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**CITY OF BEAVERTON
STAFF REPORT**

STAFF REPORT DATE: Wednesday, Sept. 16, 2020

HEARING DATE: Wednesday, Sept. 23, 2020

TO: Planning Commission

STAFF: Steve Regner, Senior Planner

PROPOSAL: **CPA2020-0004, TA2020-0002, ZMA2020-0004 Downtown Design District Amendments**

SUMMARY: The City of Beaverton proposes to amend the Comprehensive Plan, amend the Development Code, and rezone properties within the Downtown Regional Center. The Comprehensive Plan amendments include updating the Land Use Element (Volume I, Chapter 3), the Downtown Regional Center Community Plan and the Comprehensive Plan Map. The Development Code amendments include adding a new Chapter (Chapter 70) to regulate the development of property within the Downtown Design District. Additional amendments to Chapters 10, 20, 40, 50, 60, and 90 are proposed to integrate the new Downtown Design District Code with the existing Development Code, as well as to modify required off-street parking and loading requirements. The Zoning Map Amendments will result in properties zoned within the Downtown Design District Properties as one of the following zones: Regional Center – Beaverton Central (RC-BC), Regional Center – Old Town (RC-OT), Regional Center – Mixed Use (RC-MU), or Regional Center – Downtown Transition (RC-DT). The proposed amendments will implement the Downtown Design Project, the 2018 Urban Design Framework and elements of the current the Downtown Regional Center Community Plan.

- APPLICANT:** City of Beaverton
- APPLICABLE CRITERIA:** Criteria for Legislative Amendments are listed in Section 1.5 of the Comprehensive Plan
- Development Code Section 40.85.15.1.C.1-7 (Text Amendment Approval Criteria)
- Development Code Section 40.97.15.2.C.1-7 (Zoning Map Amendment Approval Criteria)
- RECOMMENDATION:** Staff recommend the Planning Commission review the proposed amendment, hold a public hearing and recommend approval of CPA2020-0004, TA2020-0002, and ZMA2020-0004 to the City Council.

Background

In 2017, the Beaverton Community Vision was updated, reinforcing the aspiration for Downtown Beaverton to be the social and cultural heart of the community. Soon thereafter, the city kicked off the Downtown Design Project. In the past, many recently completed and adopted plans looked at portions of the Downtown area. The Downtown Design Project aimed to look comprehensively at the entirety of Downtown's two zoning districts, Regional Center-Transit Oriented (RC-TO) and Regional Center-Old Town (RC-OT), creating a new and up-to-date Urban Design Framework (Exhibit 5) to guide future development and update the Development Code to create a more urban, vibrant Downtown.

After City Council approved the Urban Design Framework in October 2018, city implementation steps included preparing Comprehensive Plan and Development Code updates. Changes to the Comprehensive Plan will put new information, ideas and policies in the Comprehensive Plan based on the community-informed Downtown Design Project. The amendment is intended to update the existing Land Use Element (Volume I, Chapter 3) and Comprehensive Plan Map. Changes to the Development Code will implement ideas from the Urban Design Framework and Comprehensive Plan, including dense, walkable neighborhoods and pedestrian oriented development. This amendment is intended to update the existing Chapters 10, 20, 40, 50, 60, and 90, as well as introduce a new Downtown Design District Code, Chapter 70.

Summary of Proposed Amendments

Comprehensive Plan Amendment CPA2020-0004

A summary of the primary changes to the Land Use Element, Housing Element, and Downtown Beaverton Regional Center Community Plan is provided below.

Volume I, Chapter 3: Land Use Element (CPA 2020-0004)

This proposal amends the Comprehensive Plan for the City of Beaverton by:

- Adding Policy 3.6.2.f to provide a transportation policy that prioritizes people and active transportation, including walking and biking. (Exhibit 1) The policy reads: "Provide safe and comfortable connectivity that prioritizes active transportation (such as walking, jogging, running, cycling, wheelchair use, in-line skating or skateboarding) in public and private spaces. Incorporate context-sensitive design in public spaces, streets, sidewalks, paths and other infrastructure that helps move people around Downtown."
- Updating the Comprehensive Plan and Zoning Matrix under Goal 3.4.1 to reflect the changes in Regional Center Zoning Districts proposed as part of the Downtown Design Project Downtown Design District development code changes, as shown in **Error! Reference source not found.** The matrix excerpt below shows the changes. The strikethrough text shows a deletion and the red and underlined text shows additions to the matrix.

