



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: September 18, 2024
Subject: LU22024-00674 Cedar Hills Apartments Modifications

Please find attached the Notice of Decision for **LU22024-00674 Cedar Hills Apartments Modifications (DR22024-00670)**. 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 LU22024-00674 Cedar Hills Apartments Modifications (DR22024-00670) is 4:30 p.m., September 30, 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 lrussell@beavertonoregon.gov.

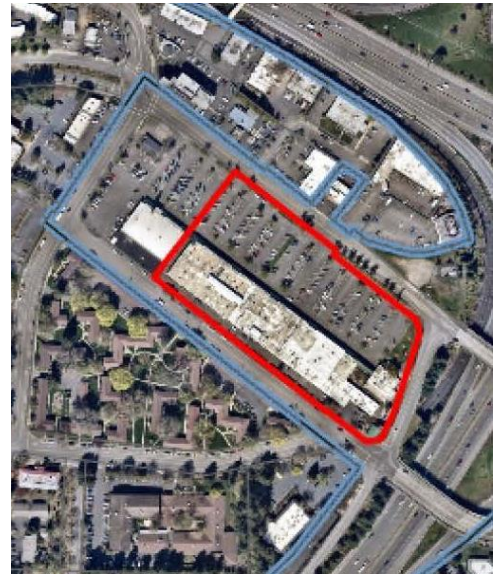
STAFF REPORT

Report date: September 18, 2024

Application: LU22024-00674 Cedar Hills Apartments Modifications

Application Numbers: DR22024-00670

Proposal: The applicant, High Street Residential, requests Design Review Two approval for site and building design modifications to an application (DR2022-0030) that approved a mixed-use development consisting of 4,700 square feet of ground floor commercial space and 400 attached dwelling units within four buildings. The proposed modifications include the elimination of one Building (Building B) and the addition of a floor to Buildings C and D, which will reduce the unit count to 398; reducing the size of the amenity deck attached to Building D; and modifying the location of Building A's lobby to accommodate an existing wireless communications facility tower. The number of off-street parking spaces is proposed to remain at 454.



Proposal location: The site is located at 10180 SW Park Way, specifically identified as Tax Lot 02900 on Washington County Tax Assessor's Map 1S102CC.

Applicant: High Street Residential

Decision: APPROVAL of DR22024-00670, 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 / l Russell@BeavertonOregon.gov

Applicant: High Street Residential
Damin Tarlow
1300 SW 5th Avenue, Suite 3350
Portland, OR 97201

Applicant's Representative: LRS Architects
Julio Rocha
720 NW Davis Street
Portland, OR 97209

Property Owner: Cedar Hills II LLC
10180 SW Park Way
Portland, OR 97225

Existing Conditions

Zoning: Station Community – Multiple Use (SC-MU)

Site Conditions: The lot is currently developed with a one-story, 89,851 square foot shopping center with large surface parking lot and two wireless communication facility towers.

Site Size: 5.59 acres

Location: The subject site is located on the south side of SW Park Way between SW Marlow Avenue to the west and SW Frontage Road to the east. It is bound by SW Park Way to the north, SW Frontage Road to the east, and SW Wilshire Street to the south.

Neighborhood Association Committee: Central Beaverton

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	Washington County Transit Oriented Business (TO:BUS); City of Beaverton Interim Washington County	Shopping Center; Medical Clinic; Temporary Living Quarters; Eating and Drinking Establishment; Wireless Communication Facility
South	Washington County TO:BUS; Washington County Transit Oriented Residential District 40-80 units/acre (TO:R40-80)	Shopping Center; Attached Dwellings
East:	Washington County TO:BUS	Shopping Center
West:	Station Community – Multiple Use (SC-MU)	Shopping Center

Application Information

Table 2: Application Summaries

Application	Application type	Proposal summary	Approval criteria location
DR22024-00670	Design Review Two	Site and building design modifications to an application (DR2022-0030) that approved a mixed-use development consisting of 4,700 square feet of ground floor commercial space and 400 attached dwelling units within four buildings	Development Code Sections 40.03.1 and 40.20.15.2

