 to 36 inches in height parallel to and not nearer than four (4) feet from the right-of-way line. The area between the wall or fence and the street line shall be landscaped with live ground cover. Pedestrian walkways and vehicular driveways may cross the wall or fence.</i></p>	<p>(maintained at 36') and two trees at mat 30 ft O.C is provided. The proposed evergreen shrub Ilex Glabra 'shamrock' will reach 50% opacity in 2 years. The proposed fence is Type 1 (6 feet height cedar fence) and is located to be 4 feet from the property line to comply with 60.05.20.4.A.2</p> <p>No other parking areas directly abuts the public streets of SW 170th Avenue and W Baseline Road.</p> <p>The standard is met.</p>
<p>60.05.20.5. Parking Area Landscaping</p>	
<p><i>A. Landscaped planter islands shall be required according to the following:</i></p> <p><i>2. All uses in Commercial and Multiple Use zones, one for every ten (10) contiguous parking spaces.</i></p> <p><i>B. The island shall have a minimum area of 70 square feet, and a minimum width of 6 feet, and shall be curbed to protect landscaping. The landscaped island shall be planted with a tree having a minimum mature height of 20 feet. If a pole-mounted light is proposed to be installed within a landscaped planter island, and an applicant demonstrates that there is a physical conflict for siting the tree and the pole-mounted light together, the decision-making authority may waive the planting of the tree, provided that at least seventy-five (75) percent of the required islands contain trees. Landscaped planter islands shall be evenly spaced throughout the parking area.</i></p> <p><i>C. Linear raised sidewalks and walkways within the parking area, connecting the parking spaces and on-site building(s), may be counted towards the total required number of landscaped islands, provided that all of the following is met:</i></p> <ol style="list-style-type: none"> <i>1. Trees are spaced a maximum of 30 feet on center on a minimum of one side of the sidewalk.</i> <i>2. The minimum unobstructed sidewalk width is five feet.</i> <i>3. The sidewalk is separated from the parking area by curbs, bollards, or other means on both sides.</i> <i>4. Trees are located in planting area with groundcover or planted in covered tree wells.</i> <i>5. Trees within the linear sidewalk area shall constitute no more than 50 percent of the total required number of trees within required landscaped planter islands. All</i> 	<p>60.05.20.5.A-B</p> <p>Throughout the site planter islands are located no more than 10 parking spaces apart. The minimum dimensions of the parking islands are 105 square feet and a minimum of width of 6 feet. The islands will be planted with <i>Fraxinus Oxycarpa</i>, 'Golden Desert Ash' trees.</p> <p>60.05.20.5.C</p> <p>The standard is met without the consideration of trees located along raised sidewalks and walkways. Therefore, subsection C is not applicable.</p> <p>60.05.20.5.D</p> <p>The islands will be planted with <i>Fraxinus Oxycarpa</i>, 'Golden Desert Ash' trees. a type and species identified by the City of Beaverton Street Tree List.</p> <p>The standard is met.</p>

DESIGN STANDARD	RESPONSE
<p><i>remaining required trees shall be located within landscaped planter islands.</i></p> <p><i>D. Trees planted within required landscaped planter islands or the linear sidewalk shall be of a type and species identified by the City of Beaverton Street Tree List or an alternative approved by the City Arborist.</i></p>	
<p>60.05.20.6. Off-Street Parking Frontages</p>	
<p><i>A. Off-Street surface parking areas shall be located to the rear or side of buildings. Surface parking areas located adjacent to public streets are limited to a maximum of:</i></p> <ol style="list-style-type: none"> <i>1. 50% of the street frontage along Class 1 Major Pedestrian Routes,</i> <i>2. 65% along Class 2 Major Pedestrian Routes, and</i> <i>3. 50% of the street frontage for detached residential projects along any street.</i> 	<p>60.05.20.6.A</p> <p>The off-street parking on the site is located behind buildings and along the internal drive. Off-street parking does have frontages on both abutting streets.</p> <ul style="list-style-type: none"> • For SW 170th Avenue, a MPR 1 there is no parking along frontage (0%). • For W Baseline Road, a MPR 2 the total frontage is 42% [total frontage - 104.5/drive isle and parking frontage - 248 = 0.42]. <p>With the lack of parking frontage on Baseline Road and a 42% frontage on W Baseline Rd, a MPR 2, the standard is met.</p>
<p>60.05.20.7. Sidewalks Along Streets in Commercial and Multiple Use Zones</p>	
<p><i>A. A sidewalk is required on all streets. Except where approved through Sidewalk Design Modification (40.58), the sidewalk shall be a minimum of ten (10) feet wide and provide an unobstructed path at least five (5) feet wide.</i></p> <p><i>B. A sidewalk or walkway internal to the site is required along building elevations that include a primary building entrance, multiple tenant entrances or display windows. The sidewalk shall be a minimum of ten (10) feet wide, and provide an unobstructed path at least five (5) feet wide at building entrances, and along elevations containing display windows. Sidewalks shall be paved with scored concrete or modular paving materials. If adjacent to parking areas, the sidewalk shall be separated from the parking by a raised curb.</i></p>	<p>60.05.20.7.A</p> <p>The sidewalks on SW 170th Avenue and W Baseline Road are a minimum of 10 feet wide (see Civil-Public Improvement/ROW Sheets C100-C900). The standard is met.</p> <p>60.05.20.7.B</p> <p>The walkways to the primary entrances of each building are a minimum of 5 feet wide and do not cross vehicle drive isles or parking areas (see Site Plan A1.01)</p> <p>Refer to revised architectural, civil and landscape site plans and details.</p> <p>The standard is met.</p>
<p>60.05.20.8. Connect on-site buildings, parking, and etc. with identifiable streets and drive isles</p>	

