



CITY OF BEAVERTON
Planning Division
Community Development Department
Tel: 503-526-2420
www.beavertonoregon.gov

MEMORANDUM

City of Beaverton
Community Development Department

To: Interested Parties
From: City of Beaverton Planning Division
Date: August 14, 2024
Subject: LU22024-00295 Scholls Ferry Apartments Mods

Please find attached the Notice of Decision for **LU22024-00295 Scholls Ferry Apartments Mods (DR22024-00293)**. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decision is final, unless appealed within 12 calendar days following the date of the decision. The procedures for appeal of a Type 2 Decision are specified in Section 50.65 of the Beaverton Development Code. The appeal shall include the following in order for it to be accepted by the Director:

- The case file number designated by the City.
- The name and signature of each appellant.
- Reference to the written evidence provided to the decision-making authority by the appellant that is contrary to the decision.
- If multiple people sign and file a single appeal, the appeal shall include verifiable evidence that each appellant provided written testimony to the decision-making authority and that the decision being appealed was contrary to such testimony. The appeal shall designate one person as the contact representative for all pre-appeal hearing contact with the City. All contact with the City regarding the appeal, including notice, shall be through this contact representative.
- The specific approval criteria, condition, or both being appealed, the reasons why a finding, condition, or both is in error as a matter of fact, law or both, and the evidence relied on to allege the error.
- The appeal fee of \$250.00, as established by resolution of the City Council.

The appeal closing date for LU22024-00295 Scholls Ferry Apartments Mods (DR22024-00293) is 4:30 p.m., August 26, 2024.

The complete case files including findings, conclusions, and conditions of approval, if any, are available for review. The case files may be reviewed by contacting the project planner, Lauren Russell at lrussell@beavertonoregon.gov.

NOTE: The City of Beaverton Community Development Department customer service center is now open to the public Monday through Thursday from 8:30am – 4:30pm.

Accessibility information: This information can be made available in large print or audio tape upon request. Assistive listening devices, sign language interpreters, or qualified bilingual interpreters can be made available at any public meeting or program with 72 hours advance notice. To request these services, contact Lauren Russell by calling 503-278-0318 or email russell@beavertonoregon.gov.

STAFF REPORT

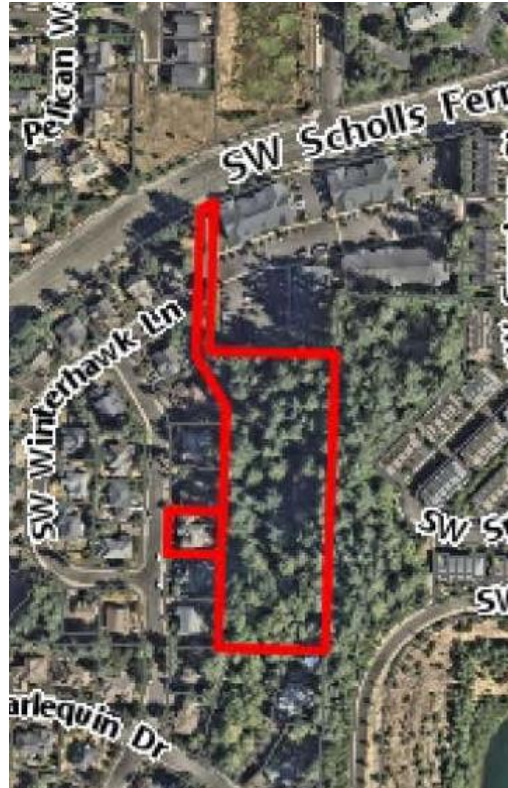
Report date: August 14, 2024

Application: LU22024-00295 Scholls Ferry Apartments Mods

Application Numbers: DR22024-00293

Proposal: The applicant, Placid Holdings Inc., requests Design Review Two approval for site and building design modifications to an application (DR2022-0046) that approved a 96-unit multi-family residential development within two buildings. The proposed modifications include changes to the dimensions of Building 2, a reduction in off-street motor vehicle parking spaces from 129 to 119, increased tree canopy coverage for the surface parking areas, and a new location for the trash enclosure.

Proposal location: The site is located at 15584 SW Old Scholls Ferry Road, specifically identified as Tax Lot 00200 on Washington County Tax Assessor's Map 2S105BA and 12210 SW Sheldrake Drive, specifically identified as Tax Lot 07900 on Washington County Tax Assessor's Map 2S105BA.



Applicant: Placid Holdings Inc.

Decision: APPROVAL of DR22024-00293, subject to the conditions of approval identified at the end of this report.

Contact information:

City Staff Representative: Lauren Russell, AICP, Associate Planner
503-278-0318 / lrussell@BeavertonOregon.gov

Applicant: Placid Holdings Inc.
Habib Matin
2317 NW Birkendene Street
Portland, OR 97229

Applicant's Representative: Pacific Community Design
Maureen Jackson
12564 SW Main Street
Tigard, OR 97223

Property Owners: Tax Lot 00200
Placid Holdings Inc.
2317 NW Birkendene Street
Portland, OR 97229

Tax Lot 07900
Alavi Mahmoudian Family Trust
2317 NW Birkendene Street
Portland, OR 97229

Existing Conditions

Zoning: Town Center – High Density Residential (TC-HDR) (Tax Lot 00200)

Site Conditions: The primary area of development is a flag lot identified as Tax Lot 00200. The lot is currently developed with a single-detached dwelling. The pole portion of the property currently provides vehicle and pedestrian access to SW Scholls Ferry Road. The applicant's plans also show the extension of sanitary sewer line through 12210 SW Sheldrake Way (Tax Lot 07900), which is developed with an existing single-detached dwelling.

Site Size: 2.7 acres (Tax Lot 00200)

Location: The subject site is located on the south side of SW Scholls Ferry Road between SW 158th Avenue to the west and SW 155th Terrace to the east. SW Winterhawk Lane stubs to the west lot line.

Neighborhood Association Committee: Neighbors Southwest

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	Residential Mixed B (RMB)	Single-Detached Dwellings
South	Residential Mixed B (RMB)	Single-Detached Dwellings
East:	Town Center – High Density Residential (TC-HDR)	Multi-Dwellings and Townhouses
West:	Residential Mixed B (RMB)	Single-Detached Dwellings

Application Information

Table 2: Application Summaries

Application	Application type	Proposal summary	Approval criteria location
DR22024-00293	Design Review Two	Site and building design modifications to an application (DR2022-0046) that approved a 96-unit multi-family residential development within two buildings	Development Code Sections 40.03.1 and 40.20.15.2

Table 3: Key Application Dates

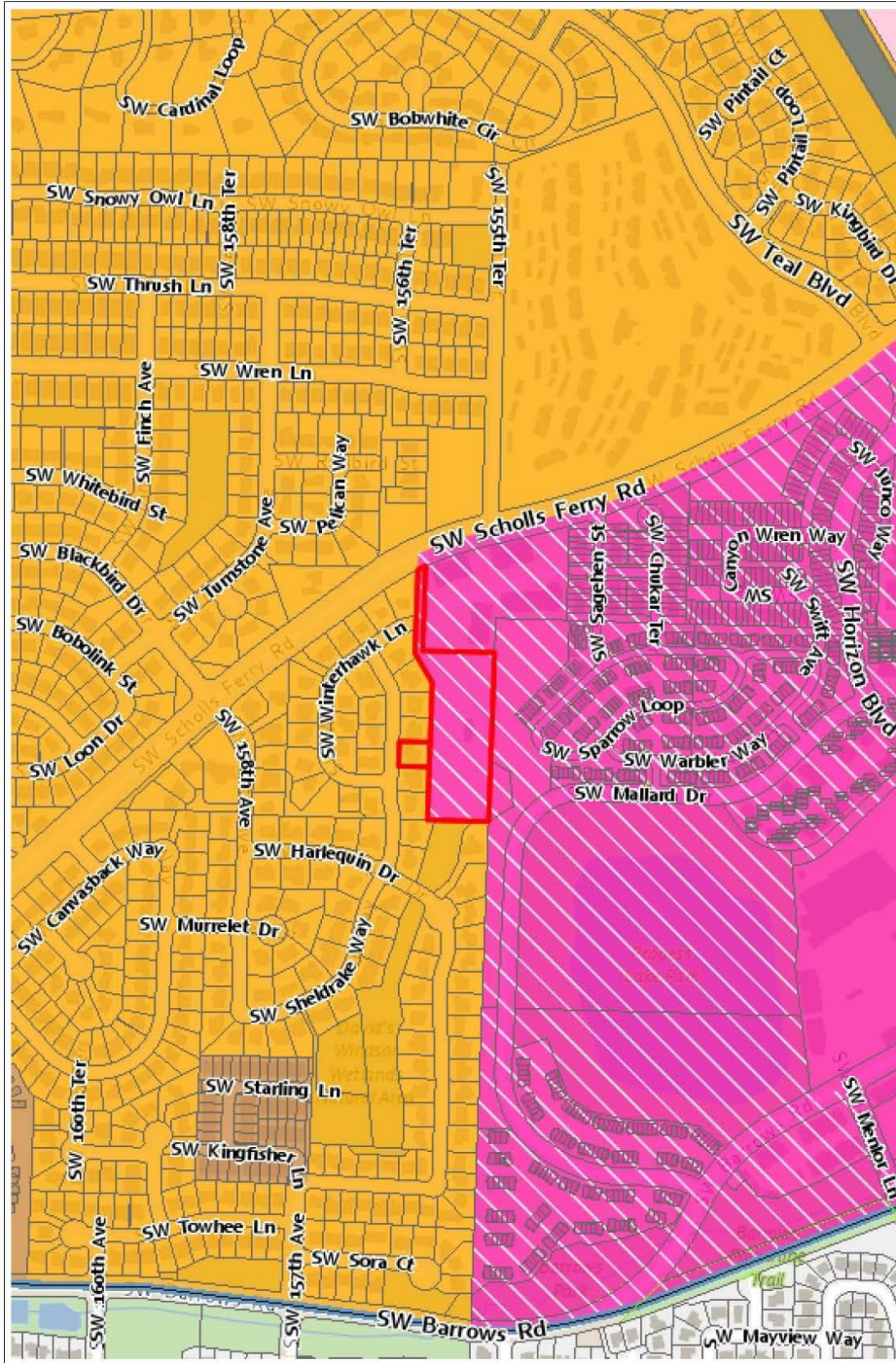
Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR22024-00293	April 3, 2024	May 23, 2024	September 20, 2024	May 23, 2025