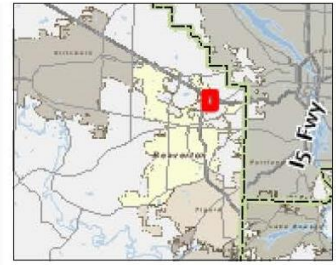
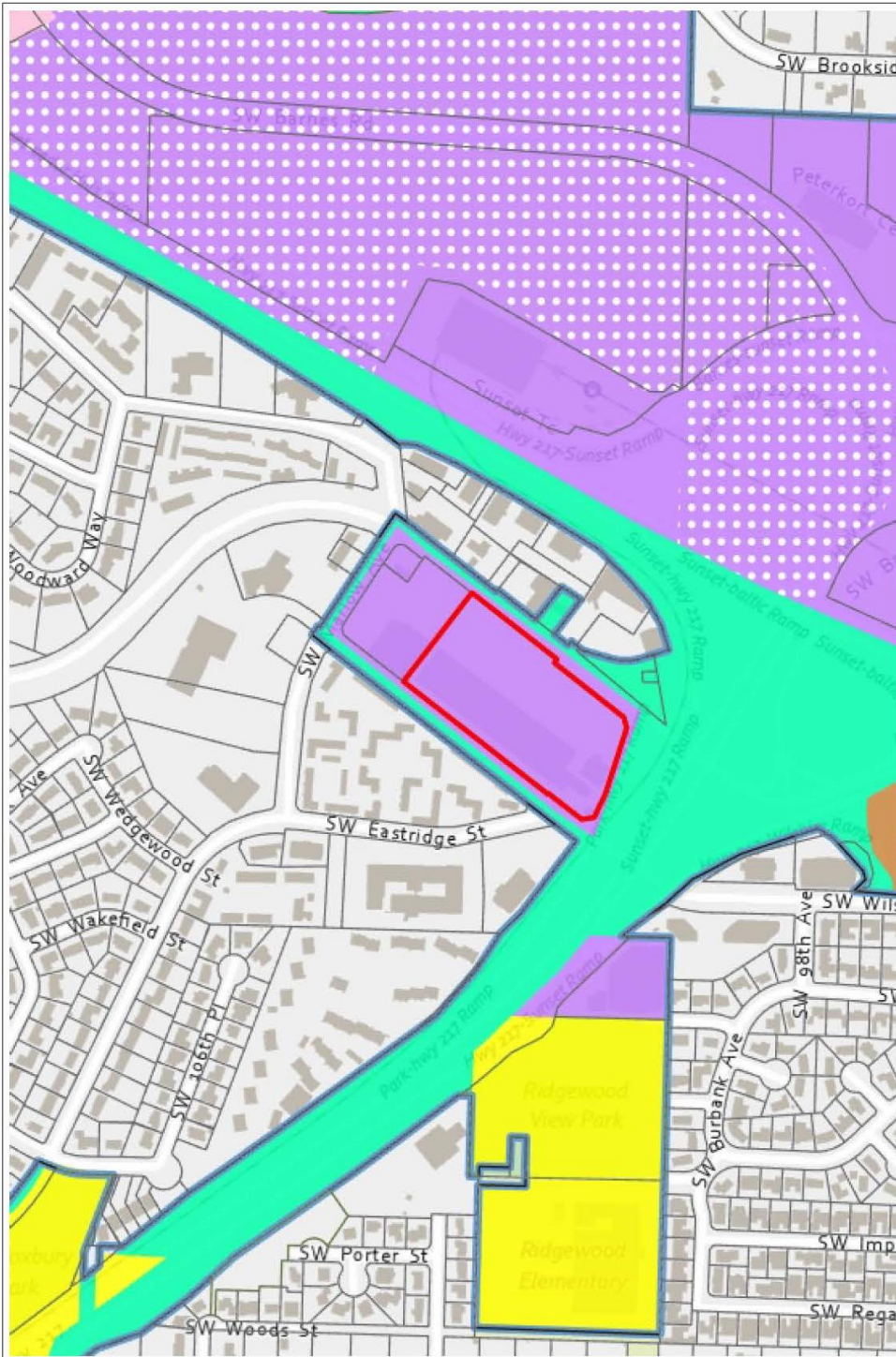
Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR22024-00670	July 24, 2024	July 25, 2024	November 22, 2024	July 25, 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

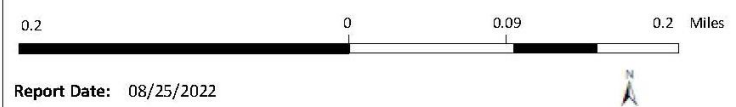


Legend

- 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-M)
 - ▭ 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 Square ()
 - ▭ 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

Note: Subject site outlined in red.



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.



Legend

- Washington County Taxlots
- Park and School Boundaries
- Parks
- School Land
- Beaverton City Limits
- County Line
- UGB

Notes

Note: Subject site outlined in red.



Report Date: 08/25/2022



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.

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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

None received

Exhibit 3. Materials Submitted by the Applicant

- Exhibit 3.1 Application Form
- Exhibit 3.2 Cut Sheets
- Exhibit 3.3 Materials Board
- Exhibit 3.4 Architectural Plans
- Exhibit 3.5 Civil Plans
- Exhibit 3.6 Landscape Plans
- Exhibit 3.7 Photometric Plans

- Exhibit 3.8 Pre-Application Hold Harmless Agreement Form
- Exhibit 3.9 Property Owner Authorization
- Exhibit 3.10 Beaverton School District Service Provider Letter
- Exhibit 3.11 Clean Water Services Service Provider Letter
- Exhibit 3.12 Beaverton Water Service Provider Letter
- Exhibit 3.13 Tualatin Valley Fire & Rescue Service Provider Permit
- Exhibit 3.14 Stormwater Report
- Exhibit 3.15 Written Statement
- Exhibit 3.16 Floor Plans and Unit Count
- Exhibit 3.17 Waste Hauler Turning Template

Exhibit 4. Agency Comment

None received

Attachment A: Facilities Review Committee Technical Review and Recommendation

Application: LU22024-00674 Cedar Hills Apartments Mods (DR22024-00670)

Recommendation: APPROVE DR22024-00670

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 (DR22024-00670) 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 Tualatin Valley Water District potable public water service and the applicant has stated that the water

services are adequate to service the proposed development. There is an existing eight-inch water main in SW Park Way, SW Frontage Road, and SW Wilshire Street and an existing 12-inch water main in the portion of SW Wilshire Street nearest to the intersection with SW Eastridge Street. The new buildings are still proposed to connect to the water mains in SW Park Way and SW Wilshire Street.