DESIGN STANDARD	RESPONSE
<p><i>A. Parking lot drive aisles that link public streets and/ or private streets with parking stalls shall be designed as private streets consistent with the standard as described under Section 60.05.20.8.B., unless one of the following is met:</i></p> <ol style="list-style-type: none"> <i>1. The parking lot drive aisle is less than 100 feet long;</i> <i>2. The parking lot drive aisle serves 2 or less residential units; or</i> <i>3. The parking lot drive aisle provides direct access to angled or perpendicular parking stalls.</i> <p><i>B. Private streets, common greens, and shared courts shall meet the following standards:</i></p> <ol style="list-style-type: none"> <i>1. Private streets serving non-residential uses and residential uses having five or more units shall have raised curbs and minimum five (5) foot wide unobstructed sidewalks on both sides.</i> <i>2. Private streets serving less than five (5) residential units shall have raised curbs and a minimum five (5) foot wide unobstructed sidewalk on at least one side.</i> <i>3. When common greens and shared courts are utilized, an unobstructed walkway a minimum of five (5) feet wide shall be provided within the common green or shared court.</i> 	<p>60.05.20.8.A-B Drive isles on the site are greater than 100 feet long and connect parking to the adjacent public street. Therefore, they are considered private streets.</p> <p>The private streets serve residential and non-residential uses and have pedestrian walk aisles 5’ wide on both sides, with the exception of a walkway south of the southernmost drive isle.</p> <p>The South or ‘back’ parking directly abuts the ODOT railroad that is utilized by the TriMet. A walkway along would not provide a safe or comfortable pedestrian environment. Rather, those who park along the south edge are encouraged to cross the drive aisle to use the walkway north of the private street for a more safe and comfortable pedestrian environment. This section of drive aisle is not a through connection and will be gated. It is expected to have minimal traffic in the drive isles since it is designated only for those residents who have designated parking spots, a gate access to that area, and no through circulation.</p> <p>Given the presence of the railroad tracks and right-of-way, the fact back parking area is not a private street but a gated drive aisle, and the need to protect pedestrians the standard is met.</p>
<p>60.05.25 Landscape, Open Space and Natural Areas Design Standards</p>	
<p>60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed-Use Development</p>	
<p><i>A. A minimum portion of the total gross lot area shall be landscaped:</i></p> <ol style="list-style-type: none"> <i>2. All uses in Multiple Use districts, ten (10) percent.</i> <i>3. Environmentally sensitive areas shall be counted towards the minimum landscape requirement.</i> <p><i>Aboveground landscaped water quality treatment facilities shall be counted toward the minimum landscape requirement.</i></p> <p><i>B. The following minimum planting requirements for required landscaped areas shall be complied with. These requirements shall be used to calculate the total number of trees and shrubs to be included within the required landscape area:</i></p>	<p>60.05.25.5.A Gross lot area is 5.43 acres (pre-dedication), 236,531sf. Therefore, 10% is 23,653sf of landscape area required for this site. 39,805 sf of landscape area on-site (excludes landscape in ROW dedications) is provided. Refer to Exhibit A, Landscape Sheet L020.</p> <p>60.05.25.5.B Refer to Exhibit A, Landscape Sheet L020, specifically see Minimum Required Plantings Calculations.</p>

DESIGN STANDARD	RESPONSE
<p>1. One (1) tree shall be provided for every eight hundred (800) square feet of required landscaped area. Evergreen trees shall have a minimum planting height of six (6) feet. Deciduous trees shall have a minimum caliper of 1.5 inches at time of planting.</p> <p>2. One (1) evergreen shrub having a minimum mature height of forty-eight (48) inches shall be provided for every four hundred (400) square feet of required landscaped area.</p> <p>3. Live ground cover consisting of low-height plants, or shrubs, or grass shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for ground cover plantings, and shall be limited to no more than twenty-five (25) percent of the required landscape area.</p> <p>C. A hard surface pedestrian plaza or combined hard surface and soft surface pedestrian plaza, if proposed shall be counted towards meeting the minimum landscaping requirement, provided that the hard-surface portion of the plaza shall not exceed twenty-five (25) percent of the minimum landscaping requirement for Conditional Uses in Residential districts, and shall be comprised of the following:</p> <ol style="list-style-type: none"> 1. Brick pavers, or stone, scored, or colored concrete; and, 2. One (1) tree having a minimum mature height of twenty (20) feet for every three hundred (300) square feet of plaza square footage; and, 3. Street furniture including but not limited to benches, tables, chairs and trash receptacles; and, 4. Pedestrian scale lighting consistent with the City's Technical Lighting Standards. <p>D. All building elevations visible from and within 200 feet of a public street that do not have windows on the ground floor shall have landscaping along their foundation, which shall be counted toward the minimum landscaped requirement. This landscaping requirement shall not apply to portions of the building facade that provide access for pedestrians or vehicles to the building, for plazas adjacent to the building, or when the building is within three (3) feet of the property line. The foundation landscaping shall be at least five (5) feet wide; and shall be comprised of the following:</p> <ol style="list-style-type: none"> 1. One (1) tree having a minimum planting height of six (6) feet shall be planted for every thirty (30) lineal feet of foundation. 	<ol style="list-style-type: none"> 1. $23,635/800 = 30$ trees required, 100 trees are provided. 2. $23,653/400 = 59$ shrubs required. More than 59 evergreen shrubs are provided. 3. $23,653 \times 0.25 = 5,663$ sf max gravel. Gravel on maintenance strip proposed 2,974 sf <p>60.05.25.5.C No pedestrian plazas are proposed. The minimum landscape calculations do not include hardscape.</p> <p>60.05.25.5.D Subsection D is not applicable, all elevations within 200 feet of the public right-of-way have windows.</p>

DESIGN STANDARD	RESPONSE
<p>2. One (1) shrub having a minimum mature height of twenty-four (24) inches shall be planted for every three (3) lineal feet of foundation and shall be planted between required trees; and,</p> <p>3. Groundcover plants shall be planted in the remainder of the landscaped area not occupied by required trees and shrubs, and shall not be planted in rows, but in a staggered manner for more effective covering.</p>	
<p>60.05.25.8 Retaining Walls</p>	
<p><i>Retaining walls. Retaining walls greater than six (6) feet in height or longer than fifty (50) lineal feet used in site landscaping or as an element of site design shall be architecturally treated with contrasting scoring, or texture, or pattern, or off-set planes, or different applied materials, or any combination of the foregoing, and shall be incorporated into the overall landscape plan, or shall be screened by a landscape buffer. Materials used on retaining walls should be similar to materials used in other elements of the landscape plan or related buildings, or incorporate other landscape or decorative features exclusive of signs. If screening by a landscape buffer is utilized, a buffer width of at least five (5) feet is required, landscaped to the B3-High Screen Buffer standards.</i></p>	<p>No retaining walls greater than six (6) feet in height or longer than fifty (50) lineal feet are proposed. The standard is not applicable.</p>
<p>60.05.25.9. Fences and Walls</p>	
<p><i>A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, or brick, or other durable materials.</i></p> <p><i>B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slats may not be required when visibility into features such as open space, natural areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.</i></p> <p><i>C. Masonry walls shall be a minimum of six inches thick. All other walls shall be a minimum of three inches thick.</i></p> <p><i>D. For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.</i></p> <p><i>E. Fences and walls:</i></p> <p><i>1. May not exceed three feet in height in a required front yard along streets, except required above ground stormwater facilities fencing which may be four feet in</i></p>	<p>60.05.25.9.A Fencing on the site will be the gated parking area south of the through-drive isle and the swimming pool adjacent to the Community Building. The pool fence will secure the pool area after-hours from outdoor access as well as from the Community Building. Both pool and South parking fencing will be painted steel pickets. There is a fence between the parking lot and the property line and ROW on Baseline. This will be a cedar board fence over 36” in height on wood posts with landscaping on both sides.</p> <p>Refer to landscape sheet L812, details 2, 3, 5, 6 and 9 for pedestrian gates. Refer to sheet G6.07 for rolling car control gate.</p> <p>60.05.25.9.B No chain link fence is proposed with this development. Standard is not applicable.</p> <p>60.05.25.9.C</p>