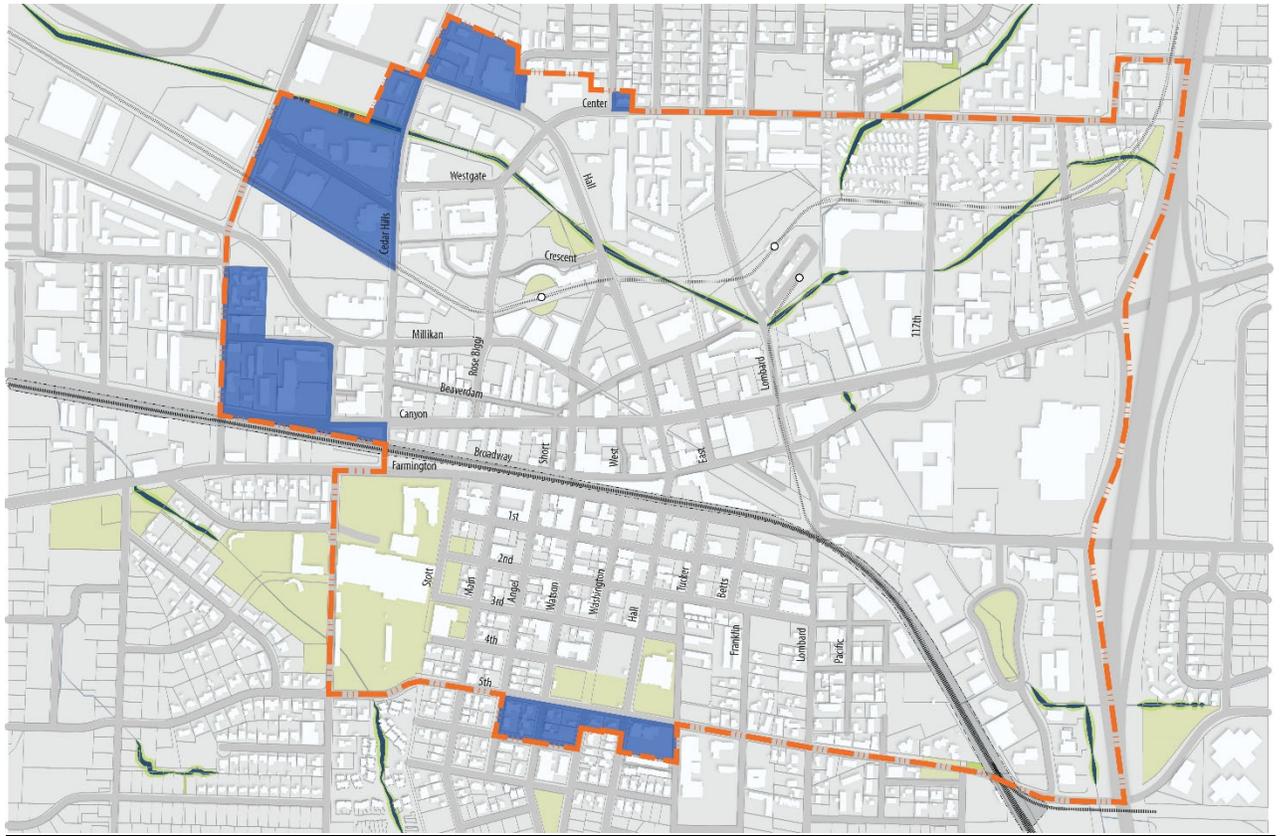
Figure 1: Comprehensive Plan and Zoning District Matrix changes

Comprehensive Plan and Zoning District Matrix

Comprehensive Plan Designation	Implementing Zoning Districts
Mixed Use Areas	
Downtown Regional Center	RC-E, Downtown Regional Center – East*
	RC-BC, Downtown Regional Center - Beaverton Central District*
	RC-TO, Downtown Regional Center – Transit Oriented District*
	RC-OT, Downtown Regional Center – Old Town District*
	RC-DT, Downtown Regional Center - Downtown Transition District*
	<u>RC-MU, Downtown Regional Center - Mixed Use District*</u>

- Revising Land Use Element Figure III-1, Land Use Map. This proposal amends the boundary of the Regional Center to help implement the Downtown Design Project and allow Downtown Regional Center zoning districts to be applied within the Downtown Design District, as shown in Figure 2, where the blue shading indicates properties being added to the Downtown Regional Center Comprehensive Plan designation. The dashed line represents the proposed Regional Center boundary.

Figure 2: Regional Center Expansion Areas (shown in blue)



Volume V: Downtown Beaverton Regional Center Community Plan (CPA 2020-0004)

This proposal amends the text of the Comprehensive Plan for the City of Beaverton by establishing a Multimodal Mixed-use Area (Exhibit 2) for most of the Downtown Design District, as shown in Figure 3. A Multimodal Mixed-use Area is one tool to facilitate compact, mixed-use development in part of the Regional Center.

Within the MMA, future Beaverton land use actions, such as Comprehensive Plan or Development Code changes, will no longer be required to meet required statewide vehicle congestion standards. These congestion measures can require significant, costly traffic analysis and can present an obstacle to approving Comprehensive Plan or zoning changes that intend to promote density and compact development that lead to downtown vibrancy. By designating an MMA, future growth and density proposed through Comprehensive Plan, Zoning map or Development Code amendments would only be subject to the City's own mobility and congestion standards adopted within the City's Transportation System Plan and Development Code. Safety, access, connectivity and multimodal standards at both the State and the City level still apply within the MMA.