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

** The original 120-day final decision date can be extended 245 days.



Exhibit 1.1 Zoning and Vicinity Map

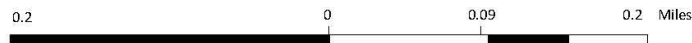


Legend

- Washington County Taxlots
- Park and School Boundaries
- Parks
- School Land
- Beaverton City Limits
- County Line
- UGB
- Zoning**
- Residential Mixed C (RMC)
- Residential Mixed B (RMB)
- Residential Mixed A (RMA)
- Multi-Unit Residential (MR)
- Neighborhood Service Center (NS)
- Community Service (CS)
- Corridor Commercial (CC)
- General Commercial (GC)
- Station Community - SC-S
- Station Community - High Density ()
- Station Community - Employment ()
- Station Community - Multiple Use ()
- Town Center - High Density Reside
- Town Center - Multiple Use (TC-MI)
- Regional Center - Old Town (RC-O)
- Regional Center - East (RC-E)
- Regional Center - Beaverton Centr
- Regional Center - Downtown Trans
- Regional Center - Multiple Use (RC)
- Commercial - Washington Squa
- Office Industrial - Washington Squa
- Office Industrial (OI)
- OI-NC
- Industrial (IND)
- Interim Washington County Zoning
- Unzoned/ ROW
- Stream_Labels**
- CityLimits_Line
- County_Line
- Taxlots - Washington County

Notes

Subject site outlined in red



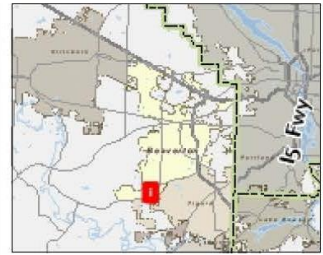
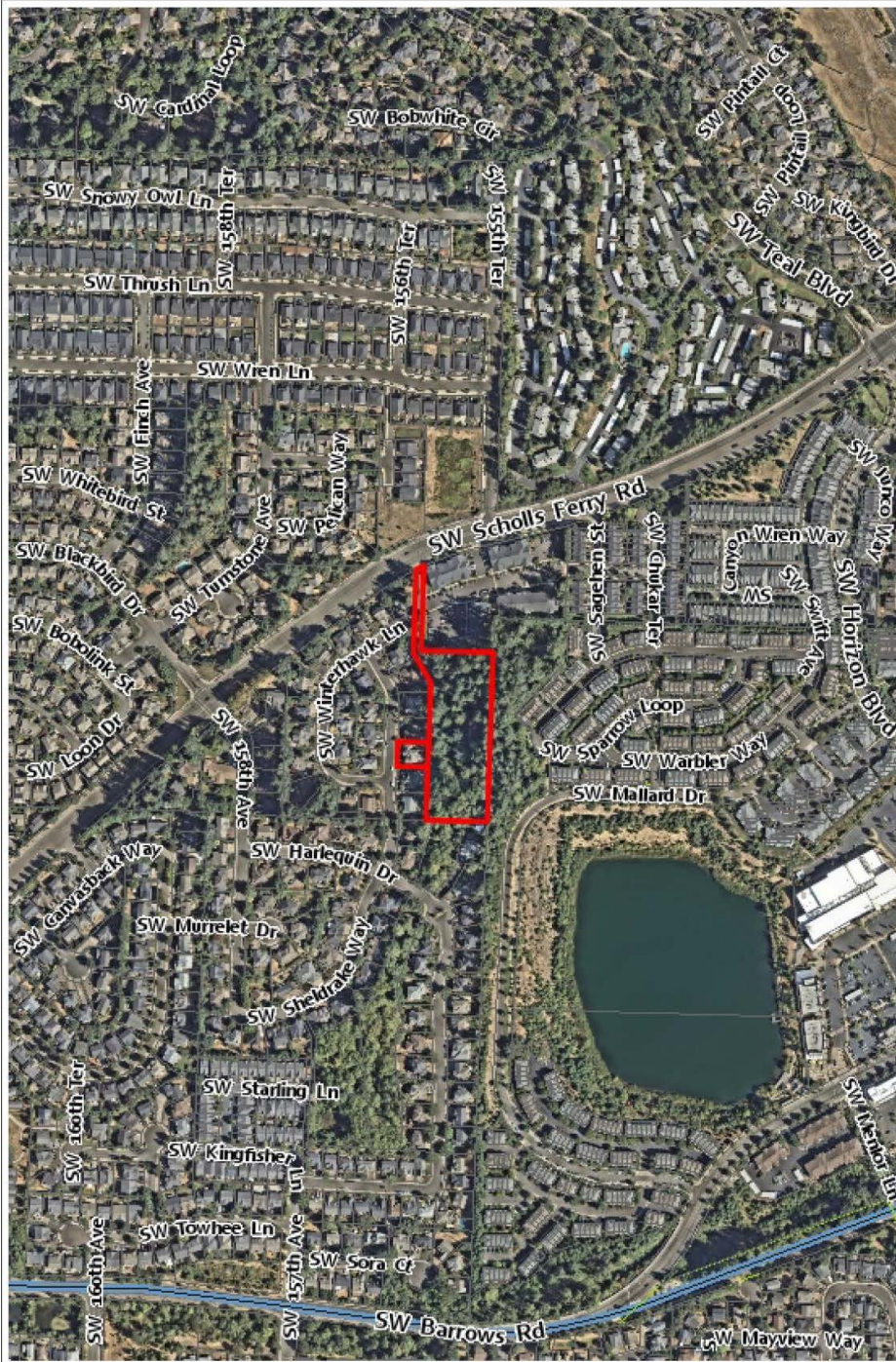
Report Date: 07/31/2024



The information supplied in this application represents the best data available at the time of publication. City of Beaverton GIS makes no claims, representations, or warranties as to its accuracy or completeness.



Exhibit 1.2 Aerial Map

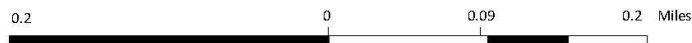


Legend

- Washington County Taxlots
- Park and School Boundaries
- Parks
- School Land
- Beaverton City Limits
- County Line
- Stream_Labels
- CityLimits_Line
- County_Line
- Taxlots - Washington County
- Taxlots - Multnomah County
- Buildings**
- Building
- Under Construction
- LightRailStops
- Railroad
- Light Rail
- Freeways_Labels
- Streets_White
- Streams_Line
- WaterBodies
- Parks_Labels
- Parks and Schools**
- Park
- School
- Taxlots_COBYellow**
- AdjacentCities**
- Banks
- Barlow
- Battle Ground
- Carnas
- Canby
- Clatskanie
- Columbia City
- Cornelius
- Damascus
- Dundee

Notes

Subject site outlined in red



Report Date: 07/31/2024



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Table of Contents

STAFF REPORT	3
Attachment A: Facilities Review Committee Technical Review and Recommendation	11
Attachment B: DR22024-00293 Design Review Two.....	25
Attachment C: Conditions of Approval	56

Tables:

Table 1: Surrounding Uses.....	5
Table 2: Application Summaries	6
Table 3: Key Application Dates	6
Table 4: Chapter 20 Use and Site Development Requirements Residential Mixed C (RMC) Zoning District	22
Table 5: Chapter 60 Special Requirements	23
Table 6: Section 60.05.15 Building Design and Orientation Standards	30
Table 7: Section 60.05.20 Circulation and Parking Design Standards	34
Table 8: Section 60.05.25 Landscape, Open Space, and Natural Area Design Standards	40
Table 9: Section 60.05.30 Lighting Design Standards	50

Exhibits:

Exhibit 1. Materials Submitted by Staff

- Exhibit 1.1 Zoning and Vicinity Map (page 7 of this report)
- Exhibit 1.2 Aerial Map (page 8 of this report)

Exhibit 2. Public Comment

- Exhibit 2.1 Email from Tracie Hackett, received July 3, 2024
- Exhibit 2.2 Email from Tracie Hackett received July 10, 2024
- Exhibit 2.3 Email from Heather West, received July 10, 2024
- Exhibit 2.4 Email from Patrick West, received July 10, 2024
- Exhibit 2.5 Email from Liz Balderson, received July 10, 2024
- Exhibit 2.6 Email from Mary Jacoby, received July 10, 2024

Exhibit 3. Materials Submitted by the Applicant

- Exhibit 3.1 Written Statement
- Exhibit 3.2 Application Form

- Exhibit 3.3 Plan Set
- Exhibit 3.4 Pre-Application Conference Summary Notes
- Exhibit 3.5 Tualatin Valley Fire & Rescue Revised Service Provider Permit
- Exhibit 3.6 Clean Water Services Service Letter of Consistency
- Exhibit 3.7 Supplemental Grading Exhibit
- Exhibit 3.8 Water Quality Analysis
- Exhibit 3.9 Written Authorization from Tax Lot 07900 Property Owner

Exhibit 4. Agency Comment

None received

Attachment A: Facilities Review Committee Technical Review and Recommendation

Application: LU22024-00295 Scholls Ferry Apartments Mods (DR22024-00293)

Recommendation: APPROVE DR22024-00293

Finding: The Facilities Review Committee finds that the proposal complies with all technical approval criteria and therefore, the Committee recommends that the decision-making authority in approving the proposal, adopt the conditions of approval identified in Attachment C to this report.