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 both City of Beaverton and Clean Water Services sanitary sewer service and the applicant has stated that the sanitary sewer services are adequate to service the proposed development. There is an existing City of Beaverton eight-inch sanitary sewer main in SW Park Way and an existing Clean Water Services eight-inch sanitary sewer main in SW Wilshire Street. The new buildings are still proposed to connect to both of these sanitary sewer mains. The Committee finds that adequate sanitary sewer service can be provided to the site to serve the proposed development.

Stormwater Drainage, Treatment, and Retention: The property is served by both City of Beaverton and Clean Water Services storm sewer service and the applicant has stated that the storm sewer services are adequate to service the proposed development. There are existing City of Beaverton 15-inch and 21-inch storm sewer mains in SW Park Way and existing Clean Water Services 18-inch storm sewer main in SW Wilshire Street and 24-inch storm sewer main in the portion of SW Wilshire Street nearest to the intersection with SW Eastridge Street. The applicant states that detained water will still be conveyed to the existing 18-inch storm system in SW Wilshire Street. Public stormwater will be conveyed through separate drainage basins along SW Park Way and SW Wilshire Street and will be treated using streetside LIDA planters.

The applicant has provided a Preliminary Stormwater Report for the quantity and quality of stormwater resulting from the proposed development that demonstrates that stormwater management for the private site and public improvements are still designed to meet that Clean Water Services requirements. Therefore, the Committee finds that adequate stormwater drainage, treatment, and retention service can be provided to the site to serve the proposed development.

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 398 dwelling units are now proposed

instead of 400 dwelling units, there are no net new trips and a TIA is not required with this application.

The subject site has frontage on SW Park Way to the north, SW Frontage Road to the east, and SW Wilshire Street to the south. SW Park Way is a four-lane Collector that is under the jurisdiction of Washington County. With the 2022 approved design review application, the applicant was required to dedicate an additional 17.5 feet of right of way to accommodate the planned cross-section, which requires 42.5 feet from the centerline. SW Wilshire Street is classified as a Neighborhood Route between the intersections of SW Frontage Road and SW Eastridge Street and as a Local Street between the intersections of SW Eastridge Street and SW Marlow Avenue, with two travel lanes. The applicant was required to dedicate an additional 12 feet of right of way to accommodate the planned cross-section that includes both the County's requirements and Tualatin Hills Park and Recreation District's combined trail and sidewalk completely in the right of way, which requires 40 feet from the centerline. SW Frontage Road is a two-lane Local Street that is under the jurisdiction of the Oregon Department of Transportation (ODOT). The applicant was required to donate approximately 11.5 feet of right of way to ODOT to accommodate the planned cross-section, which requires 31.5 feet from the centerline. The Committee finds that adequate transportation facilities can be provided to the site to serve the proposed development.

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 modified 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 boundaries of the Beaverton School District (BSD). BSD staff reviewed the modified proposal and stated in their Service Provider Letter that the District believes that there will still be sufficient capacity to accommodate new students from the project. BSD staff carefully monitors residential development projects, schools capacity, and projected student levels and the District may take any actions necessary to manage utilization of capacity. Therefore, the Committee finds that adequate school capacity can be provided to the site to serve the proposed development.

Transit Improvements: The subject site is located less than one-quarter mile from the Sunset Transit Station and there is a TriMet bus stop on the site's SW Park Way frontage. Bus Line 59-Walker/Park Way provides weekday rush-hour service in Beaverton and Cedar Hills between Sunset Transit Center and Willow Creek/SW 185th Avenue Transit Center, along SW Baltic Avenue, SW Park Way, SW Walker Road, and SW 185th Avenue. The bridge over US 26 is a convenient pedestrian and bicycle connection that linking the subject site to the Sunset Transit Center, which provides access to Bus Line 20-Burnside/Stark, Bus Line 48-Cornell, Bus Line 50-Cedar Mill, Bus Line 59-Walker/Park Way, Bus Line 62-Murray Blvd, and the MAX Blue Line and Red Line light rail service to Portland City Center and Airport, Gresham, and Hillsboro. The Sunset Transit Center also connects to the Tillamook County Transit Shuttle, the Forest Heights Shuttle, the Portland Community College Shuttle, and NorthWest POINT bus service to Astoria.