DESIGN STANDARD	RESPONSE
<p><i>height in a required front yard, and eight feet in all other locations.</i></p> <p><i>2. May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.</i></p> <p><i>3. N/A</i></p>	<p>No masonry walls are proposed with this development. Standard is not applicable.</p> <p>60.05.25.9.E</p> <p>There is a fence between the parking lot and the property line and ROW on Baseline. Baseline west of Building 1. The fence will be 6' tall, cedar boards on pressure treated wood posts. Baseline is an Arterial Street.</p>
<p>60.05.25.10. Minimize significant changes to existing on-site surface contours at residential property lines</p>	
<p><i>A. Where grading is proposed, the requirements listed in Section 60.15.10 shall apply.</i></p> <p><i>B. Notwithstanding the requirements of subsection A. above, grading within 25 feet of a property line shall not change the existing slopes by more than ten percent within a tree <u>root zone</u> of an identified Significant Individual Tree, identified Historic Tree, or a tree within an identified Significant Grove or Significant Natural Resource Area located on an abutting property unless evidence provided by a <u>certified arborist</u> supports additional grading that will not harm the <u>subject grove</u> or tree.</i></p>	<p>60.05.25.10.A</p> <p>This standard has been reviewed by the civil engineers and they confirmed that the site grading complies with BDC 60.15.10 and is addressed in that section of this application narrative.</p> <p>60.05.25.10.B</p> <p>There are no significant trees or groves located on the site.</p> <p>The standard is met.</p>
<p>60.05.25.11. Integrated water quality, quantity or both facilities</p>	
<p><i>Non-vaulted surface stormwater detention and treatment facilities having a side slope greater than 2:1 shall not be located between a street and the front of an adjacent building.</i></p>	<p>The stormwater facility is located in between Buildings #1 and #4 and the gated parking area to the south. It is not located in between the building and the street. For more information on the stormwater detention facility, see the Stormwater Management Plan.</p> <p>The standard is met.</p>
<p>60.05.25.12. Natural Areas</p>	
<p><i>Natural areas. Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements.</i></p>	<p>There are no natural features on the site. The standard is not applicable.</p>
<p>60.05.25.13 Landscaping Buffering and Screening</p>	
<p><i>A. Applicability of buffer standards:</i></p> <p>...</p> <p><i>3. The buffer standards shall not apply to areas where a public utility easement exists. This exemption only</i></p>	<p>60.05.25.13.A</p> <p>Pursuant to Table 60.05-2, the site abuts properties of the same zoning to the east, south, and west. The tax lot to the south is rail</p>

DESIGN STANDARD	RESPONSE
<p><i>applies to trees and does not exempt the requirement of shrubs and ground cover.</i></p>	<p>right-of-way, but is a legally established tax lot with a zoning designation. Therefore, staff has interpreted the south site to be abutting, not located across street right-of-way. A copy of staff interpretation provided via email is included in Exhibit X.</p> <p>North of the site is SC-HDR zoning, another station community zone, located across the street (W Baseline). Per Table 60.05-2, no buffering is required along the north property line.</p> <p>Therefore, no buffering is required pursuant to this standard.</p>
<p>60.05.30 LIGHTING DESIGN STANDARDS</p>	
<p>60.05.30.1. Adequate Lighting and Minimal Glare</p>	
<p><i>A. Lighting shall be provided at lighting levels for <u>development</u> and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.</i></p> <p><i>B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.</i></p> <p><i>C. Lighting shall be provided in <u>pedestrian plazas</u>, if any developed.</i></p> <p><i>D. Lighting shall be provided at <u>building</u> entrances.</i></p> <p><i>E. <u>Canopy</u> lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.</i></p>	<p>60.05.30.1.A-E</p> <p>On-street and Off-street photometrics plans have been provided in Exhibit A. Refer to E0.02-LU (light fixture cut sheets), E0.09-LU, E0.10-LU and E0.11-LU.</p> <p>The lighting complies with City's technical lighting standards for:</p> <p>60.05.30.1.A. Lighting shown for both on-site and off-site ROW.</p> <p>60.05.30.1.B. Vehicular and pedestrian circulation areas</p> <p>60.05.30.1.C. No pedestrian plaza proposed</p> <p>60.05.30.1.D. Building entrances</p> <p>60.05.30.1.E. No canopy lighting proposed</p> <p>This standard is met.</p>
<p>60.05.30.2. Pedestrian-Scale Lighting</p>	
<p><i>A. Pole-mounted Luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:</i></p> <p><i>1. Fifteen (15) feet in height for on-site pedestrian paths of travel.</i></p>	<p>60.05.30.2.A-B</p> <p>On-street and Off-street photometrics plans. Refer to E0.02-LU (light fixture cut sheets), E0.09-LU, E0.10-LU and E0.11-LU are provided with this application. The lighting</p>

DESIGN STANDARD	RESPONSE
<p>2. <i>Twenty (20) feet in height for on-site vehicular circulation areas for residential uses in Residential zoning districts.</i></p> <p>3. <i>Thirty (30) feet in height for on-site vehicular circulation areas in non-residential zoning districts.</i></p> <p>4. <i>Fifteen (15) feet for the top deck of non-covered parking structures.</i></p> <p>5. <i>The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site's finished grade.</i></p> <p>6. <i>The height of the poles on the top deck of non-covered parking structures shall be measured from the finished floor elevation of the top deck.</i></p> <p>7. <i>The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.</i></p> <p><i>B. Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.</i></p> <p><i>C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of forty-eight (48) inches.</i></p>	<p>complies with City’s technical lighting standards and do not exceed the maximum heights.</p> <p>The on-site pedestrian pole mounts are 15’ in height. The on-site vehicular pole mounts are 20’ in height.</p> <p>60.05.30.2.C The lighted bollards for the pathways are 22 inches in height.</p> <p>This standard is met.</p>

60.15. Land Division Standards

60.15.10 Grading Standards

1. Applicability. The on-site surface contour grading standards specified in Section 60.15.10.3. are applicable to all land use proposals where grading is proposed, including land division proposals and design review proposals, as applicable. This Section does not supersede Section 60.05.25. (Design Review) and the exemptions listed in Section 60.15.10.2. will apply equally to design review proposals.

Response: Pursuant to BDC 40.20.15.2.C.6., the Design Review approval criteria requires compliance with the provisions of this section.

2. Exemptions. The following improvements will be exempted from the on-site surface contour grading standards specified in Section 60.15.10.3.:

A. Public right-of-way road improvements such as new streets, street widening, sidewalks, and similar or related improvements.

B. Storm water detention facilities subject to review and approval of the City Engineer.

C. On-site grading where the grading will take place adjacent to an existing public street right-of-way, and will result in a finished grade that is below the elevation of the subject public street right-of-way; provided such grading is subject to the approval of the City Engineer, who may require appropriate erosion and sediment control mitigation measures.

Response: The applicable exemptions of the site have been omitted from the calculations for compliance with BDC 60.15.10.3.

3. On-site surface contouring. When grading a site within twenty-five (25) feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe the following:

A. 0 to 5 feet from property line: Maximum of two (2) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable. More than 5 feet and up to and including 10 feet from property line: Maximum of four (4) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

B. More than 10 feet and up to and including 15 feet from property line: Maximum of six (6) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable

C. More than 15 feet and up to and including 20 feet from property line: Maximum of eight (8) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

D. More than 20 feet and up to and including 25 feet from property line: Maximum of ten (10) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

E. Where an existing (pre-development) slope exceeds one or more of the standards in subsections 60.15.10.3.A-E, above, the slope after grading (post-development) shall not exceed the pre-development slope.

F. The on-site grading contours standards above apply only to the property lines of the parent parcel of a development. They do not apply to internal property lines within a development.