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in a different order. The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted application(s) as identified below:

- All 12 criteria are applicable to the Design Review Two (DR22024-00293) application as submitted.

Section 40.03.1.A

Approval Criterion: *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.*

FINDING:

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water; public sanitary sewer; stormwater drainage, treatment, and retention; transportation; and fire protection.

Potable and Non-Potable Water: The property is served by City of Beaverton public water service. The applicant states that no alterations are being proposed

to water service from what was approved by Scholls Ferry Apartments (DR2022-0046 / TP2022-0007 / VAR2022-0001). There is an existing eight-inch water line in SW Winterhawk Lane and within the utility easement that runs through the Trillium Woods Apartments property connecting to SW Bunting Street. The new buildings are still proposed to connect to the existing eight-inch water line.

The property is not located within the South Cooper Mountain area, which is the only area of the City where properties can connect to the City's non-potable water service. The Committee finds that adequate potable public water service can be provided to the site to serve the proposed development and that connection to non-potable public water service is not required.

Sanitary Sewer: The property is served by City of Beaverton sanitary sewer service. The applicant states that no alterations are being proposed to sanitary sewer service from what was approved by Scholls Ferry Apartments (DR2022-0046 / TP2022-0007 / VAR2022-0001). There is an existing eight-inch sanitary sewer line in SW Winterhawk Lane and SW Sheldrake Way. An extension within a steel casing bore located in a 10-foot-wide sanitary sewer easement will still connect the new buildings to the existing line in SW Sheldrake Way.

Stormwater Drainage, Treatment, and Retention: The property is served by City of Beaverton storm sewer service. The applicant states that no alterations are being proposed to stormwater drainage, treatment, and retention service from what was approved by Scholls Ferry Apartments (DR2022-0046 / TP2022-0007 / VAR2022-0001). There is an existing 12-inch storm line in SW Winterhawk Lane and within the utility easement that runs through the Trillium Woods Apartments property connecting to SW Bunting Street and there is also an existing 12-inch storm line in SW Scholls Ferry Road. The site slopes from north to south at grades between 5% and 10%. The site drains via surface flow into an onsite wetland located in the southern portion of the property. The wetland flows offsite to the southwest to an existing storm system that discharges into Summer Creek.

The applicant states that an underground detention system is still proposed to meet the hydromodification requirement. Vegetated swales and a water quality filter manhole are still proposed to treat runoff.

Transportation: Per BDC Section 60.55.20.2.A, a Traffic Impact Analysis (TIA) is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. Because 96 dwelling units are proposed, consistent with the previously approved Scholls Ferry Apartments (DR2022-0046 / TP2022-0007 / VAR2022-0001), there are no net new trips and a TIA is not required with this application.

The subject site has frontage on SW Scholls Ferry Road to the north and SW Winterhawk Lane stubs at the western edge of the flagpole-portion of the site. SW Scholls Ferry Road is an Arterial under the jurisdiction of Washington County. The applicant's site plans show that a two-foot dedication is anticipated along the SW Scholls Ferry Road frontage. Washington County will still require dedication to provide 51 feet of right of way from centerline along SW Scholls Ferry Road. Scholls Ferry Road is classified as an Arterial, which has access limitations based on adjacent intersections. Due to the proximity of the SW Scholls Ferry and SW 158th intersection to the west, and the SW Scholls Ferry and SW 155th intersection to the east, Washington County is still prohibiting direct vehicle access from SW Scholls Ferry Road to the subject site.

SW Winterhawk Lane is a Neighborhood Route. The applicant states that the proposed access to the site will be still be accomplished through connecting the previously planned stub streets of SW Winterhawk Lane to the west. The applicant states that the new intersection was designed to be in compliance with the standards of the Engineering Design Manual.

Fire Protection: Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff has reviewed and approved the proposed development's site plan. TVF&R had no comments or concerns regarding the proposal and did not require any conditions of approval. Therefore, the Committee finds that adequate fire protection service can be provided to the site to serve the proposed development.

For these reasons, the Committee finds that critical facilities and services related to the proposed development are available with adequate capacity to serve the development.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.B

Approval Criterion: *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.*

FINDING:

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way.

Schools: The proposed development is within the Beaverton School District (BSD) boundaries. No additional dwelling units are proposed with this application beyond the 96 units that the District reviewed with the 2022 application.

Transit Improvements: The subject site is located within one half-mile from TriMet's Bus Line 92-South Beaverton Express. Bus Line 92 provides weekday rush-hour service connecting Murrayhill, South Beaverton, Nimbus, Progress Park and Ride, and Portland City Center, via Teal, Scholls Ferry, Murray, Brockman, 125th, Conestoga, Beaverton-Hillsdale Highway, Barbur, and Jefferson/Columbia. The site is also located within three-quarters of one mile from Bus Line 62-Murray Blvd. Bus Line 62 runs between Washington Square and Sunset Transit Center, along Scholls Ferry Road, Murray, Millikan, Hocken, Jenkins, Cornell, and Barnes. Therefore, the Committee finds that there are adequate transit services to serve the proposed development.

Police Protection: The City of Beaverton Police Department will continue to serve the development site. As of the date of this report, Beaverton Police have not provided comments or recommendations to the Committee. Therefore, the Committee finds that adequate police protection service can be provided to the site to serve the proposed development.

Pedestrian and Bicycle Facilities: The subject site has frontage on SW Scholls Ferry Road to the north and SW Winterhawk Lane ends at the western edge of the flagpole-portion of the site. There are existing sidewalks on both roadways. The only existing bicycle facility is a buffered bike lane on SW Scholls Ferry Road.

The applicant states that pedestrian connections are separated from adjacent vehicle parking and traffic with raised curbs, trees, and clearly marked crosswalks. Pedestrian access from the development to the public sidewalk system is made with a five-foot wide sidewalk ramp with handrails located on the western side of the pole portion of the lot. Shared bicycle and vehicle access will be provided to the development with connections to SW Winterhawk Lane and SW Bunting Street and there will also be bicycle access directly to SW Scholls Ferry Road.

For these reasons, the Committee finds that essential facilities and services related to the proposed development are available with adequate capacity to serve the development.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.C

Approval Criterion: *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; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).*

FINDING:

The site is zoned Town Center – High Density Residential (TC-HDR). The Committee refers to the Chapter 20 use and site development requirements table, Table 4, at the end of this attachment, which evaluates the project as it relates to applicable code requirements of Chapter 20 (Land Uses). As demonstrated in the table, the development proposal is consistent with all applicable provisions of Chapter 20 (Land Uses).

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.D

Approval Criterion: *The proposed development 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.*

FINDING:

The Committee cites the Code Conformance Analysis chart, Table 5, at the end of this attachment, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60 (Special Requirements). Staff provides findings for the Design Review Two request within Attachment B to this report.

Section 60.30 Off-Street Parking: Per Beaverton Development Code (BDC) Section 60.30.10.5, for site located in a Multiple Use zone, there is no minimum motor vehicle parking requirement. The maximum motor vehicle parking ratio requirement is 1.2 parking space per studio, 1.8 parking space per one-bedroom unit, and 2.0 spaces per two-bedroom unit. For a residential development comprised of eight studios, 48 one-bedroom units and 40 two-bedroom units, the maximum parking spaces allowed is 176 spaces. The applicant proposes 119 parking spaces.

Per BDC Section 60.30.10.5.B, the minimum parking ratio requirement for short-term bicycle parking is two spaces or one space per 20 dwelling units, whichever is greater. The minimum parking ratio requirement for long-term bicycle parking is one space per dwelling unit. For a multi-dwelling residential development comprised of 96 dwelling units, the minimum parking requirement is five short-term bicycle parking spaces and 96 long-term bicycle parking spaces. The applicant states that the four short-term bicycle parking spaces will be provided in racks near the primary entrance of Building 1, four short-term bicycle parking spaces will be provided in racks near the primary entrance of Building 2 and the 96 long-term bicycle parking spaces will be provided within each dwelling unit.

Per BDC Section 60.30.10.2.B.2, long-term bicycle parking spaces must be covered or sheltered to protect the bicycles from prolonged direct exposure to the elements. Providing long-term bicycle parking spaces within each dwelling unit will meet this requirement. The applicant's floor plans show the location of the spaces and dimensions within each unit.

Section 60.55 Transportation Facilities: As stated in the findings for approval criterion 40.03.1.A, above, per BDC Section 60.55.20.2.A, a Traffic Impact Analysis was not required for this application.

The applicant states that the proposed access to the site will still be accomplished through connecting the previously planned stub street of SW Winterhawk Lane to the west. The applicant states that the new intersection was designed to be in compliance with the standards of the Engineering Design Manual.

The applicant states that the proposed development is still designed to provide direct walking routes between destinations including the primary building entrances, parking areas, and resident amenities. Pedestrian connections are separated from adjacent vehicle parking and traffic with raised curbs, trees, and clearly marked crosswalks. The pedestrian walkways on the western side of the buildings are outside the vehicle parking areas. Garage doors provide a physical buffer between parked vehicles and pedestrians on the sidewalk. Opening of

garage doors will provide an audible and visible signal to pedestrians that vehicles are going to cross the pedestrian path.

Section 60.60 Trees and Vegetation: The City of Beaverton's Comprehensive Plan Volume III indicates that the entire subject site is mapped with Significant Tree Resource NX-4, a Significant Grove. The applicant states that there are no proposed changes to tree preservation, removal, and mitigation from what was approved with the 2022 application.