Figure 3: Multimodal Mixed-use Area Boundary



Text Amendment TA2020-0002

A summary of the primary changes to the Development Code is provided below.

Chapter 10

- Updates zoning districts and overlays regulated in the Development Code. Zones are being modified by a Zoning Map Amendment, ZMA2020-0004, being concurrently processed with this Text Amendment.
- Updates references to land use applications to include new Design Review applications for the Downtown Design District.

Chapter 20

- Updates zoning tables to remove the Regional Center – Transit Oriented (RC-TO) and Regional Center – Old Town (RC-OT), as properties currently regulated by these zones will be regulated by language in Chapter 70.
- Clarifies method of calculating density and floor area ratio.

Chapter 40

- Updates approval criteria for the following land use application categories to ensure that proper development standards in the Downtown Design District are applied for properties within the Downtown Design District.
 - Facilities Review
 - Adjustments
 - Food Cart Pods
 - Home Occupations
 - Land Division and Reconfiguration
 - Legal Lot Determination
 - Variance
 - Wireless Facility
 - Zoning Map Amendment

- Addition of Downtown Design Review as a new land use application category. Three new land use applications are created: Downtown Design Review Compliance Letter, Downtown Design Review Two, and Downtown Design Review Three. The new applications are intended to follow the existing three Design Review applications, with the following amendments:
 - Applies to properties within the Downtown Design District.
 - References development standards within the Downtown Design District Chapter (Chapter 70).
 - References Design Standards and Guidelines within the Downtown Design District Chapter (Chapter 70),
 - Allows projects that would otherwise qualify as a Downtown Design Review Two to respond to up to three Design Guidelines.
 - Allows all project submitted as a Downtown Design Review Three to respond to a mix of Design Standards and Guidelines.
 - Adds a new approach to phased development, through a Phased Downtown Development Plan, requiring a minimum site size of two acres, and 66 percent of the required floor are to be constructed in the first phase.

- Removes the land use application New Construction in a Historic District. New Design Standards and Guidelines in Downtown Design District Chapter (Chapter 70) regulate development within the Downtown Historic Overlay.

Chapter 50

- Adds the new Downtown Design Review applications and removes the New Construction in a Historic District from the Expiration of a Decision section.

Chapter 60

- Updates the Major Pedestrian Route (MPR) map for the Regional Center, removing the MPR designation from sites within the Downtown Design District. Design regulations in the Downtown Design District Chapter (Chapter 70) will regulate similar topics.

- Updates to the Landscape Buffer Requirement tables, removing references to the RC-OT and RC-TO zones. Design regulations in the Downtown Design District Chapter (Chapter 70) will regulate similar topics.

- Adds new Downtown-specific use categories in the Off-Street Loading table to reflect the need for higher minimum thresholds in the Downtown Design District than similar use categories outside of Downtown because of its mixed-use, dense environment.
 - Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified
 - Hotels, Extended Stay Hotels or Office Buildings.
- Modifies Off-Street Parking Tables, condensing four parking districts that make up the Downtown Design District into one parking district. This will reduce the required off-street parking for areas west of Cedar Hills Boulevard, near the Beaverton Transit Center, and areas not currently within the Regional Centered that are being brought into the Regional Center through the concurrently processed Comprehensive Plan Amendment application CPA2020-0002.
- Adds new Parking Reduction opportunities in the Downtown Design District, allowing developments to reduce parking if it is within 660 feet of rail stops or frequent bus stops, within an eight-block core area along First Street in the RC-OT zone, or if the development participates in a carshare program.
- Allows windows to be covered by window signs for up to 40 percent of the interior window area.

Chapter 90

- Adds new definitions intended to be applied to development regulations in the Downtown Design District Chapter (Chapter 70).

Zoning Map Amendment ZMA2020-0004

The proposed amendments will result in properties within the Downtown Design District being zoned one of four zones: Regional Center – Beaverton Central (RC-BC), Regional Center – Old Town (RC-OT), Regional Center – Mixed Use (RC-MU), or Regional Center – Downtown Transition (RC-DT). A list of each affect tax lot's current and proposed zones can be found in Exhibit 8.

The development standard of each zone, including required densities, maximum heights, and permitted uses, can be found in Exhibit A of this report. Generally, each zone is intended to allow dense, mixed-use developments that promote walkable neighborhoods that capitalize on the transit service in the Downtown Design District.