Response: The site is not located within 25 feet of residentially zoned property. Therefore, the standards do not apply.

4. Significant Trees and Groves. Notwithstanding the requirements of Section 60.15.10.3, above, grading within 25 feet of a significant tree or grove, where the tree is located on- or off-site, shall observe the following:

A. 0 to 10 feet from the trunk of a significant tree or grove: No change in pre-development ground elevation;

B. More than 10 feet, and up to and including 25 feet, from the trunk of a significant tree or grove, or to the outside edge of the tree's drip line, whichever is greater: Maximum 10% slope gradient difference from the pre-development ground elevation;

C. Based on a recommendation of the City Arborist, the decision making body may require additional setbacks and/or other tree protection measures to protect the public health, safety and welfare.

Response: The site is not located within 25 feet of a significant tree or grove. Therefore, the standards do not apply.

60.30. Off-Street Parking

60.30.10 Number of Required Parking Spaces. *Except as otherwise provided under Section 60.30.10.10., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:*

2. Parking Categories

B. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.

1. Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.

2. Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover long-term bicycle parking.

3. Bicycle parking shall be designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings.

Response: The required number of bicycle parking spaces is addressed in Section 60.30.10.5 of the narrative. In short, because we are requesting an off-street parking reduction below the minimum required parking by 12 spaces, 26 additional long term bike spaces are being provided. Please see Exhibit A sheet G1.01, C1.01, and G6.02-1 – G6.02-3 for details on the parking, bike parking and locations.

BIKE PARKING REQUIREMENT - RESIDENTIAL

Long term

1 per unit - 256 bike spaces plus 26 additional spaces for vehicle parking reduction

Total required - 282 spaces

Short term

1 per 20 dwelling units = 13 bike spaces

BIKE PARKING REQUIREMENT - COMMERCIAL

Long term

2 bike spaces

Short term

2 bike spaces

Bike spaces to be provided at level 1 bike rooms at each residential building

- Building #1-3 – 190 long-term residential spaces

- Building #3 – 1 long-term retail space
- Building #5 – 1 long-term retail space

The remaining long-term residential spaces (92) will be provided in individual units. Units can park 190 spaces, an excess of 98 bike spaces above requirement the long-term residential requirement.

Bike parking provided to meet short term - see C1.01 and landscape drawings (L301, L302, L303, L304, L305, L306, L307 and L308) for locations.

Bike rack count =8, number of bikes parked = 16

Engineering Design Manual (EDM)

740 Bicycle Parking Standards

Bicycle parking shall meet the following standards:

740.1 Number and Location of Bicycle Parking Spaces

- A. The number and location of bicycle parking spaces required in new development is specified in the Development Code.*
- B. Bicycle parking shall be visible and conveniently located for cyclists.*
- C. Bicycle parking shall offer security in the form of either a stationary rack to which the bicycle can be locked, a bicycle locker, or inside a building or lockable enclosure.*
- D. Bicycle parking spaces shall not obstruct walkways.*
- E. Bicycle parking for multiple uses may be clustered in one or several locations.*
- F. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance. If there are site, setback, building design, or other constraints, short-term bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.*
- G. For buildings with multiple entrances, short-term bicycle parking spaces shall be distributed proportionately.*
- H. Directional signage to the bicycle parking should be provided if the parking is not directly visible and obvious from an entrance or public right-of-way.*

Response: The number and location of bicycle parking spaces pursuant to the Development Code are addressed in responses to Sections 60.30.10.2.B and 60.30.10.5, which precede and follow this section in the narrative.

The proposed development meets the standards in this subsection as follows:

- *Visible and conveniently located* – Short-term bicycle parking for the residential uses are located in areas directly next to or visible from primary entrances.
- *A stationary rack, a bicycle locker, or inside a building* – Proposed short-term bicycle parking will consist of stationary racks to which bicycles can be securely locked. Proposed long-term bicycle parking will consist of a wall-mounted racks in the bicycle parking rooms. Commercial long-term spaces (2) will also consist of stationary racks in the commercial spaces.
- *Unobstructed walkways* – All outdoor bicycle parking is proposed to be located so that at least a five-foot-wide unobstructed path on sidewalks is provided.

- *Clustered in one or several locations* – Most long-term spaces will be in clusters throughout the five bike rooms. Residential short-term parking is clustered in outdoor racks within 50 feet of entrances. Short- and long-term commercial spaces are clustered together at the primary retail entrance within 50 feet of the entrance.
- *Distance from entrances* – Distance from entrances is addressed in table below. **See Exhibit A, sheet G1.01** for plan view of bicycle parking locations.

Bicycle Parking Distance from Entrances

Location	Number of Spaces	Short Term or Long-Term	Distance from Entrance (approximate)
Building #1 Entrance	4	Short	< 10'
Building #2 Entrances	6	Short	< 10'
Building #3 Entrance	6	Short	< 10'
Building #45 Entrance	2	Short	< 10'

- *Proportionate distribution of short-term bicycle parking spaces* – Short-term parking spaces are proportionately distributed in close proximity to the primary entrance for the building’s residential uses and to the entrances for each commercial use.
- *Directional signage* – Proposed short-term bicycle parking is located close to the primary entrances of the commercial and residential uses. It is clearly visible outside of primary entrances and no directional signage is needed or proposed.

740.2 Bicycle Parking Design

- A. A bicycle parking space shall measure at least 18 inches wide by six (6) feet in length and shall have a vertical clearance of seven (7) feet. A width of two (2) feet is encouraged.
- B. The minimum distance between rows of bicycle parking spaces shall be five (5) feet.
- C. Minimum clearance between a bicycle parking space and a wall or structure shall be two (2) feet.
- D. Bicycle parking spaces shall be separated from motor vehicle parking spaces by at least five (5) feet of clear space.
- E. Every bicycle parking space shall be accessible without moving another bicycle.

Response: Bicycle parking design will meet the requirements of 740.2 A through E above.

740.3 Covered Bicycle Parking Spaces

- A. Required covered bicycle parking spaces shall be provided in a location that protects the bicycle from prolonged direct exposure to the elements. The location shall be acceptable to the City review authority. Examples include but are not limited to: inside a building or a bicycle locker, under a roof overhang or awning, within or visible from an individual’s office, or in the case of multi-family residential units, within a unit.
- B. Cover for required long-term bicycle parking is required. School buildings are exempt from covering long-term bicycle parking.

Response: All proposed residential long-term covered bicycle parking spaces will be in bicycle rooms and individual units located inside the building, which protects the bicycles from prolonged direct exposure to the elements. Bike parking to meet the long term commercial is located inside the building by the retail restroom.

740.4 Bicycle Parking Facility Design

- A. A bicycle rack shall accommodate common bicycle frame sizes and styles including bicycles without kickstands;
- B. A bicycle rack shall support the bicycle frame at a minimum of two contact points; one contact point shall be the frame.
- C. A rack shall allow both the frame and two wheels to be locked to the rack with the use of a cable or the frame and one wheel to be locked to the rack with a U-type lock.
- D. Bicycle racks and bicycle lockers shall be securely anchored to concrete with vandal-resistant concrete mounting hardware.