Section 60.65 Utility Undergrounding: The applicant states that all pre-existing and new utility lines will be undergrounded as required.

Section 60.67 Significant Natural Resources: The City of Beaverton's Comprehensive Plan Volume III indicates that the subject site contains Riparian Wildlife Habitat Class I, Significant Tree Resource NX-4, and Significant Wetland SU-7. The applicant states that the 2.7-acre site contains 0.45-acre Wetland A on the southern portion of the property, within which no grading, construction, or encroachments are proposed. No changes are proposed to the small area of riprap for a permanent stormwater outfall, an allowed use in the wetland buffer, or to temporary encroachment along the north edge of the buffer to allow construction of retaining walls, all of which was approved with the 2022 application.

For these reasons, the Committee finds that the proposed development is consistent with the applicable provisions of Chapter 60.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.E

Approval Criterion: *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.*

FINDING:

The applicant states that a management company will provide regular maintenance of the site. The Committee finds that the proposal as represented does not present any barriers, constraints, or design elements that would prevent

or preclude required maintenance of the private infrastructure and facilities on site.

Conclusion: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the approval criterion.

Section 40.03.1.F

Approval Criterion: *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.*

FINDING:

The Committee incorporates the findings for Approval Criterion 40.03.1.D, above.

The applicant states that on-site improvements include clear vehicle and pedestrian paths. Safe and efficient internal walkways are designed with scored concrete to differentiate pedestrian connections where pedestrian pathways intersect vehicle drive aisles to limit conflicts. Public improvements include connections to the public street and sidewalk network with clearly marked crosswalks and visible intersections.

The applicant states that pedestrian connections are separated from adjacent vehicle parking and traffic with raised curbs, trees, and clearly marked crosswalks. Pedestrian access from the development to the public sidewalk system is made with a five-foot wide sidewalk ramp with handrails located on the western side of the pole portion of the lot which provides pedestrian and bicycle access to SW Scholls Ferry Road. Shared bicycle and vehicle access will be provided to the development with connections to SW Winterhawk Lane and SW Bunting Street.

For these reasons, the Committee finds that there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the proposed development.

Conclusion: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the approval criterion.

Section 40.03.1.G

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

FINDING:

The Committee incorporates the findings for Approval Criteria 40.03.1.D and 40.03.1.F, above. Pedestrian access from the development to the public sidewalk system is still made with a five-foot wide sidewalk ramp with handrails located on the western side of the pole portion of the lot which provides pedestrian and bicycle access to SW Scholls Ferry Road.

Per BDC Section 60.55.35.3.A, work adjacent to public streets must comply with the visibility at intersections standards in the Engineering Design Manual. The applicant states that the new intersection was designed to be in compliance with the standards of the Engineering Design Manual.

Conclusion: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the approval criterion.

Section 40.03.1.H

Approval Criterion: *Structures and public facilities 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.*

FINDING:

Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). The applicant states that the development was designed in accordance with local fire code, incorporating recommendations from the fire marshal to address the district's access and fire suppression concerns. The layout of the proposed development provides proper spacing, building access, and turning radii. TVF&R staff has reviewed the proposed development's modified site plan and endorsed the proposal as shown without any conditions of approval. TVF&R will verify that their requirements are met prior to Site Development Permit issuance. The Committee finds that the site can be designed in accordance with City codes and standards and provide adequate fire protection.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.I

Approval Criterion: *Structures and public facilities serving the development 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.

FINDING:

The applicant states that the site and buildings will be designed to meet all applicable City code requirements related to safety and security. Improvements and connections to the abutting rights of way are designed in accordance with the standards of the Development Code and Engineering Design Manual. Lighting will be provided throughout the development along all sidewalk areas where pedestrian activity is expected, as well as all areas where vehicular activity is expected to maximize safety throughout the development. Pole lighting will be placed in vehicular areas, wall-mounted lighting will be placed on buildings, and pedestrian-scale lighting will be provided for pedestrian pathways. The applicant's submitted photometric plans show full compliance with the Development Code's Technical Lighting Standards.

Construction documents will be reviewed at later permit stages to ensure protection from hazardous conditions.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.J

Approval Criterion: *Grading and contouring of the development 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.*

FINDING:

The applicant states that the grading plan is designed to tie into grading of existing development and rights of way while providing accessible access routes and also protecting the significant natural resource located on the southern portion of the site. Erosion control measures, including installation of retaining walls, will protect adjacent properties, public right-of-way, public stormwater facilities, and the on-site wetland from potential adverse consequences from the grading process. The proposed redesign of the parking area to include more tree canopy and reducing the length of Building 2 have resulted in less impervious surface area requiring treatment.

The Committee concurs that grading will not have an adverse effect on neighboring properties and public infrastructure.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.K

Approval Criterion: *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.*

FINDING:

The applicant states that the proposal complies with all Americans with Disabilities Act (ADA) standards and facilitates efficient pedestrian travel. Sidewalks with an unobstructed width of 10 feet are located at the primary entrances of each building. Direct walkway connections are provided from the primary entrances of each building to parking areas and resident amenities. Corner ramps are provided at all intersections that use ADA-compliant slopes and clearances. An ADA-accessible sidewalk ramp with handrails along the western boundary of the site connects the development to the public sidewalk network.

The applicant's plans indicate that that an ADA-accessible route is also provided to SW Scholls Ferry Road via sidewalks and ramp in the flagpole portion of the lot.

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code, and other standards as required by the ADA. The Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.L

Approval Criterion: *The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.*

FINDING:

The applicant submitted the Design Review Two (DR22024-00293) application on April 4, 2024, and it was deemed complete on May 23, 2024. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Code Conformance Analysis

Table 4: Chapter 20 Use and Site Development Requirements Residential Mixed C (RMC) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.05.20			
Multi-Dwelling	Permitted	The applicant proposes to construct two new residential buildings consisting of 96 attached dwelling units	YES
Development Code Section 20.05.15			
Parcel Area	Minimum: None Maximum: None	2.7 acres	YES
Residential Density	Minimum: 43 units Maximum: 96 units	96 units	YES
Minimum Lot Dimensions	Width: None Depth: None	197 feet 442 feet	YES
Yard Setbacks	Front Minimum: 0 feet Front Maximum: 10 feet Side Minimum: 0 feet Side Minimum Abutting Residential Zones: 20 feet Side Maximum: None Rear Minimum Abutting Residential Zones: 20 feet	15.5 feet, as approved by VAR2022-0001 6 feet 32.5 feet 196 feet	YES
Maximum Building Height	50 feet	50 feet	YES

Table 5: Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The applicant has submitted a Design Review Two application.	See DR Findings
Development Code Section 60.07			
Drive-Up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The subject site is not located in the floodplain.	N/A
Development Code Section 60.11			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	No food cart pods are proposed.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits are requested.	N/A
Development Code Section 60.15			
Land Division Standards	On-site contouring within 25 feet of a property line within or abutting any residentially zoned property.	The proposed grading meets these provisions.	YES
Development Code Section 60.20			
Mobile and Manufactured Home Regulations	Requirements for the placement of mobile and manufactured homes.	No mobile or manufactured homes are proposed.	N/A
Development Code Section 60.25			
Off-Street Loading Requirements	Minimum: None	No loading spaces are proposed.	N/A

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30			
Off-Street Motor Vehicle Parking	Minimum: N/A Maximum: 176	Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.30			
Required Bicycle Parking	Short-term: 5 spaces Long-term: 96 spaces	Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.33			
Park and Recreation Facilities and Service Provision	Requirements for annexing property to THPRD.	The site is already within THPRD's boundaries.	N/A
Development Code Section 60.35			
Planned Unit Development	Development and design principles for Planned Unit Developments.	No Planned Unit Development is proposed.	N/A
Development Code Section 60.40			
Sign Regulations	Requirements for signs.	No signs are proposed.	N/A
Development Code Section 60.55			
Transportation Facilities	Requirements pertaining to the construction or reconstruction of transportation facilities	Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.60			
Trees and Vegetation	Regulations pertaining to tree removal and preservation.	Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.65			
Utility Undergrounding	Requirements for placing overhead utilities underground.	Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.67			
Significant Natural Resources	Regulations for wetlands and riparian corridors.	Refer to the Facilities Review Committee findings herein.	N/A

Attachment B: DR22024-00293 Design Review Two

ANALYSIS AND FINDINGS FOR DESIGN REVIEW TWO APPROVAL

Decision: APPROVAL OF DR22024-00293, subject to the conditions of approval identified in Attachment C.

Section 40.03.1 Facilities Review Committee Approval Criteria

The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B and all the following criteria have been met, as applicable.

FINDING:

Staff has reviewed the applicable Facilities Review Committee approval criteria in Attachment A of this report. Staff cites the findings presented in Attachment A in response to the Facilities Review Committee approval criteria. As identified in Attachment A, the proposal meets Approval Criteria 40.03.1.A through L, subject to the conditions of approval identified in Attachment C.

Conclusion: Therefore, staff finds that the proposal meets the Facilities Review Committee approval criteria.

Section 40.20.05 Purpose

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development

The purpose of Design Review as summarized in this Section is carried out by the approval criteria listed herein.

Director Standards for Approval

Section 40.20.15.2.C of the Development Code provides standards to govern the decisions of the Director as they evaluate and render decisions on Design Review Two

applications. The Director will determine whether the application as presented meets the Design Review Two 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:

Section 40.20.15.2.C.1

Approval Criterion: *The proposal satisfies the threshold requirements for a Design Review Two application.*

FINDING:

The applicant proposes site and building design modifications to an application (DR2022-0046) that approved a 96-unit multi-family residential development within two buildings, including changes to the dimensions of Building 2, a reduction in off-street motor vehicle parking spaces from 129 to 119, increased tree canopy coverage for the surface parking areas, and a new location for the trash enclosure, which meets Design Review Two thresholds:

3. New construction of multi-dwellings in any zone where multi-dwellings are a Permitted or Conditional Use.

7. Any change in excess of 15 percent of the square footage of on-site landscaping or pedestrian circulation area with the exception for an increase in landscape art of up to 25 percent.