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

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<u>Attachment A:</u>	CPA2020-0004 – Comprehensive Plan Amendment	CPA1-CPA49
<u>Attachment B:</u>	TA2020-0002 – Text Amendment	TA1-TA22
<u>Attachment C:</u>	ZMA2020-0004 – Zoning Map Amendment	ZMA1-ZMA13

Exhibits

Exhibit 1. Proposed Comprehensive Plan Amendments

- Exhibit 1.1 Proposed Amendments to Chapter 3 of the Comprehensive Plan
- Exhibit 1.2 Proposed Amendments to Downtown Beaverton Regional Center Community Plan

Exhibit 2. Proposed Development Code Amendments

- Exhibit 2.1 Proposed Downtown Design District Chapter 70 Code
- Exhibit 2.2 Proposed Amendments to Existing Development Code Chapters

Exhibit 3. Recent Updates to Proposed Development Code

Exhibit 4. Staff Memo Addressing Phased Development and Rules Governing Buildings Exceeding the Maximum Height

Exhibit 5. Urban Design Framework

Exhibit 6. Staff Memo Addressing Public Comments Requesting Inclusion Within the Downtown Design District

Exhibit 7. Properties Affected by Zoning Map Amendment ZMA2020-0004

Exhibit 8. Public Comment Received by September 11, 2020

- Exhibit 8.1 Letter from Property Owners Brett Francis and John Francis

Comment Summary

Letter expresses concern regarding the effects of a vehicle sales use prohibition on existing operations of vehicle sales use on property owned by the Francis family. A follow-up letter summarizing requested changes to the draft code regarding vehicle sales is anticipated to be submitted to city staff near or after the publication date of this staff report.

Staff's Response

Staff acknowledges the concerns expressed regarding impacts to existing vehicle sales uses and will provide further analysis up on receipt of requested changes from the Francis family.

Exhibit 8.2 Property Owner John Caffee

Comment Summary

Expresses interest in having property included in the Regional Center Boundary expansion. The property is located at 5025 SW Hall Boulevard and is directly abutting the proposed Regional Center Boundary.

Exhibit 8.3 Property Owner Joe Russo

Comment Summary

Expresses interest in having property included in the Regional Center Boundary expansion. The property is located at 5030 SW Washington Avenue and is directly abutting the proposed Regional Center Boundary.

Staff's Response

Findings and analysis in response to requests to be included within the Downtown Regional Center can be found in Exhibit 6.

**CPA2020-0004
ANALYSIS AND FINDINGS FOR
COMPREHENSIVE PLAN AMENDMENT**

Fact and Findings

Section 40.85.15.1.C of the Code specifies that in order to approve a Text Amendment application, the decision-making authority shall make findings of fact, based on evidence provided by the applicant, that all of the criteria specified in Section 40.85.15.1.C.1-7 are satisfied. The following are the findings of fact for TA2020-0002 (Downtown Design District Text Amendment):

Comprehensive Plan Approval Procedures

Section 1.1.1 establishes procedures for city-initiated amendments of the Comprehensive Plan, stating that amendment requests shall be submitted to the Community Development Director for preparation and analysis for a Planning Commission public hearing or City Council consideration. The Planning Commission and City Council have the right to accept, reject or modify any specific request for amendments in accordance with the city's policies and procedures.

Section 1.3 identifies legislative amendments to the Comprehensive Plan text or map as those having a generalized nature that are initiated by the city, and which apply to an entire land use map category or a large number of individuals or properties, or that establish or modify policy or procedure. Legislative amendments include additions or deletions of text or land use map categories.

Section 1.4.1 establishes the notice requirements for legislative amendments including: inter-agency notice of the initial hearing to the Department of Land Conservation and Development (DLCD), as well as to Neighborhood Association Committees (NACs) and Beaverton Committee for Community Involvement (BCCI); publication in a newspaper of general circulation; posting in Beaverton City Hall and the Beaverton City Library; and posting on the city's website.

Comprehensive Plan Approval Criteria

Section 1.5.1 outlines the criteria for legislative amendment decisions. For the proposed Comprehensive Plan text amendments, the findings are as follows:

1.5.1.A.1. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;

Of the 19 Statewide Planning Goals, staff finds that the following goals are directly relevant to the proposed amendment: Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 10 (Housing), and Goal 12 (Transportation).

Goal 1 - Citizen Involvement

Findings: The Beaverton Citizen Involvement Program adopted by Resolution 2229 in 1980 established a formalized public participation program for the BCCI that provides a method by which the committee and other community members can communicate their opinions and inquiries about city matters, including the planning process.

As previously noted in Section 3 of the Staff Report, the Downtown Design Project included significant public engagement over a two-year period – five open houses, 15 meetings with advisory or decision making bodies, and 10 meetings with stakeholder groups. Information related to CPA2020-0004 also was presented at the following meetings:

- Feb. 24, 2020, Beaverton Committee for Community Involvement
- March 2, 2020, Urban Redevelopment Advisory Committee meeting.
- April 29, 2020, and Aug. 26, 2020, Planning Commission work sessions.

The proposed amendment is subject to the public notice requirements of the Comprehensive Plan. At the public hearing, the Planning Commission will consider written or oral testimony before making a recommendation to City Council.

The amendment procedures outlined in Comprehensive Plan Section 1.4 allow for proper notice and public comment opportunities as required by Statewide Planning Goal 1. These procedures have been determined to be consistent with Goal 1 in the past and have been followed. Noticing procedures for the project are discussed in greater detail under Criterion 1.5.1.A.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 1.