Response: The proposed bicycle racks, hoop and wall racks, will accommodate common frame sizes, can support a bicycle frame at two points, and allow for both the frame and two wheels to be locked to the rack with a cable lock or the frame and one wheel with a U-lock. Proposed racks will be anchored to concrete either in-ground or surface bolted, which are both appropriate for mounting to concrete and are vandal-resistant.

5. Parking Tables. The following tables list the required minimum and maximum vehicle and bicycle parking requirements for listed land use types.

Response:

Bicycle Parking

In terms of bicycle parking, the Development Code requires both short-term and long-term parking, which is generally differentiated as parking for less or more than two hours. There are also design considerations associated with the two sets of parking, which are discussed in previous responses in this section.

Given 255 dwelling units, one live/work unit and approximately 2,927 total square feet of retail commercial space, minimum short-term and long-term bicycle parking space requirements for the proposed development are presented in the table below. (Note: Where an option is provided under bicycle parking, whichever standard results in the greater number of bicycle parking spaces is the minimum number required.)

Table. Short-Term and Long-Term Bicycle Parking Spaces

	Short-Term Requirements	Site Requirement	Long-Term Requirements	Site Requirement
<i>Residential Uses</i>				
Multi-family dwellings with four or more units*	2 spaces or 1 space per 20 dwelling units	13 spaces	1 space per dwelling unit	256 spaces
<i>Commercial Uses</i>				

	Short-Term Requirements	Site Requirement	Long-Term Requirements	Site Requirement
Retail	2 spaces or 1 space per 12,000 sq. ft. of floor area	2 spaces Inside retail	2 spaces or 1 space per 12,000 sq. ft. of floor area	2 spaces Inside retail
<i>Misc.</i>				
Additional needed bike parking per parking reduction provision (Section 60.30.10. 11.E)	0 spaces		26 spaces	
Total	15 short-term spaces		284 long-term spaces	

*Note – require bicycle spaces for live/work units not identified in the requirements. Bicycle parking the live/work unit is counted in the ‘Multi-family dwellings with for or more units’

Minimum short-term requirements for the residential uses are thirteen (13) short-term spaces and 284 long-term spaces. The Bike storage rooms are located on the ground floor of each residential building. The long-term spaces will be provided in bike rooms on the ground floor of Buildings #1, 2, and 3 and within the units themselves, as stated in the Pre-Application Summary Notes (Attachment 1) and EDM 740.3. The bike rooms host:

- Building #1-3 – 190 long-term residential spaces
- Building #3 – 1 long-term retail space
- Building #5 – 1 long-term retail space

The remaining long-term residential spaces (92) will be provided in individual units. Units can park 190 spaces, an excess of 98 bike spaces above requirement the long-term residential requirement. See sheets G6.02-1, G6.02-2 and G6.02-3.

Vehicle Parking

	Required Parking	Site Requirement	Proposed
<i>Residential Uses</i>			
Attached dwellings (1bedroom – 3 plus bedrooms)	1 space per unit	255 spaces	243 spaces
Dwellings, Live/Work	1.25 space per unit	2 spaces	2 spaces
<i>Commercial Uses</i>			
Retail	3.00 per 1,000 sf	9 spaces	9 spaces
Reduction Path	5% of required residential spaces	5% of 255 spaces = 13 space reduction max	Reduction of -12 spaces
Total		253 spaces	254¹ spaces

¹The site has 18 parallel parking spaces that are not included in the parking counts because they are not eligible to be counted as off-street parking spaces per the Pre-application notes.

Per the parking tables, 1 space is required for each unit for all multi-family units (studio through 3-bedroom) and the live/work unit. There are a total of 255 units on the site and one live/work unit. Therefore, there are 255 parking spaces required for the residential sections of development and 2 spaces for the live/work unit. The cumulative retail space on the site is equivalent to 2,927 square feet; therefore, 9 parking spaces are required.

However, some vehicle parking reduction provisions apply to the site that are addressed in the response to BDC 60.30.10.11.

In total 254 compliant spaces are located on the site. 243 spaces are designated for residential development, 2 spaces for the live/work unit and 9 are designated for retail. A total of 12 residential spaces have been reduced by the vehicle parking provides in BDC 60.30.10.11.

With the use of the vehicle parking reduction permitted by BDC 60.30.10.11.E., the standard is met.

8. Residential Parking Dimensions. *For all residential uses, any required parking space shall not be less than 8 1/2 feet wide and 18 1/2 feet long. (See also Section 60.30.15. (Off-Street Parking Lot Design) for other standards.)*

Response: See response to BDC 60.30.15.

10. Location of Vehicle Parking.

A. All parking spaces provided shall be on the same lot upon which the use requiring the parking is located. Upon demonstration by the applicant that the required parking cannot be provided on the same lot upon which the use is located, the Director may permit the required parking spaces to be located on any lot within 200 feet of the lot upon which the use requiring the parking is located.

Response: The development will provide all required off-street parking on the same lot. The standard is met.

B. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.

Response: As shown in the site plan (Exhibit A sheet A1.01), the off-street vehicle parking spaces nearest the driveway and public right-of-way are at least 20 feet from the right-of-way line. Therefore, no backing movements or other maneuvering within a street or right-of-way will be required. The standard is met.

11. Reductions and Exceptions. *Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5. and 60.30.10.6. may be granted in the following specific cases:*

E. Reduction for Substitution of Bicycle Parking. For uses located within a 1/4 mile radius of a transit stop, as measured from any portion of a parcel to the centerline of the nearest adjacent public right of way or the center of the station platform, the provision of bicycle parking may be used to reduce minimum vehicle parking requirements at a rate of two long-term bicycle parking spaces per vehicle space, but not more than five percent

(5%) of the total number of required vehicle parking spaces. The property owner shall provide a parking analysis demonstrating that the vehicle parking demand will be met with the reduced number of vehicle spaces. Bicycle parking used to reduce vehicle parking spaces shall be covered long-term bicycle parking consistent with the Engineering Design Manual and Standard Drawings.

Response: The site is located less than ¼ mile from a transit stop – the Elmonica MAX station is located approximately 350 feet from the site. The immediate adjacency on the Elmonica MAX station, less than 500' from the site (see proximity diagram on sheet G1.01), provides easy access to public transit for any tenants to travel to Downtown Portland to the East or Downtown Hillsboro to the West. This works in the opposite direction, as well. Anybody travelling from Portland or Hillsboro to the Elmonica area doesn't need to drive and park. This is the goal of Transit Oriented Development (TOD); less reliance on cars, traffic and fossil fuel consumption.

While parallel parking stalls do not count towards the code-driven parking ratio, we have provided several of this type to create a more street-like environment through the site. When counted with the code-compliant nose-in spots, we are above a 1:1 ratio of spaces to units.

Additionally, we are providing the required additional bike parking spaces, either in dedicated rooms or in-unit, to offset the code-required number of spaces. An additional 26 long-term bicycle parking spaces will be provided to obtain a reduction of 12 off-street vehicle parking spaces. Note only 12 vehicle spaces are being requested in the reduction which is below the 5% maximum vehicle parking reduction of 13 spaces. The additional bike parking provided is 26 spaces which is required if 13 vehicle spaces are reduced.