8. Any new or change to existing on-site vehicular parking, maneuvering, and circulation area which adds paving.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Section 40.20.15.2.C.2

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

FINDING:

The City of Beaverton received the appropriate fee for a Design Review Two application.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Section 40.20.15.2.C.3

Approval Criterion: *The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.*

FINDING:

The applicant submitted the Design Review Two Application on April 3, 2024, and was deemed complete on May 23, 2024. In review of the materials during the application review process, the staff finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Section 40.20.15.2.C.4

Approval Criterion: *The proposal is consistent with all applicable provisions of Sections 60.05.15. through 60.05.30. (Design Standards).*

FINDING:

Staff cites the Design Standard Analysis at the end of this Attachment, which evaluates the proposal as it relates to the applicable Design Standards found in Section 60.05.15 through 60.05.30 of the Development Code. Because the development was originally approved through a Design Review Three application and addressed several Design Guidelines, staff also cites the Design Guideline Analysis, which reviews each of the corresponding Guidelines the applicant chose to address for the approved application to demonstrate that these Guidelines do not apply to the proposed modifications and thus continue to be met.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Section 40.20.15.2.C.5

Approval Criterion: *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).*

FINDING:

Staff cites the Design Standard Analysis at the end of this Attachment, which evaluates the proposal as it relates to the applicable Design Standards found in Section 60.05.15 through 60.05.30 of the Development Code. Because the development was originally approved through a Design Review Three application and addressed several Design Guidelines, staff also cites the Design Guideline Analysis, which reviews each of the corresponding Guidelines the applicant chose to address for the approved application to demonstrate that these Guidelines do not apply to the proposed modifications and thus continue to be met.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Section 40.20.15.2.C.6

Approval Criterion: *For reconstruction of a destroyed existing single-detached dwelling in a Multiple Use zoning district, the reconstructed dwelling is no more than 500 sq. ft. larger in floor area than the original dwelling.*

FINDING:

The proposal is does not include the reconstruction of a destroyed existing single-detached dwelling.

Conclusion: Therefore, staff finds that the approval criterion is not applicable.

Section 40.20.15.2.C.7

Approval Criterion: *The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance.*

FINDING:

The applicant's proposal complies with the grading standards of 60.15.10. Staff cites the Design Standard Analysis at the end of this Attachment, which evaluates the proposal as it relates to the applicable Design Standards found in Section 60.05.15 through 60.05.30 of the Development Code.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Section 40.20.15.2.C.8

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

FINDING:

The applicant submitted this Design Review Two application, and no other applications are required of the applicant at this stage of City review.

Conclusion: Therefore, staff finds that the proposal meets the approval criterion.

Conclusion and Recommendation

Based on the facts and findings presented above, the Director **APPROVES DR22024-00293**, subject to the conditions of approval in Attachment C.

Design Standards Analysis

Table 6: Section 60.05.15 Building Design and Orientation Standards

Unless otherwise noted, all standards apply in all zoning districts.

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.15.1 Building articulation and variety		
A. Attached residential buildings in Residential zones shall be limited in length to 200 feet.	The subject site is located in a Multiple-Use zone.	N/A
B. Buildings visible from and within 200 feet of an adjacent 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 18 inches, 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: 1. Thirty percent in Residential zones and all uses in Commercial and Multiple Use zones.	The north, south, and west elevations of Building 1 and the north and west elevations of Building 2 are subject to this standard. 48% of the north elevation, 45% of the south elevation, and 48% of the west elevation of Building 1 and 50% of the north elevation and 48% of the west elevation are articulated with windows, recessed balconies and decks, covered main entrances, and a variation of construction materials.	YES
C. The maximum spacing between permanent architectural features shall be no more than: 1. Forty feet in Residential zones and all uses in Commercial and Multiple Use zones.	The maximum spacing between permanent architectural features on the applicable building elevations will not exceed 40 feet.	YES
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.	The north, south, and west elevations of Building 1 and the north and west elevations of Building 2 are subject to this standard. As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building design are proposed.	See Design Guideline Analysis

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.15.2 Roof forms		
A-E. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.	No modifications to the approved roof forms are proposed.	N/A
60.05.15.3 Primary building entrances		
A. Primary entrances, which are the main points 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 feet wide and four feet deep.	Each Building's primary entrance is designed with a canopy that is a least six feet wide and four feet deep.	YES
60.05.15.4 Exterior building materials		
A. For attached residential uses in Residential zones and all residential uses in Multiple Use zones, a minimum of 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.	The north, south, and west elevations of Building 1 and the north and west elevations of Building 2 are subject to this standard. As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building design are proposed.	See Design Guideline Analysis
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 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.	No modifications to the approved exterior buildings materials are proposed.	N/A
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 feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both.	No modifications to the approved exterior buildings materials are proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.15.5 Roof-mounted equipment		
A-C. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:	No modifications to the approved roof mounted equipment are proposed.	N/A
60.05.15.6 Building location and orientation along streets in Commercial and Multiple Use zones		
<p>A. Buildings in Multiple Use zones shall occupy a minimum public street frontage as follows:</p> <ol style="list-style-type: none"> 1. 50 percent of the street frontage where a parcel abuts a Class 1 Major Pedestrian Route. 2. 35 percent of the street frontage where a parcel abuts a Class 2 Major Pedestrian Route. 3. 35 percent of the street frontage where a parcel does not abut any Major Pedestrian Route and the parcel exceeds 60,000 gross square feet. [ORD 4462; January 2008] 4. 50 percent of the street frontage for detached residential projects where the parcel abuts any street, common green or shared court. 	Buildings must occupy 35 percent of the SW Scholls Ferry Road frontage. As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building location applicable to this standard are proposed.	See Design Guideline Analysis
B. Buildings in Commercial zones shall occupy a minimum of 35 percent public street frontage where a parcel exceeds 60,000 gross square feet.	The subject site is located in a Multiple Use zone.	N/A
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 the standards found in Section 60.05.25.5.B or 60.05.25.5.C.	Buildings must occupy 35 percent of the SW Scholls Ferry Road frontage. As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building location applicable to this standard are proposed.	See Design Guideline Analysis
D. Buildings on corner lots of multiple Major Pedestrian Routes shall be located at the intersections of the Major Pedestrian Routes.	The subject site is not at the corner of multiple Major Pedestrian Routes.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.15.6 Building location and orientation along streets in Commercial and Multiple Use zones (continued)		
<p><i>E. Buildings subject to the street frontage standard shall have at least one primary building entrance oriented toward an abutting street or public pedestrian way. Where there is more than one abutting Class 1 Major Pedestrian Route, the primary entrance shall have a reasonably direct pedestrian connection to a minimum of one abutting Class 1 Major Pedestrian Route or shall be oriented to a Class 1 Major Pedestrian Route corner.</i></p>	<p>Buildings must occupy 35 percent of the SW Scholls Ferry Road frontage. As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building location applicable to this standard are proposed.</p>	See Design Guideline Analysis
<p><i>F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.</i></p>	<p>No modifications to any approved secondary entrances are proposed.</p>	N/A
60.05.15.7 Building scale along Major Pedestrian Routes		
<p><i>A-C. 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 22 feet and a maximum of 60 feet.</i></p>	<p>The subject site does not abut a Major Pedestrian Route.</p>	N/A
60.05.15.8 Ground floor elevations on commercial and multiple use buildings		
<p><i>A-B. 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>	<p>The proposal is for residential-only buildings.</p>	N/A
60.05.15.9 Compact Detached Housing design		
<p><i>A-L. Primary building entrances and porches accessing a primary entrance shall face streets, common greens, or shared courts and must meet the requirements of Section 60.05.15.3.</i></p>	<p>The proposal does not include Compact Detached Housing.</p>	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.15.10 Ground floor elevations on eligible residential-only buildings		
A. Eligible residential-only buildings are building which are located within the portions of the RC-OT zoning district where the maximum standard height is 40 feet, as described in footnote 11 of Section 20.20.15 and illustrated in Figure A.	The proposal does not include eligible residential-only buildings.	N/A

Table 7: Section 60.05.20 Circulation and Parking Design Standards

Unless otherwise noted, all standards apply in all zoning districts.