As part of the 2022 design review approval, TriMet provided written comment indicating that the agency would like to relocate the existing bus stop on the site's SW Park Way frontage to the east. The applicant was conditioned to provide written comments from Tri-Met demonstrating that the relocated bus stop facilities along the site's frontage of SW Park Way meet the agency's standards and to provide plans for the relocated bus stop demonstrating that the Development Code standards for transit facilities are met. The applicant is still required to meet the 2022 conditions of approval. 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 Park Way to the north, SW Frontage Road to the east, and SW Wilshire Street to the south. There are no existing sidewalks on SW Park Way adjacent to the site. The existing curb-tight sidewalk on SW Frontage Road varies in width between approximately five and six feet and the existing curb-tight sidewalk on SW Wilshire Street varies in width between approximately 10 and 15 feet. There are no bicycle facilities on any of the abutting streets. The site's SW Wilshire Street frontage is identified by the Tualatin Hills Park and Recreation District (THPRD) as a planned trail connection.

As part of the 2022 design review approval, the applicant was required to provide frontage improvements along SW Park Way, SW Frontage Road, and SW Wilshire Street to meet the standards of Washington County, the Oregon Department of Transportation (ODOT), and THPRD. The applicant will still construct a 10-foot-wide curb-tight sidewalk with tree wells on SW Park Way, a 12-foot-wide shared bike and pedestrian sidewalk with five-foot-wide landscape planter on SW Frontage Road, and a 14-foot-wide curb-tight combined trail and sidewalk with tree wells on SW Wilshire Street. Bike lanes will still be added to SW Park Way and SW Wilshire Street and ADA ramps will still be brought up to current ODOT standards. Therefore, the Committee finds that adequate pedestrian and bicycle facilities can be provided to the site to serve the proposed development.

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 Station Community – Multiple Use (SC-MU). The Committee refers to the Chapter 20 use and site development requirements table at the end of this report, which evaluates the project as it relates to applicable code requirements of Chapter 20 (Land Uses). Per BDC Section 20.25.10.C, for multiple use developments with single use residential buildings, residential densities and non-residential floor area ratios are implemented according to Figure 20.25.10.A, which calculates minimum densities based on how much of site contains buildings that are residential use only compared to how much of the site contains non-residential or mixed-use buildings. In the applicant's modified proposal, Building A is residential use only and Buildings C and D are mixed use. The gross floor area of Buildings A is 123,886 square feet, which means that 29-percent of the site's gross floor area is within the residential use only buildings. The gross floor area of modified Buildings C and D is 297,255 square feet, so 71-percent of the site's gross floor area is within the mixed-use buildings. Therefore, 29-percent of the 5.36-acre site is subject to the minimum residential density of 24 units per acre and 71-percent of the site is subject to the minimum floor area ratio of 0.4, which totals 38 dwelling units and 68,165 square feet of floor area. The modified proposal includes 398 dwelling units and 340,822 square feet of floor area. For this reason and 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, 2.0 spaces per two-bedroom or three-bedroom unit, and 5.1 spaces per 1,000 square feet of gross floor area for retail uses, including shopping centers. For the modified proposal that includes 398 dwelling units composed of 79 studios, 181 one-bedroom units, 104 two-bedroom units, and 34 three-bedroom units, and 4,700 square feet of shopping center uses, which is defined as a grouping of retail business and service uses on a single site with common parking facilities, the maximum parking spaces allowed is 721. The applicant proposes 454 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, for multi-dwellings and two spaces, or one space per 12,000 square feet of floor area, whichever is greater, for retail uses, including shopping centers. The minimum parking ratio requirement for long-term bicycle parking is one space per dwelling unit for multi-dwellings and two spaces, or one space per 12,000 square feet of floor area, whichever is greater, for retail uses, including shopping centers. Therefore, at least 22 short-term bicycle parking spaces and 400 long-term bicycle parking spaces are required. The applicant proposes 23 short-term and 400 long-term bicycle parking spaces.

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 subject site has 632 feet of frontage on SW Park Way, 344 feet of frontage on SW Frontage Road, and 754 feet of frontage on SW Wilshire Street. Clear and direct pedestrian entrances to the development are still provided at distances no greater than 300 feet. Additionally, along the western property line, a pedestrian pathway still provides a safe and convenient accessway for those traveling from SW Wilshire Street to SW Park Way. This north-south connection is the only one through the site that can be accessed by visitors and not just residents.

With the 2022 approved design review application, the applicant was required to dedicate an additional 17.5 feet of right of way to accommodate the planned cross-section, which requires 42.5 feet from the centerline. SW Wilshire Street is classified as a Neighborhood Route between the intersections of SW Frontage Road and SW Eastridge Street and as a Local Street between the intersections of SW Eastridge Street and SW Marlow Avenue, with two travel lanes. The applicant was required to dedicate an additional 12 feet of right of way to accommodate the planned cross-section that includes both the County's requirements and

Tualatin Hills Park and Recreation District's combined trail and sidewalk completely in the right of way, which requires 40 feet from the centerline. SW Frontage Road is a two-lane Local Street that is under the jurisdiction of the Oregon Department of Transportation (ODOT). The applicant was required to donate approximately 11.5 feet of right of way to ODOT to accommodate the planned cross-section, which requires 31.5 feet from the centerline.