Based on the exception provisions the site will provide the following:

Bicycle Parking

Long Term: 284 (256 residential + 2 commercial + 26 extra for parking reduction)

Short Term: 15 spaces (13 residential and 2 commercial)

Vehicle Parking Spaces: 254 spaces head-in spaces

The bicycle parking will be consistent with the Engineering Design Manual and Standard Drawings as discussed previously in Section 60.30.10.2.

60.30.15 Off-Street Parking Lot Design. *All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:*

A = Parking Angle

B = Stall Width

C = Stall Depth (no bumper overhang)

D = Aisle Width

E = Stall Width (parallel to aisle)

F = Module Width (no bumper overhang)

G = Bumper Overhang

H = Backing Area

I = Module Intermesh

Response: As shown in the site plan (Exhibit C100) and summarized in Table 6 below, the proposed development meets off-street parking lot design requirements for 90-degree and 45-degree parking as follows. (Note the parallel parking on the site is not counted towards the off-street parking count, and therefore is not addressed in this response.)

Table X. Off-Street Parking Area Design

	City of Beaverton Standard (ft)	Proposed (ft)
A/Parking Angle	90 degrees	90 degrees
B/Stall Width	8.5	8.5
C/Stall Depth (no bumper overhang)	18.5	18.5
D/Aisle Width	24.0	24.0
E/Stall Width (parallel to aisle)	8.5	8.5
F/Module Width (no bumper overhang)	61.0	61.0
G/Bumper Overhang	3.0	3.5
H/Backing Area	5.0	N/A
I/Module Intermesh	61.0	61.0

60.50 Special Use Regulations

60.50.20. Fences.

Fences in any district may be constructed at the lot line; provided, however, that fences shall comply with all applicable sight clearance standards established in the Engineering Design Manual and meet the following standards:

Fences and walls shall not exceed the following height:

- A. Six (6) feet in a required front yard along designated Collector and Arterial streets.
- B. Three (3) feet in height in a required front yard along all other street classifications.
- C. Four (4) feet in height in a required front yard for required above ground stormwater facilities.
- D. Eight (8) feet in height for all other yards.

Response: The (3) fence types are proposed. A 6' tall cedar board fence is located along Baseline, 4' back from the property line, west of Building 1. The cedar fence continues along the west property line and along the MAX / TriMet ROW down to the southwest corner of the site by 170th. A 4' tall black steel picket fence surrounds the dog walk area adjacent to the REACH site. A 6' tall black steel picket fence surrounds the pool area and separates the south/back parking area from the rest of the site. The extents are shown on architectural and landscape site plans, and the details are show on new sheet G6.08. This standard is met.

60.55 Transportation Facilities

60.55.10. General Provisions.

1. *All public and private transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. 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.*

2. *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 rough proportion to the identified impacts of the development.*

Response: All private and public transportation facilities have been designed to meet the Engineering Design Manual and Standard Drawings. The streets abutting the development, SW Baseline Road and SW 170th Avenue are under Washington County jurisdiction and are subject to an Access Management Plan approval by the County approve the access locations.

3. *For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.*

4. *The decision-making authority may impose development conditions of approval per Section 10.65.1. of this code. Conditions of approval may be based on the Traffic Management Plan and Traffic Impact Analysis. Additional street, bicycle, and pedestrian connections may also be required per 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements).*

5. *Dedication of right-of-way shall be determined by the decision-making authority.*

6. *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.*

7. *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. At a minimum, the impacts of development on a signalized intersection shall be mitigated to peak hour average control delay no greater than 65 seconds per vehicle using a signal cycle length not to exceed 120 seconds. The volume-to-capacity ratio for each lane group for each movement shall be identified and considered in the determination of intersection performance. The peak hour volume-to-capacity (V/C) ratio for each lane group shall be no greater than 0.98. Signal progression shall also be considered. If the intersection is under County or ODOT jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction.*

At a minimum, the impacts of development on a two-way or an all-way stop-controlled intersection shall be mitigated to a peak hour average control delay of no greater than 45 seconds per vehicle.

If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio.

Response: A Traffic Impact Analysis has been completed and complies with the applicable standards of this section. The abutting streets are under Washington County ownership and the railroad directly south of the site is under ODOT jurisdiction. In developing the TIA and Access Management Plan (AMP), the applicant's traffic engineers has been in contact with City, County, and ODOT staff. The TIA can be found in Attachment 5.

60.55.20 Traffic Impact Analysis.

2. Analysis Threshold.

A. 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.

Response: The proposed development is estimated to generate approximately 1,270 net new average weekday trips. Therefore, the threshold is met. A traffic impact analysis (TIA) is included in this application package as Attachment 5.

3. 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. 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.

Response: The study area (intersections) and scope were determined in consultation with City staff. Those intersections are addressed in the Traffic Impact Analysis, (Attachment 5).

4. Contents of the Traffic Impact Analysis Report. *The Traffic Impact Analysis report shall contain the following information organized in a logical format:*

- A. Executive Summary*
- B. Description of Proposed Development*
- C. Existing Conditions*
- D. Traffic Forecasts*
- E. Traffic Impacts*
- F. Mitigation Identification*
- G. Recommendations*

Response: The required contents have been included in the TIA, see Attachment 5.

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.

1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.

Response: The site has safe and efficient circulation for vehicles, bicycles, and pedestrians. Both the vehicle and pedestrian system and connectivity on the site is robust. There are multiple connections, routes, and point of access to the five buildings on the site. Both the pedestrian and vehicle travel areas are of a sufficient width to accommodate bicycle travel. The standard is met.

2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future potential street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.

3. Where a future street or bicycle and pedestrian connection location is not identified in the Comprehensive Plan Transportation Element, where abutting properties are undeveloped or can be expected to be redeveloped in the near term, and where a street or bicycle and pedestrian connection is necessary to enable reasonably direct access between and among neighboring properties, the applicant shall submit as part of a complete application, a future connections plan showing the potential arrangement of streets and bicycle and pedestrian connections that shall provide for the continuation or appropriate projection of these connections into surrounding areas.

Response: No future streets, bicycle or pedestrian connections on the site are identified in the Comprehensive Plan.

4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.

Response: The pedestrian, bicycle, and vehicular connections and circulation on the site have been designed to connect between and to the abutting public streets of SW 170th Avenue and W Baseline Road. A connection to the abutting site, to developed by REACH CDC, is also located at the north end of the property. The standard is met.

5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.

Response: The abutting public right-of-way is under Washington County jurisdiction. Appropriate right-of-way dedication per the County's request has been provided, see Site Plan (Exhibit A).

6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.

Response: Access for people walking and riding bikes to/from the Elmonica Mixed Use site is provided via SW 170th Avenue and W Baseline Road. That intersection is signalized with pedestrian crosswalks. As part of site redevelopment, sidewalks and bike lanes will be provided along the site frontage as per direction from City and County staff. TriMet, ODOT Rail Division, the City, the County and Rembold are continuing to collaborate to assess where the designated crossing of SW 170th Avenue should occur to the south of the W Baseline signal and north of the MAX tracks.

7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections may approach parking lots on adjoining properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.

Response: All connections to the abutting streets and sites will be paved. There is one vehicle and various pedestrian access points from W Baseline Road and multiple of both (vehicle and pedestrian) on SW 170th Avenue. There is also a vehicle and pedestrian connection to the abutting site, REACH affordable housing development. The standard is met.