Goal 2 – Land Use Planning

Findings: Statewide Planning Goal 2 requires local governments to establish a land use planning process and policy framework as a basis for all decisions and actions related to land use. The Urban Design Framework, approved on Oct. 9, 2018, by the City Council:

1. Analyzes existing conditions in Downtown Beaverton; and
2. Identifies opportunities and constraints; and
3. Outlines framework concepts and alternatives; and
4. Presents a final framework that considers social, economic, energy, and environmental needs by promoting a mixed-use, compact urban form with multimodal streets. The Urban Design Framework provides the factual basis for the proposed amendment to Volume 1 and Volume 5 of the Comprehensive Plan.

Section 1.5 of the Comprehensive Plan provides the approval criteria for legislative amendments. The findings and conclusions in the Staff Report explain how the proposed text changes are consistent with the approval criteria and procedural requirements for amending the Comprehensive Plan.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 2.

Goal 10 – Housing

Findings: In 2015, the city added the Housing Strategies Report to Volume II of the Comprehensive Plan (Background and Supporting Material) in conjunction with the amendment to the Housing Element. The report was reviewed by DLCDC, which found it to be consistent with the requirements of Statewide Planning Goal 10.

Beaverton's Housing Needs Analysis (HNA) was published in October 2015. It demonstrated a need for all housing types in the 20-year period ending in 2035. This was true both for the current Beaverton city limits as well as the city limits plus the assumed urban service area, which is an area where it is assumed Beaverton will provide governance in the future. The state Department of Land Conservation and Development (DLCDC) found it to be consistent with the requirements of Statewide Planning Goal 10. See Table 1 for the number of housing units projected to be needed.

Table 1: Projected Future Need for New Housing Units (2035)

	SF detached	SF attached	Duplex	3 or 4 units	5+ units
Current city limits (2015)	5,767	1,542	295	718	3,866
City limits plus assumed urban service boundary	14,001	2,626	958	718	3,886

Source: Beaverton Housing Needs Analysis (part of the city's Housing Strategies Report) Figure 5.3 and Figure 10.3. <https://www.beavertonoregon.gov/DocumentCenter/View/10322>. Accessed April 14, 2020.

Based on the findings in Beaverton's Housing Strategies Report in Volume II of the Comprehensive Plan, which includes the city's Buildable Lands Inventory and Housing Needs Analysis, Beaverton updated its Comprehensive Plan's Housing Element and Land Use Element to address the identified housing needs. DLCDC also found these Comprehensive Plan changes consistent with the Statewide Planning Goals.

The proposed Comprehensive Plan amendment provides an additional transportation-related policy that supports housing production by allowing for access to Downtown via many travel modes.

The proposed amendment also updates the Land Use Element's Comprehensive Plan and Zoning Matrix under Goal 3.4.1 to reflect the changes in Regional Center Zoning Districts proposed as part of the Downtown Design Project Downtown Design District development code changes. The implementing zones will retain or expand the housing capacity in the area by keeping the maximum density and maximum floor area the same or increasing it within the Regional Center boundary, as shown in Table 8 below.

The proposed amendment also expands the Downtown Regional Center boundary to allow more intense, mixed-use zoning in areas west and south of the current Downtown Regional Center boundary. The Goal 10 implications of these development code changes are addressed in a separate text amendment, but in general they remove obstacles to desired development and allow dense, mixed-use development throughout Downtown. More specifically, the zone changes will lift maximum density requirements on 22.6 acres of land and allow much more housing than the previous zoning, as shown in Table 8 below. Staff cites additional findings in regards to Goal 10 in Attachment B, Text Amendment, starting on page TA-18.

The proposed amendment also establishes a Multimodal Mixed-use Area that will facilitate compact, dense, mixed-use development in most of the Regional Center. Within the MMA, future Beaverton land use actions, such as Comprehensive Plan or Development Code changes, will no longer be required to meet required statewide vehicle congestion standards. These congestion measures can require significant, costly traffic analysis and can present an obstacle to approving Comprehensive Plan or zoning changes that intend to promote density and compact development that lead to housing production and downtown vibrancy.

By designating an MMA, future growth and density proposed through Comprehensive Plan, Zoning map or Development Code amendments would only be subject to the City's own mobility and congestion standards adopted within the City's Transportation System Plan and Development Code. Safety, access, connectivity and multimodal standards at both the State and the City level still apply within the MMA. This is also true of the concurrent Text Amendment that revises development code provisions within the Downtown Design District.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 10.

Goal 12 - Transportation

Findings: OAR (Oregon Administrative Rules) 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule¹ (TPR), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP), adopted pursuant to OAR Division 12, fulfills the requirements for public facilities planning required under ORS (Oregon Revised Statute) 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Comprehensive Plan contains the City's adopted TSP, effective October 21, 2010.

Significant effects. The TPR states that "if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule."

"A plan or land use regulation significantly affects a transportation facility if it would:

- Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- Change standards implementing a functional classification system; or
- Result in ... types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
- Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
- Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan."

The proposed Land Use Element policy amendment does changes land use designations for some properties. Findings below demonstrate a lack of significant effect on an existing or planned transportation facility.