As part of the 2022 design review approval, the applicant was required to provide frontage improvements along SW Park Way, SW Frontage Road, and SW Wilshire Street to meet the standards of Washington County, the Oregon Department of Transportation (ODOT), and THPRD. The applicant will still construct a 10-foot-wide curb-tight sidewalk with tree wells on SW Park Way, a 12-foot-wide shared bike and pedestrian sidewalk with five-foot-wide landscape planter on SW Frontage Road, and a 14-foot-wide curb-tight combined trail and sidewalk with tree wells on SW Wilshire Street. Bike lanes will still be added to SW Park Way and SW Wilshire Street and ADA ramps will still be brought up to current ODOT standards.

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 has demonstrated that minimum sight distance is met for the previously approved new driveways on SW Park Way and SW Wilshire Street.

Section 60.60 Trees and Vegetation: The applicant states that there are 36 existing Landscape Trees on the site, but no Significant Individual Trees, Historic Trees, trees within Significant Natural Resource Areas, trees within Significant Groves, or Community Trees. 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 still be undergrounded as required.

Section 60.70 Wireless Communication Facilities: There are two existing wireless communication facilities at the southeast corner of the subject site. The applicant states the 105-foot-high tower will be demolished and the 80-foot-high tower will remain. No modifications of the 80-foot tower are proposed with this application. The applicant will be required to apply for and obtain approval of a separate wireless facility land use review in order to make any changes to this tower in the future.

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 the ownership and property management group responsible for the completed project will have the adequate means to assure that the property is properly maintained and that all aspects will continue to function as originally designed. Replacement of materials, systems, or facilities within the development will be made at appropriate times including private common facilities such as drainage facilities, roads and other improved rights of way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fences, ground cover, and garbage and recycling storage areas. 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 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 on-site pedestrian circulation system is designed to provide safe connections to building entrances, parking areas, and other pedestrian destinations such as resident amenity areas and on-site service areas. Pedestrian paths are physically separated from adjacent vehicle circulation areas, except when they cross driveways and drive aisles the paths are a hard-surfaced material distinct from the

asphalt. All on-site pedestrian paths are at least five feet in width and will meet the standards of the Americans with Disabilities Act.

All parking and maneuvering areas are shown to meet the minimum dimensional standards for off-street parking lot design. The applicant has provided on-site vehicular circulation plans that include turning templates for fire vehicles, which show that these vehicles can safely be accommodated on the site. Emergency vehicles will use the SW Park Way driveway and gate to access the interior of the site. On-site vehicular circulation plans for trash hauler vehicles show that these vehicles will use the SW Wilshire Street driveway and gate to access the interior of the site.

For these reasons, that 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 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.

The Committee incorporates the findings for Approval Criteria 40.03.1.D, above. The applicant states that the subject site has 632 feet of frontage on SW Park Way, 344 feet of frontage on SW Frontage Road, and 754 feet of frontage on SW Wilshire Street. Clear and direct pedestrian entrances to the development are still provided at distances no greater than 300 feet. Additionally, along the western

property line, a pedestrian pathway still provides a safe and convenient accessway for those traveling from SW Wilshire Street to SW Park Way.

The applicant states that gates at each of the driveway entrances will still control access into the site, limiting the majority of the site to residents only. The gate at the SW Park Way driveway is intended to only provide access to emergency vehicles. The gate at the SW Wilshire Street driveway is located back from the sidewalk enough to allow for multiple car lengths to wait without causing a potential conflict with pedestrian and bicyclists using SW Wilshire Street, as the applicant's 2022 traffic memorandum recommended.

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 has demonstrated that minimum sight distance is met for the previously approved new driveways on SW Park Way and SW Wilshire Street.

For these reasons, the Committee finds that the development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

Conclusion: Therefore, the Committee finds that 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:

The applicant states that the building will be designed to meet all code requirements and fire protection is available, including adequate fire flow. Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). 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. The applicant's submitted lighting plans demonstrate compliance with the City's Technical Lighting Standards for all of the areas of the site that are required to be lighted while minimizing impacts on the abutting property. Construction documents will be reviewed at later permit stages to ensure protection from hazardous conditions. The Committee finds that review of the construction documents at the Site Development and Building Permit stages will ensure protection from hazardous conditions due to inadequate, substandard, or ill-designed development.

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 grading and contouring of the development site is designed to match into the abutting property and public rights of way. Proposed grading will direct runoff into drain structures to be conveyed to the onsite stormwater management system. Public right of way improvements are designed to meet the grading standards of the City's Engineering Design Manual as well as Washington County Roadway Design Standards and Oregon Department of Transportation standards.