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.1 Connections to the public street system		
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.	No modifications to the approved pedestrian, bicycle, and motor vehicle connections are proposed.	N/A
60.05.20.2 Loading areas, solid waste facilities, and similar improvements		
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.	The location of the trash enclosure is proposed to change but it will remain in an internal parking area that is not visible from a public street.	YES
B. Except for manufacturing, assembly, fabricating, processing, packing, storage, and wholesale and distribution activities which are the principal 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.	The proposal does not include any loading docks or zones.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.2 Loading areas, solid waste facilities, and similar improvements (continued)		
<p>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.</p> <ol style="list-style-type: none"> 1. Solid screen wall constructed of primary exterior finish materials utilized on primary buildings 2. Solid hedge wall with a minimum of 95% opacity within 2 years 3. Solid wood fence 	<p>The location of the trash enclosure is proposed to change but it will remain in an internal parking area that is not visible from a public street. The trash enclosure is designed to be constructed with concrete masonry walls, steel frame gates with wood slats, and a sloped metal roof.</p>	YES
<p>D. Screening from public view by chain-link fence with or without slats is prohibited.</p>	<p>No chain-link fences are proposed for screening.</p>	N/A
<p>E. Screening of loading zones may be waived in Commercial and Multiple Use zones if the applicant demonstrates the type and size of loading vehicles will not detract from the project's aesthetic appearance and the timing of loading will not conflict with the hours or operations of the expected businesses.</p>	<p>The proposal does not include any loading docks or zones.</p>	N/A
60.05.20.3 Pedestrian circulation		
<p>A-F. 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 where one or more of the following conditions exist.</p>	<p>No modifications to the approved on-site pedestrian circulation system are proposed.</p>	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.4 Street frontages		
A. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards.	The proposal does not include any surface parking areas that about a public street.	N/A
60.05.20.5 Parking area landscaping		
A. Landscaped planter islands shall be required according to the following: 2. All uses in Commercial and Multiple Use zones, one for every 10 contiguous parking spaces.	There are no more than 10 contiguous parking spaces in the surface parking areas.	YES
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 pole-mounted light together, the decision-making authority may waive the planting of the tree, provided that at least 75% of the required islands contain trees. Landscaped planter islands shall be evenly spaced throughout the parking area.	Each island will be at least 70 square feet in area, at least 6 feet wide, and curbed. They are proposed to be planted with Tulip Poplar and Afterburner Tupelo trees, which have minimum mature heights of 20 feet. The islands are evenly spaced throughout the surface parking areas.	YES
C. Linear raised sidewalks and walkways within the parking area connecting the parking spaces and on-site buildings may be counted towards the total required number of landscaped islands, provided that all of the following is met.	No linear raised walkways are proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.5 Parking area landscaping (continued)		
<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>While Persian Afterburner Tupelo trees are identified by the City of Beaverton Street Tree List, Tulip Poplar trees are not. A condition of approval will require that the applicant submit a revised landscape plan showing that all trees proposed to be planted in the landscape islands are identified by the City of Beaverton Street Tree List, or demonstrate that use of the Tulip Poplar trees has been approved by the City Arborist.</p>	<p>YES w/ COA</p>
<p><i>E. A new development that adds more than one-half acre of new surface parking (newly constructed parking and/or paved parking area that was removed and replaced) to a lot shall provide trees and sidewalks along driveways or a minimum of 30 percent tree canopy coverage over the additional parking lot area. Lots meeting Section 60.30.15.10.c are exempt from this requirement. Tree canopy coverage shall be calculated according to Section 60.30.15.10.c. For the purposes of this standard, surface parking shall include the perimeter of all parking spaces including maneuvering areas and interior parking lot landscaping. For the purposes of this standard, a driveway shall mean a vehicular maneuvering area that connects the street to a parking lot or parking lots on the site but that does not provide direct access to parking spaces. Instead, a driveway provides access to drive aisles, and those drive aisles provide direct access to parking spaces. For the length of the driveway or driveways, excluding segments where access to drive aisles, loading area access, loading berths, or other vehicle maneuvering areas intersect with or otherwise interrupt the driveway's planting/pedestrian area, the following shall be provided:</i></p>	<p>The proposal adds more than one-half acre of new surface parking so is subject to the 30 percent tree canopy coverage requirement. The applicant proposes 41 percent tree canopy cover.</p>	<p>YES</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.5.E Parking area landscaping (continued)		
<p>1. One tree from the city's adopted street tree list with an expected tree crown of at least 15 feet for every 25 feet of driveway. The expected tree crown measurement shall use the anticipated crown area of the proposed tree at maturity but no more than 15 years after planting. For driveway segments of sufficient length to require more than one tree, the trees shall be planted in a continuous shared planter strip unless site conditions involving drive aisles, pedestrian walkways, or utilities shown in the application interrupt the landscape planter strip. The trees' expected canopies at maturity but no more than 15 years after planting shall be contiguous (with gaps of less than 3 feet between expected canopies). Trees planted to meet this standard shall be planted and maintained consistent with 2021 ANSI A300 standards.</p>	<p>Bowhall Red Maple and Japanese Stewartia trees are proposed to be planted along the driveway. Neither of these tree species is included in the city's adopted street tree list. A condition of approval will require that the applicant submit a revised landscape plan showing that all trees proposed to be planted along the driveway are identified by the City of Beaverton Street Tree List.</p>	YES w/ COA
<p>2. Pedestrian walkways along at least one side of the driveway designed consistent with Section 60.05.20.3.D through F.</p>	<p>A pedestrian walkway is provided along one side of the driveway that is designed consistent with Section 60.05.20.3.D through F, with physical separation from the abutting vehicle maneuvering area and minimum width of 5 feet</p>	YES
60.05.20.6 Off-street parking frontages in Multiple Use zones		
<p>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.</p>	<p>The proposal does not include any surface parking areas adjacent to a public street.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.7 Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones		
A. A sidewalk is required on all streets: Except where approved through Sidewalk Design Modification (40.58), the sidewalk shall be a minimum of 10 feet wide and provide an unobstructed path at least five feet wide.	There is an existing 5-foot-wide sidewalk on SW Scholls Ferry Road, which received Sidewalk Design Modification approval with Capital Improvement work in 2013 (SDM2013-0008).	YES
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 10 feet wide, and provide an unobstructed path at least five 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.	Sidewalks at the primary entrance of each building will be at least 10 feet wide and provide an unobstructed path of at least 5 feet.	YES
C. Residential development fronting common greens and shared courts and detached units fronting streets are exempt from these standards of 7.B above and are subject to the Engineering Design Manual.	The proposal does not include common greens, shared courts, or detached residential units.	N/A
60.05.20.8 Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial, and Multiple Use zones		
A-B. 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.	The parking lot drive aisles provide direct access to perpendicular parking stalls.	N/A
60.05.20.9 Ground floor uses in parking structures		
A. Parking structures located on Major Pedestrian Routes shall incorporate one or more active retail or commercial uses other than parking at ground level along the entire portion of the structure fronting onto such routes.	No parking structures are proposed.	N/A

Table 8: Section 60.05.25 Landscape, Open Space, and Natural Area Design Standards

Unless otherwise noted, all standards apply in all zoning districts.