Multimodal street networks. The TPR states that transportation planning in coordination with land use planning should "encourage and support the availability of a variety of transportation choices for moving people that balance vehicular use with other transportation modes, including walking, bicycling and transit in order to avoid principal reliance upon any one mode of transportation," and "Within metropolitan areas, coordinated land use and transportation plans are intended to improve livability and accessibility by promoting changes in the transportation system and land use patterns... To accomplish this outcome, this division promotes increased planning

¹ The Transportation Planning Rule requires local governments to review Comprehensive Plan and land use regulation amendments and contains standards by which to review the effect of the proposed amendment on existing or planned transportation facilities.

for alternative modes and street connectivity and encourages land use patterns throughout urban areas that make it more convenient for people to walk, bicycle, use transit, use automobile travel more efficiently, and drive less to meet their daily needs." (OAR 660-012-0000)

The proposed Land Use Element amendment would add Policy 3.6.2.f to provide a transportation policy that prioritizes people and active transportation, including walking and biking. The policy reads: "Provide safe and comfortable connectivity that prioritizes active transportation (such as walking, jogging, running, cycling, wheelchair use, in-line skating or skateboarding) in public and private spaces. Incorporate context-sensitive design in public spaces, streets, sidewalks, paths and other infrastructure that helps move people around Downtown." The encourages a variety of transportation choices supports increased planning for alternative modes and street connectivity as well as making the Downtown environment a more convenient place for people to walk, bicycle, use transit and drive less to meet their daily needs. The policy, in context with the other transportation and land use policies in the Land Use Element, supports multimodal street networks and OAR660-012-0000.

Multimodal Mixed Use Area:

OAR 660-012-0060(10)(e) states: "A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time."

The definition of MMA referred to in OAR 660-012-0060 (10)(e) above requires findings for OAR 660-012-0060(10)(b). The proposed amendment establishes an MMA, as shown in Figure 4 by adopting the findings in Downtown Regional Center Community Plan and concurrently adopting changes to Beaverton's Comprehensive Plan Land Use Element (CPA2020-0004) and Development Code (ZMA2020-0004 and TA2020-0002), including Development Code changes to establish a Downtown Design District. The findings in the Downtown Regional Center Community Plan are inserted here by reference.

Figure 4: Multimodal Mixed-use Area Boundary



The MMA covers the entire Downtown Design District except for two properties on the east side of the district.

The definition of MMA referred to in (10)(e) above requires findings for OAR 660-012-0060(10)(b). Findings are:

(10)(b)(A): Requires the MMA to be an area “With a boundary adopted by a local government as provided in subsection (d) or (e) of this section and that has been acknowledged.”

Findings: Figure 4 above provides a map of the MMA boundary adopted along with these findings in the Beaverton Downtown Regional Center Community Plan as provided in subsection (e). Comprehensive Plan map designations and land use regulations are adopted consistent with subsection (e). The MMA boundary generally follows SW Center Street, SW 117th Street, the north and west sides of Washington County taxlot 1S110CD00900, SW Lombard Avenue, the rail line, SW 5th Street, SW Stott Street and SW Hocken Avenue. The proposed boundary is similar to the limits of the Downtown Design District as defined in this Downtown Regional Center Community Plan and the city's Downtown Design District zones being concurrently adopted along with this MMA designation.

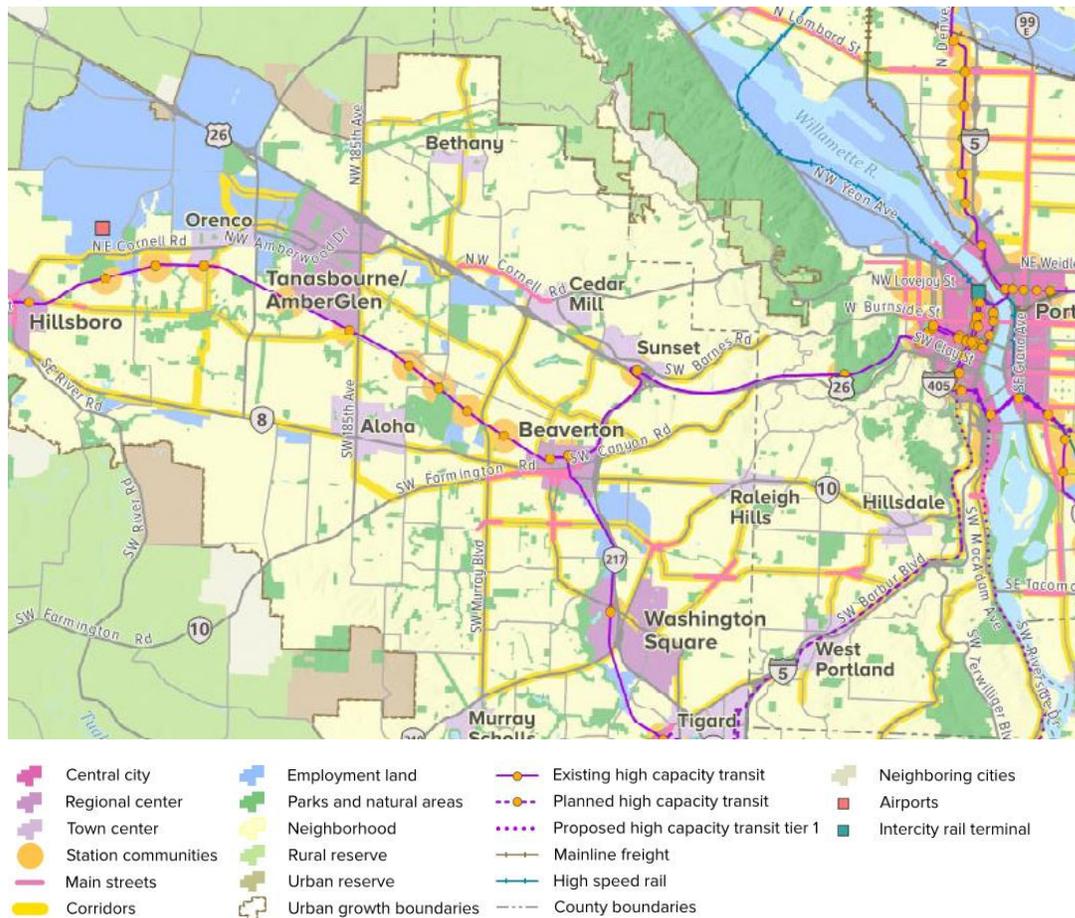
Conclusion: This requirement is met through the adoption and acknowledgement of the proposed MMA boundary in the Beaverton Comprehensive Plan, of which this Community Plan is a part.