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 proposed development is designed to provide access and facilities for physically handicapped residents and visitors throughout the site and buildings, as required by the Americans with Disabilities Act (ADA), including 12 ADA parking spaces located adjacent to building entries, and continuous, uninterrupted access routes throughout the property from the public rights of way to primary building entrances and from accessible parking spaces to primary building entrances. 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 (DR22024-00670) application on July 24, 2024, and requested that the application be deemed complete on July 25, 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 Station Community – Multiple Use (SC-MU) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20			
Multi-Dwelling	Permitted ⁴⁴	The applicant proposes 398 multi-dwelling units.	YES
Eating and Drinking Establishments	Permitted ⁹	The applicant proposes up to 4,700 square feet of Eating and Drinking Establishment uses within multiple use buildings, which would equal approximately 1% of the total square footage of the development.	YES
Retail Trade	Permitted ^{9 25 34}	The applicant proposes up to 4,700 square feet of Retail Trade uses within multiple use buildings, which would equal approximately 1% of the total square footage of the development. All activities would be conducted wholly within the buildings.	YES
<p>9. The maximum building footprint size for a building involving a single use shall be 10,000 square feet. In addition, the maximum square footage for these uses within a multiple use development shall be 25% of the total square footage of the development.</p> <p>25. Activity is conducted wholly within an enclosed structure and no sales or outdoor storage of animals or livestock are allowed with this use.</p> <p>34. These uses are Permitted only within multiple uses developments, as long as the floor area of this use does not exceed 25% of the total proposed floor area within a multiple use development.</p> <p>44. For the purposes of this footnote, "Multi-dwelling" is inclusive of one or more units above a permitted or Conditionally approved non-residential use</p>			
Development Code Section 20.20.15			
Parcel Area	Minimum: None Maximum: None	5.36 acres	YES
Residential Density	Minimum: 24 units per acre Maximum: None	38 units are required. The applicant proposes 398 units.	YES
Floor Area Ratio	Minimum: 0.40 Maximum: 2.00	1.15	YES
Minimum Lot Dimensions	Width: None Depth: None	650 feet 360 feet	YES

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.15 (continued)			
Yard Setbacks	Minimum Front: 0	6.5 feet	YES
	Maximum Front: 10 feet	2.5 feet	
	Minimum Side: None Maximum Side: None Minimum Rear: None	2 feet	
Maximum Building Height	100 feet	93 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

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
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
Development Code Section 60.30			
Off-Street Motor Vehicle Parking	Minimum: N/A Maximum: 721	454 spaces are proposed. Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.30			
Required Bicycle Parking	Short-term: 20 spaces Long-term: 400 spaces	21 short-term and 400 long-term spaces are proposed. 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

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
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.	The subject site does not contain any Significant Natural Resources.	N/A
Development Code Section 60.70			
Wireless Communication Facilities	Regulations pertaining to wireless facilities.	Refer to the Facilities Review Committee findings herein.	N/A

Attachment B: DR22024-00670 Design Review Two

ANALYSIS AND FINDINGS FOR DESIGN REVIEW TWO APPROVAL

Decision: APPROVAL OF DR22024-00670, 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 (DR2022-0030) that approved a mixed-use development consisting of 4,700 square feet of ground floor commercial space and 400 attached dwelling units within four buildings, including the elimination of one Building (Building B) and the addition of a floor to Buildings C and D, which will reduce the unit count to 398; reducing the size of the amenity deck attached to Building D; and modifying the location of Building A's lobby to accommodate an existing wireless communications facility tower, which meets Design Review Two threshold:

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 July 24, 2024, and requested it be deemed complete on July 25, 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.

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.