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.1 Minimum landscape requirements for residential developments consisting of two or three units of Attached Housing or Compact Detached Housing		
A. All areas of the lot not occupied by structures or pavement shall be landscaped as defined in Section 60.05.25.4.	The proposal is for 96 attached dwelling units.	N/A
60.05.25.2 Minimum landscape requirements for residential developments consisting of four to seven units of Attached Housing or Compact Detached Housing		
A-C. For Attached Dwellings, a minimum of 15% of the gross site area shall be landscaped as defined in Section 60.05.25.4.	The proposal is for 96 attached dwelling units.	N/A
60.05.25.3 Minimum landscape requirements for residential developments consisting of eight or more units of Attached Housing or Compact Detached Housing		
<p>A. Common open space shall consist of active, passive, or both open space areas, and shall be provided as follows:</p> <p>1. A minimum of 15% of the gross site area shall be landscaped as defined in Section 60.05.25.4.</p> <p>2. For developments that are part of a Planned Unit Development, provisions of Section 60.35.15.4. shall apply.</p>	The proposed site design provides 20 percent common open space.	YES
B. At least twenty-five (25) percent of the total required open space area shall be active open space.	25 percent of the common open space is active open space.	YES
C. For the purposes of this Section, environmentally sensitive areas shall be counted towards the minimum common open space requirement. Aboveground landscaped water quality treatment facilities shall be counted toward the minimum common open space requirement.	The natural resource area located in the southern portion of the site and the water quality swale is included in the minimum common open space calculation.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.3 Minimum landscape requirements for residential developments consisting of eight or more units of Attached Housing or Compact Detached Housing (continued)		
D. For the purposes of this Section, vehicular circulation areas and parking areas, unless provided as part of a common green or shared court, shall not be considered common open space.	Vehicular circulation and parking areas are not included in the minimum common open space calculation	YES
E. Individual exterior spaces such as outdoor patios and decks constructed to serve individual units shall count toward the common open space requirement, with the following restrictions: 1. Only a maximum of 120 square feet per unit may count toward the requirement. [ORD 4584; June 2012] 2. Only patios and decks provided on the ground floor elevation level may count toward the requirement.	Ground floor unit decks were not counted toward the common open space requirement.	N/A
F. Common open space shall not abut a Collector or greater classified street as identified in the City's adopted Functional Classification Plan, unless that common open space shall be allowed adjacent to these street classifications where separated from the street by a constructed barrier at least three feet in height.	Common open space does not abut any streets.	YES
G. Common open space shall be no smaller than 640 square feet in area, shall not be divided into areas smaller than 640 square feet, and shall have minimum length and width dimensions of 20 feet, except as allowed by 60.05.25.6.A.1.	All areas identified as common open space are at least 640 square feet with dimensions greater than 20 feet.	YES
H. In phased developments, common open space shall be provided in each phase of the development consistent with or exceeding the requirements for the size and number of dwelling units proposed	The applicant does not propose a phased development.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.3 Minimum landscape requirements for residential developments consisting of eight or more units of Attached Housing or Compact Detached Housing (continued)		
<p>I. Active common open spaces shall be included in all developments, and shall include at least two (2) of the following improvements:</p> <ol style="list-style-type: none"> 1. A bench or other seating with a pathway or other pedestrian way; 2. A water feature such as a fountain; 3. A children's play structure; 4. A gazebo; 5. Community Building 6. Tennis courts; 7. An indoor or outdoor sports court; or 8. An indoor or outdoor swimming and/or wading pool. 9. Plaza 	No modifications to the approved active common open space amenities are proposed.	N/A
<p>J. The decision-making authority shall be authorized to consider other improvements in addition to those provided under subsection I, provided that these improvements provide a similar level of active common open space usage.</p>	The applicant is not requesting to provide other improvements in addition to those provided in subsection I.	N/A
60.05.25.4 Additional minimum landscape requirements for Attached Housing and Compact Detached Housing		
<p>A. All front yard areas and all required open space areas not occupied by structures, walkways, driveways, plazas, or parking spaces shall be landscaped.</p>	Front yard and required open space areas will be landscaped.	YES
<p>B. Landscaping shall include live plants or landscape features such as fountains, ponds or other landscape elements. Bare gravel, rock, bark and similar materials are not a substitute for plant cover, and shall be limited to no more than 25 percent of the landscape area.</p>	Proposed landscape materials include trees, shrubs, and ornamental grasses.	YES
<p>C. For the purposes of this Section, vehicular circulation areas and parking areas, unless provided as part of a shared court, shall not be considered landscape area.</p>	Vehicular circulation and parking areas are not counted as landscape areas.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.4 Additional minimum landscape requirements for Attached Housing and Compact Detached Housing (continued)		
<p><i>D. All street-facing building elevations shall have landscaping along their foundation, excluding buildings that are placed at the property line or setback less than 12-inches from the property line. When a porch obstructs a foundation, landscaping shall be installed along the outer edge of the porch. This landscaping requirement shall not apply to portions of the building facade that provide access for pedestrians or vehicles to the building, or for plazas adjacent to the building. The foundation landscaping shall meet the following minimum standards:</i></p> <ol style="list-style-type: none"> <i>1. The landscaped area shall be at least 3 feet wide;</i> <i>2. For every 3 lineal feet of foundation, an evergreen shrub having a minimum mature height of 24 inches shall be planted; and,</i> <i>3. Groundcover plants shall be planted in the remainder of the landscaped area</i> 	<p>The west elevation of Building 1 and the northwest corner of Building 2 are subject to this standard. The entire west elevation of Building 1 provides vehicle access with garage entrances to ground floor parking. The entire northwest corner of Building 2 provides pedestrian access to that building's primary entrance. Therefore, this requirement does not apply to the applicable building elevations.</p>	N/A
<p><i>E. 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:</i></p> <ol style="list-style-type: none"> <i>1. One tree shall be provided for every 800 square feet of required landscaped area. Evergreen trees shall have a minimum planting height of six feet. Deciduous trees shall have a minimum caliper of 1.5 inches at time of planting.</i> <i>2. One evergreen shrub having a minimum mature height of 48 inches shall be provided for every 400 square feet of required landscaped area.</i> <i>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 25 percent of the required landscape area.</i> 	<p>The minimum planting requirements for the required landscaped areas are 22 trees and 44 evergreen shrubs. The applicant proposes 80 trees and 203 evergreen shrubs. Ornamental grasses will cover the remaining landscaped areas.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.4 Additional minimum landscape requirements for Attached Housing and Compact Detached Housing (continued)		
F. 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 25 percent of the minimum landscaping requirement.	No hard-surfaced pedestrian plazas are proposed.	N/A
60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed Use Developments		
A-D. A minimum portion of the total gross lot area shall be landscaped:	The proposal is for 96 attached dwelling units.	N/A
60.05.25.6 Common Greens		
The purpose of the following standards is to allow tracts designed to provide access for only pedestrians and bicycles to abutting properties.	The proposal does not include common greens.	N/A
60.05.25.7 Shared Courts		
The purpose of the shared court standards is to allow streets that accommodate pedestrians and vehicles within the same circulation area, while ensuring that all can use the area safely.	The proposal does not include shared courts.	N/A
60.05.25.8 Retaining walls		
Retaining walls greater than six feet in height or longer than 50 lineal feet used in site landscaping or as an element of site design shall be architecturally treated with contrasting scoring, texture, pattern, 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.	Proposed retaining walls will be cast-in-place walls with formed shadow lines to provide an element of design and will be incorporated into the landscape plan.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.9 Fences and walls		
A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, brick, or other durable materials.	A six-foot wood-paneled fence is proposed along the western edge of the development.	YES
B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood, or other durable material. Slat 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.	The proposal does not include chain link fences.	N/A
C. Masonry walls shall be a minimum of six inches thick.	No masonry walls are proposed.	N/A
D. For manufacturing, assembly, fabricating, processing, packing, storage, and wholesale and distribution activities which are the principal use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.	The subject site is located in a Multiple-Use zone.	N/A
<p>E. Fences and walls:</p> <p>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 height in a required front yard and eight feet in all other locations.</p> <p>2. May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.</p> <p>3. For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, three feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building.</p>	The proposal does not include fences or walls in a required front yard along streets or detached housing.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.10 Minimize significant changes to existing on-site surface contours at residential property lines		
A. Where grading is proposed, the requirements listed in Section 60.15.10 shall apply.	Abutting the subject site to the west is property zoned Residential Mixed B (RMB). The applicant has provided updated supplemental grading exhibits with cross sections to demonstrate that Section 60.15.10 is met.	YES
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 10 percent within a tree root zone of an identified significant grove or tree, or an identified historic tree located on an abutting property unless evidence provided by a certified arborist supports additional grading that will not harm the subject grove or tree.	Significant Tree Resource NX-4 is located on the southern portion of the subject site and extends to Tract A, which abuts the subject site to the east. No modifications to the approved recommendations and requirements of the 2022 application's arborist report are proposed.	N/A
60.05.25.11 Integrate water quality, quantity, or both facilities		
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.	The approved vegetated water quality swale is proposed to be relocated to the northern edge of Building 2, which is not located between a street and a front of an adjacent building.	YES
60.05.25.12 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.	A wetland is located on the southern portion of the subject site. No modifications to the approved temporary buffer impacts planting plan are proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.13 Landscape buffering and screening		
<p>All new development and redevelopment in the City subject to Design Review shall comply with the landscape buffering requirements of Table 60.05-2 and the following standards.</p> <p>A. Applicability of buffer standards:</p> <ol style="list-style-type: none"> 1. The buffer standards shall not be applicable to individual single-family buildings on individual parcels. 2. The buffer standards shall not apply to area where emergency access is required. 3. The buffer standards shall not apply to areas where a public utility easement exists. This exemption only applies to trees and does not exempt the requirement of shrubs and ground cover. 4. The buffer standards shall not apply along property lines where a non-residential use is already buffered by a natural feature or an open space dedication, if such a natural buffer or dedication is at least 40 feet in width, or if the width of the natural feature or open space dedication and the density and quality of landscaping meet or exceed the applicable landscape buffer standard. 5. The buffer standards shall not apply where required for visual access purposes, as determined by the City Traffic Engineer or City Police. This exemption only applies to trees and shrubs and does not exempt the requirement of ground cover. 	<p>The subject site is zoned Town Center – High Density Residential (TC-HDR) and abuts properties zoned Residential Mixed B (RMB) to the south and west. Table 60.05.2 requires a 20-foot B3 high screen buffer along the site's south and west lot lines. As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved landscape buffer are proposed.</p>	<p>See Design Guideline Analysis</p>
<p>B. B1-Low screen buffer: This buffer is intended to provide a minimum amount of transitional screening between zones.</p>	<p>No B1 low screen buffer is required or proposed.</p>	<p>N/A</p>
<p>C. B2-Medium screen buffer: This buffer is intended to provide a moderate degree of transitional screening between zones.</p>	<p>No B2 medium screen buffer is required or proposed.</p>	<p>N/A</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.13 Landscape buffering and screening (continued)		
<p><i>D. B3-High screen buffer: This buffer is intended to provide a high degree of visual screening between zones. This buffer consists of minimum six-foot high fully sight obscuring fences or walls with an adjoining landscape area on the interior of the fence when the fence is proposed within three feet of the property line. If the fence is proposed to be setback from the property line more than three feet, the landscaping shall be on the exterior of the fence within a landscape area a minimum of five feet in width, with adequate provision of access and maintenance of the landscaped area. The height of the fence shall be measured from the property on which the fence is to be located, and, if located on a wall, shall be in addition to the height of the wall. The landscape area shall be planted with one tree having a minimum planting height of six feet for every 30 linear feet, filled between with evergreen shrubs which reach a minimum height of four to six feet within two years of planting. 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. Actual spacing for low height plants or shrubs or evergreen shrubs shall be dependent upon the mature spread of the selected vegetation. 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 25 percent of the required landscape area.</i></p>	<p>As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved landscape buffer are proposed.</p>	<p>See Design Guideline Analysis</p>
<p><i>E. Changes to buffer widths and standards: Required buffer widths and buffer standards are the minimum requirements for buffering and screenings. Changes in buffer widths and standards shall be reviewed through the public hearing process, except for the following:</i></p>	<p>As part of DR2022-0046, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved landscape buffer are proposed.</p>	<p>See Design Guideline Analysis</p>
<p><i>F. Landscaping buffering installation: All required buffering shall be installed prior to occupancy permit issuance.</i></p>	<p>The applicant will install all required buffering prior to occupancy permit issuance.</p>	<p>YES</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.13 Landscape buffering and screening (continued)		
<p><i>G. Pedestrian plazas in buffer areas: For non-residential development in non-residential zoning districts, in which the building is proposed to be placed at the required front yard buffer line, concrete or brick pavers shall be authorized in place of required live ground cover or bark or grass for the length of the building for the front yard area only, provided that required trees are still installed, the paved area is connected to the public sidewalk, and pedestrian amenities including but not limited to benches or tables are provided.</i></p>	<p>The proposal does not include a pedestrian plaza in buffer areas.</p>	<p>N/A</p>
60.05.25.14 Community Gardens		
<p><i>A-C. Community Gardens shall have a fence constructed of durable materials commonly used in the construction of fencing.</i></p>	<p>The proposal does not include any Community Gardens.</p>	<p>N/A</p>
60.05.25.15 South Cooper Mountain Community Plan Open Space and Natural Resources		
<p><i>A-F. For properties within the South Cooper Mountain Community Plan area, open space shall be provided on site in whichever one of the following methods results in the greater amount of open space:</i></p>	<p>The subject site is not located within the South Cooper Mountain Community Plan area.</p>	<p>N/A</p>

Table 9: Section 60.05.30 Lighting Design Standards

Unless otherwise noted, all standards apply in all zoning districts.