(10)(b)(B): Requires MMAs to be “Entirely within an urban growth boundary.”

Findings: The MMA boundary is in or near Beaverton’s Regional Center, which is within Beaverton’s city limits and within Metro’s Urban Growth Boundary, as shown in Figure 5. The Beaverton MMA is just below the word “Beaverton” in Figure 5.

Conclusion: The proposed MMA boundary is entirely within Metro’s UGB. This requirement is met.

Figure 5: MMA and the Urban Growth Boundary



Source: Metro

(10)(b)(C): Requires MMAs to have “adopted plans and development regulations that allow the uses listed in paragraphs (8)(b)(A) through (C) of this rule and that

require new development to be consistent with the characteristics listed in paragraphs (8)(b)(D) through (H) of this rule.”

- A. (8)(b)(A) requires MMAs to allow “A concentration of a variety of land uses in a well-defined area, including the following:”
1. (8)(b)(A)(i) Requires MMAs to allow “Medium to high density residential development (12 or more units per acre).”
 2. (8)(b)(A)(ii) Requires MMAs to allow “Offices or office buildings.”
 3. (8)(b)(A)(iii) Requires MMAs to allow “Retail stores and services.”
 4. (8)(b)(A)(vi) Requires MMAs to allow “Restaurants”
 5. (8)(b)(A)(v) Requires MMAs to allow “Public open space or private open space which is available for public use, such as a park or plaza.”

Findings: The Beaverton Comprehensive Plan and Development Code support a multimodal, mixed-use area.

Goal 3.6.2 in Chapter 3 of Beaverton Comprehensive Plan states: “Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton.”

Policies under that goal include:

- c) New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.
- d) Encourage higher intensity development near MAX and WES stations, creating mixed-use station communities that locate housing, jobs, and services near transit.
- e) Ensure that redevelopment intensifies land use, with less land dedicated to surface parking and more land occupied by multistory buildings along walkable streets.
- f) Implement programs and incentives that facilitate relocation of uses with land-intensive development patterns, such as large-format retail stores and car dealerships that have large surface parking lots, to more appropriate land use designations.
- h) Encourage a variety of Downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.
- i) Encourage an “18-hour” mix of uses, including retail, employment, civic, entertainment, and residential uses that supports a diverse population that works, lives, and gathers downtown.
- h) Encourage higher intensity development near MAX and WES stations,

creating mixed-use station communities that locate housing, jobs and services near transit.

- j) Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.
- o) Ensure that public realm improvements support the creation of a vibrant, pedestrian- and transit-oriented Downtown and provide amenities that spur development.

Those policies and other city policies and programs support continued progress toward a multimodal, mixed-use area that promotes additional jobs and housing in a manner that makes more non-automobile trips possible because transit is readily available, many destinations are nearby and a high-quality pedestrian and bicycle environment promotes space-efficient and non-auto travel.

Beaverton's Development Code also supports this environment. How each zone found within the MMA boundary addresses criteria (8)(b)(A)(i) through (v) is shown in brief in Table 2 and also within the land-use regulations adopted concurrently with this MMA designation.