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 DR22024-00670**, 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
<p>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:</p> <p>1. Thirty percent in Residential zones and all uses in Commercial and Multiple Use zones.</p>	The north and east elevations and portions of the south and west elevations of Building A are within 200 feet and visible from SW Park Way, SW Frontage Road, and SW Wilshire Street. The south elevation and portions of the north, west, and east elevations of Building C are within 200 feet and visible from SW Park Way and SW Wilshire Street. The north, west, and east elevations of Building D are within 200 feet and visible from SW Park Way. More than 30 percent of each applicable elevation is still composed of permanent architectural features, including windows, recessed entrances, and changes in material type.	YES
<p>C. The maximum spacing between permanent architectural features shall be no more than:</p> <p>1. Forty feet in Residential zones and all uses in Commercial and Multiple Use zones.</p>	As part of DR2022-0030, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building design which effect this standard are proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.15.1 Building articulation and variety (continued)		
<p><i>D. In addition to the requirements of Section 60.05.15.1.B and C, detached and attached residential building elevations facing a street, common green, or shared court shall not consist of undifferentiated blank walls greater than 150 square feet in area. Building elevations shall be articulated with architectural features such as windows, dormers, porch details, alcoves, balconies, or bays.</i></p>	<p>As part of DR2022-0030, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building design which effect this standard are proposed.</p>	YES
60.05.15.2 Roof forms		
<p><i>A-E. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.</i></p>	<p>No modifications to the approved roof forms are proposed.</p>	N/A
60.05.15.3 Primary building entrances		
<p><i>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.</i></p>	<p>Each Building's primary entrance is designed with a canopy that is a least six feet wide and four feet deep.</p>	YES
60.05.15.4 Exterior building materials		
<p><i>A-C. 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.</i></p>	<p>No modifications to the approved double wall construction or exterior building materials are proposed.</p>	N/A
60.05.15.5 Roof-mounted equipment		
<p><i>A-C. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:</i></p>	<p>No modifications to the approved roof mounted equipment are proposed.</p>	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
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. 	<p>The subject site is located in a Multiple Use zone, does not abut any Major Pedestrian Routes, and is greater than 60,000 gross square feet in size. Buildings A, C, and D occupy 77 percent of SW Park Way, Building A occupies 64 percent of SW Frontage Road, and Buildings A and C occupy 50 percent of SW Wilshire Street.</p>	YES
<p>B. Buildings in Commercial zones shall occupy a minimum of 35 percent public street frontage where a parcel exceeds 60,000 gross square feet.</p>	<p>The subject site is located in a Multiple Use zone.</p>	N/A
<p>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.</p>	<p>As part of DR2022-0030, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved building locations applicable to this standard are proposed.</p>	N/A
<p>D. Buildings on corner lots of multiple Major Pedestrian Routes shall be located at the intersections of the Major Pedestrian Routes.</p>	<p>The subject site is not at the corner of multiple Major Pedestrian Routes.</p>	N/A
<p>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.</p>	<p>No modifications to the approved primary entrances orientation are proposed.</p>	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)		
<i>F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.</i>	No modifications to any approved secondary entrances are proposed.	N/A
60.05.15.7 Building scale along Major Pedestrian Routes		
<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>	The subject site does not abut a Major Pedestrian Route.	N/A
60.05.15.8 Ground floor elevations on commercial and multiple use buildings		
<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>	The subject site does not abut any Major Pedestrian Routes and is not within a Commercial zoning district.	N/A
60.05.15.9 Compact Detached Housing design		
<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>	The proposal does not include Compact Detached Housing.	N/A
60.05.15.10 Ground floor elevations on eligible residential-only buildings		
<i>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.</i>	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		
<p>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.</p>	<p>No modifications to the approved pedestrian, bicycle, and motor vehicle connections are proposed.</p>	N/A
60.05.20.2 Loading areas, solid waste facilities, and similar improvements		
<p>A-E. 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.</p>	<p>No modifications to the approved waste and recycling storage locations within the ground floor of Buildings A, C, and D and the pad-mounted transformer screening are proposed.</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, except that with the removal of Building B, there will be one less pedestrian walkway into the site from SW Wilshire Street; however, the walkways from SW Wilshire Street will still be provided at least every 292 feet.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.20.4 Street frontages		
<p>A. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards.</p>	<p>As part of DR2022-0030, the applicant demonstrated compliance with the corresponding guideline. With the removal of Building B, more surface parking area will be located adjacent to SW Wilshire Street; however, the proposed screening of the additional surface parking is achieved by the use of an evergreen hedge and metal screening which complies with the design standard.</p>	YES
60.05.20.5 Parking area landscaping		
<p>A. Landscaped planter islands shall be required according to the following:</p> <p>2. All uses in Commercial and Multiple Use zones, one for every 10 contiguous parking spaces.</p>	<p>There are no more than 10 contiguous parking spaces in the surface parking areas.</p>	YES
<p>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.</p>	<p>Each island will be at least 70 square feet in area, at least 6 feet wide, and curbed. They are proposed to be planted five tree species, which have minimum mature heights of 20 feet. The islands are evenly spaced throughout the surface parking areas.</p>	YES
<p>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.</p>	<p>No linear raised walkways are proposed.</p>	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>All five proposed tree species are identified by the City of Beaverton Street Tree List.</p>	YES
<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 47 percent tree canopy cover.</p>	YES

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>Jefferson Elm trees are proposed to be planted along the driveway. This tree species is included in the city's adopted street tree list.</p>	YES
<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 both sides of the SW Park Way and SW Wilshire Street driveways that are 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 subject site does not abut any Major Pedestrian Routes and does not include detached residences.</p>	N/A