8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.

Response: No special setbacks have been established by the City or County. The standard is not applicable.

9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.14.

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

A. Accessways shall be provided as follows:

- 1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.*
- 2. If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block.*

3. *Where a street connection is not feasible due to conditions described in Section 60.55.25.14, one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park.*

4. *The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.*

5. *In a 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 the project boundary to allow for future connections.*

6. *Within the South Cooper Mountain Community Plan area, the City may require an accessway to connect from multi-use paths or trails to streets, multi-use paths, or trails.*

B. Accessway Design Standards.

1. *Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.*

2. *Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations.*

Response: The proposed development will have access from W Baseline Road and SW 170th Avenue. Both streets are under Washington County jurisdiction and are therefore subject to Washington County access standards. Approval of an Access Management Plan from Washington County is expected.

10. Pedestrian Circulation.

B. Standards for Other Development.

1. *Walkways are required between parts of a development where the public is invited or allowed to walk.*

Response: Pedestrian circulation internal to the site consists of walkways from the sidewalk to the building entrances and parking areas and includes a connection along the vehicle accessway that crosses the entire site, providing a direction connection between W Baseline Road and SW 170th Avenue.

2. *A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.*

Response: See response to BDC 60.05.20.3.

3. *Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.*

Response: For the buildings along SW 170th Avenue, entrances are oriented towards that street, the most direct route to the nearest transit stop, Elmonica MAX station. The standard is met.

4. Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.

Response: Walkways that are proposed on the site lead into the parking area and the buildings. All are reasonably direct as shown in the Site Plan (Exhibit A1.01). Walkways that are internal to the site do not cross vehicle areas.

5. Walkways shall be paved and shall maintain at least five feet of unobstructed width. Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards.

Response: The walkways in the proposed development are paved and at least five feet in unobstructed width, as shown in Exhibit A1.01. Curbs will prevent parked vehicles from obstructing the walkways. Stairs provide access to Building #5, providing the most direct route.

6. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.

Response: Ten-foot-wide sidewalks are proposed on SW 170th Avenue and W Baseline Road. All building entrances have a minimum of 5 feet unobstructed pathways (Exhibit A1.01). Proposed ADA accessible parking in within 30 feet of the closest to the closest building entrance and walkways to the entrance are flat, unobstructed, and five-foot-wide (ExhibitA1.01).

7. On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.

Response: On-site walkways are proposed to be lighted to minimum average 0.5 foot-candles. Using cut-off fixtures, the lighting will not exceed 0.5 foot-candles more than five feet beyond the property line. (See the Photometric Plan in Exhibit A).

11. Pedestrian Connections at Major Transit Stops. Commercial and institution buildings at or near major transit stops shall provide for pedestrian access to transit through the following measures:

A. For development within 200 feet of a Major Transit Stop:

1. Either locate buildings within 20 feet of the property line closest to the transit stop, a transit route or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;

2. Provide a transit passenger landing pad accessible to persons with disabilities if required by TriMet and the City;

3. *Provide a reasonably direct pedestrian connection between the transit stop and building entrances on the site;*
4. *Where substantial evidence of projected transit ridership or other transit impacts is presented to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification, the City may require the developer to grant a public easement or dedicate a portion of the parcel for transit passenger bench(es), shelter, or both, and, if appropriate, the construction of a transit passenger bench, shelter, or both; and,*
5. *Provide lighting at the transit stop to City standards.*

Response: The site is located within 200 feet of a Major Transit Stop. All buildings along SW 170th Avenue are located within 2 feet of the property line, the edge of the property that is closest to the transit stop. Those buildings have their entrances oriented to the SW 170th Avenue as well. The standard is met.

B. Except as otherwise provided in subsection A. of this section, for development within 300 feet of a Major Transit Stop, provide walkways connecting building entrances and streets adjoining the site, and pedestrian connections to adjoining properties, except where such a connection is impracticable pursuant to subsection 14. of this section.

Response: Compliance with subsection A is addressed above. The exceptions are not applicable to the proposed development.

13. New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.

Response: Bicycle and pedestrian connections on the site are not located along the rear lot line as it abuts the ODOT railroad used by TriMet MAX. The standard is met.

60.55.30. Minimum Street Widths.

3. Street trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist. Proposed tree wells shall be designed to meet standards in the City Engineering Design Manual.

Response: SW Baseline Road and SW 170th Avenue where abutting the development are planted with street at 30' linear spacing to meet the requirements. The proposed wells meet the standards of the City Engineering Design Manual. See Exhibit A, Public/ROW Civil sheets C100-C900. Effective frontages noted on Sheet L020 remove driveway width or stormwater exclusions from frontage length calculations. 16 street trees (of the required 20 street trees) have been provided for 595 lf of frontage along 170th Ave at a maximum spacing of 30 ft o.c., while meeting offset requirements from existing and proposed utilities and clearance requirements as shared by Trimet within their bus pullout area on the south end of 170th Ave, 6 street trees (of the required 8 street trees) have been provided along SW

Baseline for an frontage of 247 linear feet, limited due to meeting offset requirements for proposed or existing utilities, including street lighting and underground water/irrigation supply.

60.55.35. Access Standards.

1. The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved.

Response: The streets abutting the development, W Baseline Road and SW 170th Avenue are under Washington County jurisdiction and are subject to an Access Management Plan approval by the County approve the access locations. On-site vehicular circulation and ingress/egress is shown on in the Access Management Plan (Attachment 5) and on the Site Plan Exhibit A1.01. The access standards are deferred to Washington County standards, but City of Beaverton paving/scoring applies.

3. Intersection Standards

A. Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers.

1. The sight clearance area requirements for Town Centers and Regional Centers shall be determined on a case-by-case basis by the decision-making authority. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists, and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual and Standard Drawings, and other applicable criteria.

2. The requirements specified in 60.55.35.3.A. may be lessened or waived by the decision-making authority if the project will not result in an unsafe traffic situation. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual, and other applicable criteria.

Response: See Traffic Impact Analysis (Attachment 5).

C. Driveways.

1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.

Response: The streets abutting the development, SW Baseline Road and SW 170th Avenue are under Washington County jurisdiction and are subject to an Access Management Plan approval by the County approve the access locations.

60.60. Trees and Vegetation

60.60.10. Types of Trees and Vegetation Regulated.

Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90. of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:

1. *Significant Individual Trees.*
2. *Historic Tree.*
3. *Trees within Significant Natural Resource Areas.*
4. *Trees within Significant Groves.*
5. *Landscape Trees.*
6. *Community Trees.*
7. *Mitigation Trees.*

Response: As shown on the Tree Plan sheet L100 there are 6 community trees proposed for removal on site.. Per Beaverton Development Code, Chapter 90, a community tree is a healthy tree at least 10 inches in diameter at breast height (DBH) located on developed, partially developed, or undeveloped land. Community trees are not those trees identified as significant trees, historic trees, landscape or mitigation trees, trees within a grove or Significant Natural Resource Area, or trees that bear edible fruits or nuts grown for human consumption. This site does not currently contain any Significant Individual Trees, Historic Trees, Trees within Significant Natural Resource Areas, Trees within Significant Groves, Landscape Trees, or Mitigation Trees. All existing community trees on the site will be removed, and therefore a Tree Plan Two is required.