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.30.1 Adequate on-site lighting and minimal glare on adjoining properties		
<p>A. Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.</p>	<p>For residential-only projects in Multiple-Use zones, the minimum required internal illumination is 0.7 foot-candle and the maximum permitted illumination at property lines is 0.5 foot-candle. The applicant's lighting plan demonstrates that these illumination requirements are met.</p>	YES
<p>B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.</p>	<p>Lighting will be provided in the on-site vehicular and pedestrian circulation areas.</p>	YES
<p>C. Lighting shall be provided in pedestrian plazas, if any developed.</p>	<p>No new pedestrian plazas are proposed.</p>	N/A
<p>D. Lighting shall be provided at building entrances.</p>	<p>Building-mounted lighting will be provided at the building entrances.</p>	YES
<p>E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.</p>	<p>All lighting will be recessed.</p>	YES
60.05.30.2 Pedestrian-scale on-site lighting		
<p>A. Pole-mounted Luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:</p> <p>1. 15 feet in height for on-site pedestrian paths for travel.</p> <p>3. 30 feet in height for on-site vehicular circulation areas in non-residential zoning districts.</p> <p>7. The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.</p>	<p>The pole-mounted luminaires in the vehicular circulation areas will be no greater than 20 feet high.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.30.2 Pedestrian-scale on-site lighting (continued)		
B. Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.	The wall-mounted luminaires will be installed no greater than 20 feet above finished grade.	YES
C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of 48 inches.	Lighted bollards will be no taller than 40 inches.	N/A

Design Guideline Analysis

In the following analysis, staff has only identified the Design Guidelines that were relevant to the original approved Design Review Three application. Proposed design changes are not subject the following Design Guideline analysis. The following analysis is provided for reference. Non-relevant Guidelines have been omitted.

60.05.35. Building Design and Orientation Guidelines

Unless otherwise noted, all guidelines apply in all zoning districts.

Section 60.05.35.1 Building articulation and variety

Design Guideline 60.05.35.1.E: *Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court or major parking area should be avoided. (Standard 60.05.15.1.D)*

FINDING:

The applicant states that no modifications to the approved elevation materials design are proposed. The applicant received Design Review Three approval for development of two multi-family attached residential buildings on a site located in a Multiple-Use zone. The north, south, and west elevations of Building 1 and the north and west elevations of Building 2 are subject to this guideline. More than 150 square feet of the ground floor on the west elevation of Building 1 and on the north and west elevations of Building 2 are designed with brick veneer siding that is not articulated with architectural features; however, all building elevations are designed to exceed 30 percent architectural features, which include

extensive windows, recessed balconies and decks, covered main entrances, and a variation of construction materials.

Conclusion: Therefore, staff finds that because no modifications are proposed to the approved elevation materials design, the proposal continues to meet the Design Guideline.

Section 60.05.35.4 Exterior building materials

Design Guideline 60.05.35.4.A: *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standards 60.05.15.4.A and B)*

FINDING:

The applicant states that no modifications to the approved exterior building materials and finishes are proposed. The applicant received Design Review Three approval for development of two multi-family attached residential buildings on a site located in a Multiple-Use zone., utilizing a blend of formed metal wall panels, fiber cement siding, and brick to break up the façade, imparting a rhythm of color and shadow line reveals that give the façade a dynamic movement. The formed metal panels are vertically mounted at a width of 12 inches using concealed fasteners. The durability of the 22-gauge sheet metal, which has a 50-year warranty, also provides a low-maintenance finish desired by this guideline. Using higher gauge steel with reveals gives the panel a three-dimensional form that makes it inherently more rigid and reduces unsightly oil caning that can sometimes occur with lighter gauge flush metal panel siding.

Combing the appearance and workability of wood, the prefinished fiber cement siding provides the look of wood without the drawbacks of natural wood cladding. Built to last, fiber cement siding offers the rich textures of wood while providing color stability and withstanding extreme weather elements. Hidden fasteners provide a clean look. The rain screen system also creates a pocket of air between the siding and substrate, which reduces the potential for moisture build-up.

Conclusion: Therefore, staff finds that because no modifications are proposed to the approved exterior building materials and finishes, the proposal continues to meet the Design Guideline.

Section 60.05.35.6 Building location and orientation in Commercial and Multiple Use zones

Design Guideline 60.05.35.6.A: *Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The overall impression should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and orientation of buildings. (Standards 60.05.15.6.A and B)*

Design Guideline 60.05.35.6.D: *Primary building entrances should be oriented toward and located in close proximity to public streets and public street intersections. Property size, shape and topographical conditions should also be considered. (Standard 60.05.15.6.E)*

FINDING:

The applicant states that no modifications to the approved building orientation are proposed. The applicant received Design Review Three approval for development of two multi-family attached residential buildings on a site located in a Multiple-Use zone. The SW Scholls Ferry Road frontage is only 35 feet wide, so it is not feasible to locate a building within close proximity to the existing street. The applicant states that the location and orientation of the approved development on the flag lot property continues to be driven by the grade of the existing development and rights of way and preservation of the wetland. The primary entrance of Building 2, which includes the community center, leasing office, meeting room, and exercise room, is located in the northwestern corner of the building, continues to be oriented to be clearly visible from the main drive aisle. Building 1 continues to be oriented south toward Building 2, providing a view of the amenity deck, vegetated swale, and wetlands. The architecture of the buildings is the predominant design element of the site.

Conclusion: Therefore, staff finds that because no modifications are proposed to the approved building orientation, the proposal continues to meet the Design Guidelines.

Design Guideline 60.05.35.6.C: *On Class 1 Major Pedestrian Routes, building entrances should be oriented to streets, or have reasonably direct pedestrian connections to streets and pedestrian and transit facilities. (Standards 60.05.15.6.C and D)*

FINDING:

The subject site is located on SW Scholls Ferry Road, which is not a Class 1 Major Pedestrian Route.

Conclusion: Therefore, staff finds that the Design Guideline is not applicable.

Section 60.05.45.11 Landscape buffering and screening

Design Guideline 60.05.45.11.A: *A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)*

Design Guideline 60.05.45.11.B: *When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13)*

Design Guideline 60.05.45.11.C: *Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)*

FINDING:

The applicant states that no modifications to the approved landscape buffers are proposed. The applicant received Design Review Three approval for development of two multi-family attached residential buildings on a site located in a Multiple-Use zone. Fencing and a landscape buffer along the west property line will continue to provide visual screening and horizontal separation between the subject development and the single-detached dwellings located on the abutting properties to the west. Adjacent to the surface parking area, the buffer includes a six-foot wood-paneled fence, evergreen hedge, and willow oak trees. At maturity, the evergreen hedge will be approximately 20 feet tall and the willow oak trees can reach 80 feet in height. The western boundary of the site west of Building 1 is buffered by a six-foot wood-paneled fence, a three-foot-wide planter strip, and five-foot-wide sidewalk. Adjacent to the drive aisle in the pole portion of the site, the buffer is designed to include a six-foot wood-paneled

fence, five-foot-wide sidewalk, and five-foot-wide planter strip with bowhall maple trees. The pole portion of the site north of the SW Winterhawk Drive intersection will continue to provide a pedestrian and bicycle connection to SW Scholls Ferry Road and is landscaped with shrubs, ground cover, and Japanese stewartia trees.

Conclusion: Therefore, staff finds that because no modifications are proposed to the approved landscape buffers, the proposal continues to meet the Design Guidelines.

Design Guideline 60.05.45.11.D: *When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E)*

FINDING:

The applicant states that no modifications to the approved landscape buffers are proposed. The applicant states that the proposed multi-family residential development is located within the Murray Scholls Town Center Community Plan area and is zoned Town Center – High Density Residential (TC-HDR). It is the only flag lot property zoned TC-HDR in the Murray Scholls Town Center Community Plan area. The flag portion of the lot is 232 feet wide at its widest point and is approximately 533 feet deep. The 2.7-acre site is encumbered by 0.45 acres of wetland. Due to the significant natural resources located on the southern portion of the site and the geometry of the property, as well as the density and access standards required for the proposed development, the applicant requested approval to change the buffer width and buffer standards along the drive aisle and surface parking area adjacent to the west property line with the approved Design Review Three application. No development is proposed in the wetland. The existing wetland and mature Significant Grove trees located along the west property line in the southern portion of the site provide a natural landscaped buffer between the proposed development and single-detached dwellings to the west and south.

Conclusion: Therefore, staff finds that because no modifications are proposed to the approved landscape buffers, the proposal continues to meet the Design Guideline.

Attachment C: Conditions of Approval

Application: LU22024-00295 Scholls Ferry Apartments Mods

Decision: APPROVE DR22024-00293

Finding: The Director finds that the proposal complies with all approval criteria, subject to the following conditions of approval:

Design Review Two (DR22024-00293)

A. General Conditions:

1. All conditions of approval of DR2022-0046 continue to apply. (Planning / LR)

B. Prior to Site Development permit issuance, the applicant shall:

2. Submit a revised landscape plan showing that all trees proposed to be planted in the parking lot landscape islands are identified by the City of Beaverton Street Tree List, or demonstrate that use of the Tulip Poplar trees has been approved by the City Arborist. (Planning/LR)
3. Submit a revised landscape plan showing that all trees proposed to be planted along the driveway are identified by the City of Beaverton Street Tree List. (Planning/LR)