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.	The sidewalks proposed on SW Park Way, SW Frontage Road, and SW Wilshire Street are still at least 10 feet wide with unobstructed paths at least five feet wide.	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.	Due to the location of tuck-under parking, there are no building elevations internal to the site that include a primary building entrance.	N/A
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.	The site is not located on a Major Pedestrian Route and 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 a mixed-use development.	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 a mixed-use development.	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		
A-J. Common open space shall consist of active, passive, or both open space areas, and shall be provided as follows:	The proposal is for a mixed-use development.	N/A
60.05.25.4 Additional minimum landscape requirements for Attached Housing and Compact Detached Housing		
A-F. All front yard areas and all required open space areas not occupied by structures, walkways, driveways, plazas, or parking spaces shall be landscaped.	The proposal is for a mixed-use development.	N/A
60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed Use Developments		
A. A minimum portion of the total gross lot area shall be landscaped: 2. All uses in Multiple Use districts, 10-percent.	10 percent of the proposed development is landscaped.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed Use Developments (continued)		
<p><i>B. The following minimum planting requirements for required landscaped areas shall be complied with. These requirements shall be used to calculate the total number of trees and shrubs to be included within the required landscape area:</i></p> <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 shrubs 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>30 trees and 60 evergreen shrubs are required. The applicant's landscape plan shows 65 trees and 1,075 evergreen shrubs. Live ground cover will be planted in the portion of the landscaped area not occupied by the trees and shrubs.</p>	YES
<p><i>C. A hard surface pedestrian plaza or combined hard surface and soft surface pedestrian plaza, if proposed, shall be counted towards meeting the minimum landscaping requirement, provided that the hard-surface portion of the plaza shall not exceed 25 percent of the minimum landscaping requirement for Conditional Uses in Residential districts, and shall be comprised of the following:</i></p> <ol style="list-style-type: none"> <i>1. Brick pavers, or stone, scored, or colored concrete; and,</i> <i>2. One tree having a minimum mature height of 20 feet for every 300 square feet of plaza square footage; and,</i> <i>3. Street furniture including but not limited to benches, tables, chairs and trash receptacles; and,</i> <i>4. Pedestrian scale lighting.</i> 	<p>Two hard surface pedestrian plazas are proposed, at either end of the north-south walkway along the west end of the site, comprised of concrete pavers, pedestrian-scale lighting consistent with the Technical Lighting Standards, benches, and other street furniture. The plazas are approximately 1,525 square feet in area, which requires five trees. The applicant's landscape plan shows five trees within the plaza areas.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed Use Developments (continued)		
<p><i>D. All building elevations visible from and within 200 feet of a public street that do not have windows on the ground floor shall have landscaping along their foundation, which shall be counted toward the minimum landscape requirement.</i></p>	<p>As part of DR2022-0030, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved foundation landscaping applicable to this standard are proposed.</p>	N/A
60.05.25.6 Common Greens		
<p><i>The purpose of the following standards is to allow tracts designed to provide access for only pedestrians and bicycles to abutting properties.</i></p>	<p>The proposal does not include common greens.</p>	N/A
60.05.25.7 Shared Courts		
<p><i>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.</i></p>	<p>The proposal does not include shared courts.</p>	N/A
60.05.25.8 Retaining walls		
<p><i>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.</i></p>	<p>No modifications to the approved retaining walls are proposed.</p>	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.9 Fences and walls		
A-E. 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.	No modifications to the approved fences are proposed, except that with the removal of Building B, the fence will be expanded to separate the surface parking area from SW Wilshire Street; however, the design of the fences will not change and comply with the Design Standard	YES
60.05.25.10 Minimize significant changes to existing on-site surface contours at residential property lines		
A-B. Where grading is proposed, the requirements listed in Section 60.15.10 shall apply.	The subject site does not abut any residentially zoned property.	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.	No non-vaulted surface stormwater facilities will be located between the existing building and a street.	N/A
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.	The subject site does not contain any City-adopted natural resource features.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
60.05.25.13 Landscape buffering and screening		
<p><i>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.</i></p>	<p>The subject site is zoned Station Community – Multiple Use (SC-MU), abuts SC-MU zoning to the west, and is across the street from Washington County Transit Oriented Business (TO:BUS) zoning to the north, TO:BUS zoning to the east, and TO:BUS and Transit-Oriented Residential 40-80 Units/Acre to the south. Per Beaverton Comprehensive Plan Table 1 in Section 1.5.2, the equivalent City zone to TO:BUS is SC-MU and the equivalent City zone to TO:R40-80 is Station Community – High-Density Residential (SC-HDR). Table 60.05.2 does not require any landscape buffers between an SC-MU zone and a SC-MU or SC-HDR zone.</p>	N/A
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>	N/A
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>	N/A

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		
A. Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.	In Multiple Use zones, the minimum required internal illumination for multiple use developments that include residential uses is 0.7 foot-candle and the maximum permitted illumination at property lines is 0.5 foot-candle. The applicant's lighting plan still demonstrates that these illumination requirements are still met.	YES
B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.	Decorative area lighting is still provided in vehicular circulation areas and pedestrian-scale decorative light columns are provided in pedestrian circulation areas.	YES
C. Lighting shall be provided in pedestrian plazas, if any developed.	Building-mounted lighting is still utilized in the pedestrian plaza areas.	YES
D. Lighting shall be provided at building entrances.	Building-mounted lighting and recessed can lighting are still provided at building entrances.	YES
E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.	Recessed can lighting at building entries are still designed to minimize direct glare.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
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>As part of DR2022-0030, the applicant demonstrated compliance with the corresponding guideline. No modifications to the approved light column style luminaires applicable to this standard are proposed.</p>	N/A
<p>B. Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.</p>	<p>Building-mounted luminaires are still 10 to 15 feet above grade.</p>	YES
<p>C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of 48 inches.</p>	<p>The lighted bollards along the pedestrian path at the west lot line are still three feet in height.</p>	YES

Attachment C: Conditions of Approval

Application: LU22024-00674 Cedar Hills Apartments Modifications

Decision: APPROVE DR22024-00670

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

Design Review Two (DR22024-00670)

A. General Conditions:

1. All conditions of approval of DR2022-0030 continue to apply. (Planning / LR)
2. The proposal shall continue to conform to the approved plans and narrative, dated September 15, 2022, unless otherwise modified through the appropriate procedures. (Planning / LR)