60.60.20. Tree Protection Standards during Development.

1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:

A. A construction fence must be placed around a tree or grove beyond the edge of the root zone. The fence shall be placed before physical development starts and remain in place until physical development is complete. The fence shall meet the following:

1. *The fence shall be a four foot (4') tall orange plastic or snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post and attached to the top and midpoint of each post. Colored tree flagging indicating that this area is a tree protection zone is to be placed every five (5) linear feet on the fence to alert construction crews of the sensitive nature of the area.*
2. *Other City approved protection measures that provide equal or greater protection may be permitted, and may be required as a condition of approval.*

B. Within the protected root zone of each tree, the following development shall not be permitted:

1. *Construction or placement of new buildings.*
2. *Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval.*
3. *New impervious surfaces.*
4. *Trenching for utilities, irrigation, or drainage.*

5. *Staging or storage of any kind.*
6. *Vehicle maneuvering or parking*

Response: All trees on the site will be removed. Therefore, no tree protection is needed during construction and the standards are not applicable.

60.65 Utility Undergrounding

60.65.15. Regulation. *All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.*

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway, and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding as a component of the roadway project, Washington County funded roadway projects, such as MSTIP projects, and Oregon Department of Transportation funded roadway projects.

Response: Electric, communication, and cable television overhead utility lines serving the existing homes on the site, will be removed with the demolition of the structures. As shown on the Utilities Plan (Exhibit A, Sheets C1.1, C4.0-C4.3), all utilities will be placed underground. The standard is met.

2. The developer shall make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground;

Response: The utility companies that own the overhead utilities, will be contacted to provide a design for the burial of their overhead lines.

6. Unless otherwise specifically required in an existing franchise between the City and the particular private utility, or PUC rule, the applicant or developer responsible for initiating the requirement for placing overhead utilities underground is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.

Response: The developer will be responsible for the cost of placing all existing overhead utilities underground where required by the City as a result of constructing the proposed building.

7. If the private utility service provider requires an applicant, as a component of the applicant's placing private utilities underground, to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider shall be financially responsible for providing the means to provide such extra capacity.

Response: The private utility service provider will be financially responsible to provide extra capacity if required by the utility as a result of the undergrounding requirement for this project.

60.65.20. Information on Plans. *The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:*

1. *Easements for all public and private utility facilities;*
2. *The location of all existing above ground and underground public and private utilities within 100 feet of the site;*
3. *The proposed relocation of existing above ground utilities to underground; and*
4. *That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.50. of this Code.*

Response: Public utility easements, 8 feet wide, are included along SW 170th Avenue and W Baseline Road frontages. The location of existing and proposed utilities is found on the Utility Plan Exhibit A, Sheets C1.1, C4.0-C4.3). All existing utilities will be placed underground.

There are, more or less, two bundles of electric lines along the Baseline frontage and one along 170th. PGE recently installed steel poles along Baseline with high voltage transmission lines that are augmenting service throughout the area between Hillsboro and east through Beaverton. The transmission lines are high enough and close to the existing curb line that they won't impact Building 1, which is set back 11'-4" from the NEW property line and approximately 35'-4" from the existing curbline.

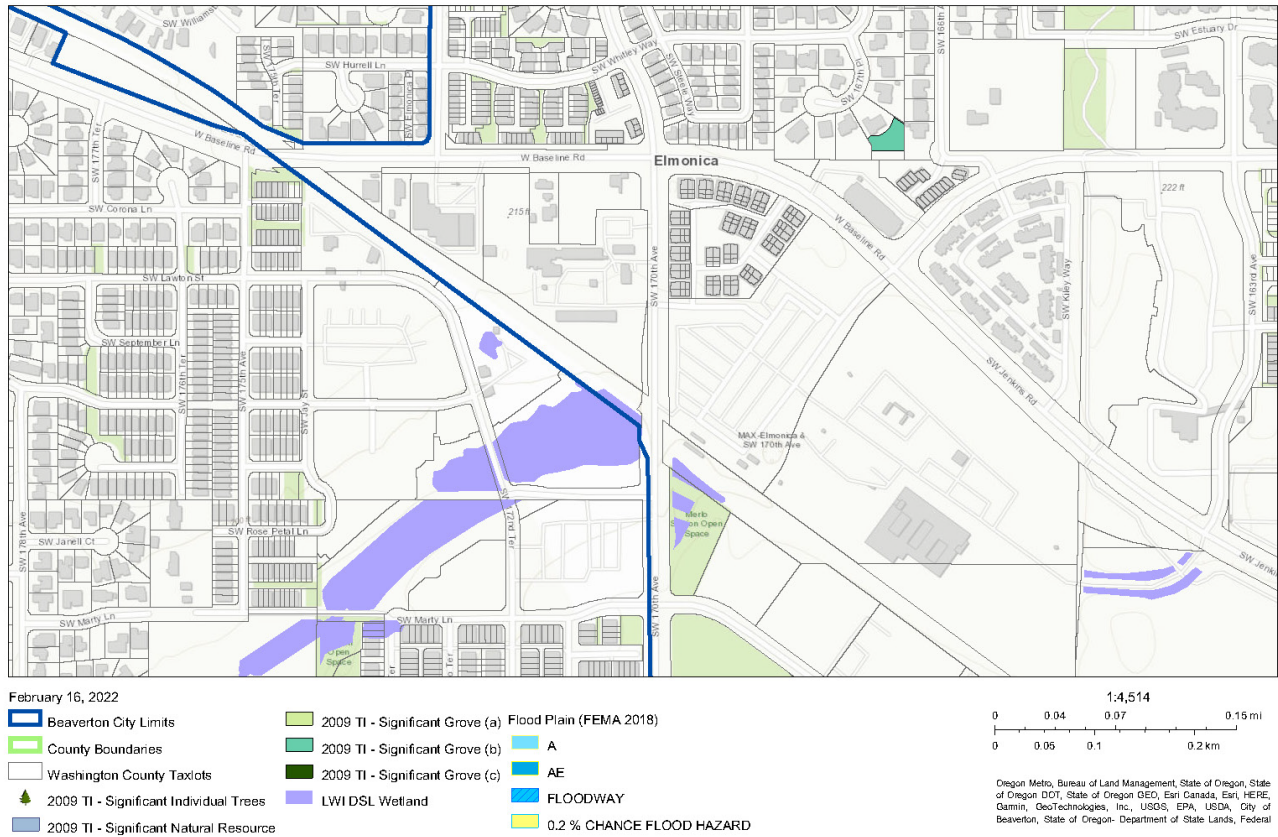
There are lower poles and power lines along both Baseline and 170th, along with low-voltage communications lines on the same poles. All of the power and signal lines on these poles are being relocated underground. PGE has issued a draft of the design to be executed in conjunction with the Rembold and REACH development.

The standard is met.

60.67. Significant Natural Resources

Response: As shown in Figure 3, there is a significant natural resources area located across the rail tracks from the site within Washington County. Therefore, this section is not applicable to the proposed development

Figure 3. Significant Natural Resource Map



Source: Beaverton Map Center