Table 2: Zones, acreage of each zone inside the MMA and whether the zones meet the criteria in (8)(b)(A)(i) through (v)

Zone	Zone acreage within MMA (to nearest acre)	Does the zone allow?				
		i. Max. units per acre >12	ii. Office or office buildings	iii. Retail stores and services	iv. Restaurants	v. Public open space or private open space for public use
RC-BC	109	Yes, no max	Yes	Yes	Yes	Yes
RC-DT	25	Yes, 60 max	Yes	Yes	Yes	Yes
RC-MU	75	Yes, no max	Yes	Yes	Yes	Yes
RC-OT	103	Yes, no max	Yes	Yes	Yes	Yes

Table 2 shows that the Beaverton Downtown zones in the MMA boundary that are concurrently approved with the MMA are in compliance with the criteria in (8)(b)(A)(i) through (v). The zones in are:

- RC-BC: Regional Center - Beaverton Central
- RC-DT: Regional Center - Downtown Transition
- RC-MU: Regional Center - Mixed Use
- RC-OT: Regional Center - Old Town

Downtown zoning encourages mixed-use development and the creation of an area that allows people to meet most of their daily needs within the Regional Center. The zones allow many uses, allow parks and have unlimited or high maximum residential standards and minimum density standards of at least 18 units per acre.

Conclusion: The criteria in (8)(b)(A)(i) through (v) are met through the city's Comprehensive Plan policies and Development Code rules being adopted concurrently with this Comprehensive Plan amendment establishing the MMA.

B. (8)(b)(B) requires MMAs to “Generally include civic or cultural uses.”

Findings: Civic and cultural uses, including Commercial Amusements (theaters, concert halls and similar); Education uses; Public buildings, services and uses; Recreation; and Social organizations are allowed in the Beaverton Central, Mixed Use and Old Town zones. In the Downtown Transition zone, which has a residential emphasis, civic and cultural uses such as Public buildings, services and uses and Recreation are allowed and educational institutions are allowed as a conditional use. See Table 3.

Table 3: Civic or cultural uses

Zone	Commercial Amusements (theaters, concert halls, etc.)	Education: <ul style="list-style-type: none"> • commercial schools, • educational institutions 	Public buildings, services and uses	Recreation	Social org.
RC-BC	P	P, P	P	P	P
RC-DT	N	N, C	P	P	N
RC-MU	P	P, P	P	P	P
RC-OT	P	P, P	P	P	P

The proposed MMA boundary includes Beaverton City Hall, a U.S. Post Office, the city's Main Library, a city Community Center, and the Beaverton Farmer's Market.

In fall 2019, the city broke ground on the Patricia Reser Center for the Arts (which is a Commercial Amusement use), which will be a world-class multidisciplinary arts center in central Beaverton. The center will enhance the cultural and economic vitality of Beaverton, Washington County and the greater region by providing more access to arts, entertainment, and educational programming for residents and visitors. The Center will offer educational and family programming in the visual and performing arts, and will host business, civic and social events. The building will include a 550-seat theater.

In addition, Downtown includes Beaverton City Park, which is a gathering place for the entire community, and the plazas at The Round next to the Beaverton Central MAX station, which host community events including the International Night Market. The upcoming center for the arts development also includes a plaza.

Conclusion: The criteria in (8)(b)(B)(i) through (v) are met through the city's existing civic and cultural uses and Comprehensive Plan policies and Development Code rules adopted concurrently with this MMA designation being approved.

C. (8)(b)(C) requires MMAs to allow “A core commercial area where multi-story buildings are permitted.”

Findings: The proposed MMA includes a core commercial area, Downtown Beaverton, where multi-story buildings are permitted throughout. Maximum height limits range from 60 feet to 120 feet in the Downtown zones adopted concurrently with this MMA designation. In some cases, development can exceed maximum heights if they reduce mass above a certain elevation.

Conclusion: The criterion in (8)(b)(C) is met through the city's Comprehensive Plan policies and Development Code rules adopted concurrent with this MMA designation.

D. (8)(b)(D) requires MMAs to have development standards where “buildings and building entrances oriented to streets.”

Findings: In Development Code rules adopted concurrently with this MMA, all four zones (RC-BC, RC-DT, RC-MU, RC-TO), the minimum front setback for new buildings is zero feet for buildings with ground-floor commercial. The maximum setback for buildings with first-floor commercial is 10 feet to 16 feet depending on the zone. For buildings with first-floor residential, minimum setbacks are 6 feet to 10 feet, depending on the zone. Maximum setbacks for those buildings are 12 to 16 feet, depending on the zone. In all those cases, standards encourage buildings oriented toward the street rather than being at the back of lots. In addition, the Building Frontage and Placement requirements require a certain amount of street frontage to be occupied by building façade between the minimum and maximum setback. These percentages range from 50 percent to 90 percent, depending on the street.

Regarding building entrances, the code requires active ground-floor uses on certain blocks in Downtown. On these blocks, entries shall be provided on storefronts and, if facing more than one street, shall be oriented toward the most important street according to a street hierarchy identified in the code. For a building with first-floor residential, those facing active ground-floor use requirement blocks shall provide entries facing the street designed with a patio, terrace, stoop, porch or frontage court. On other streets, the building entries shall face the primary frontage. If all abutting streets are the same street typology, the applicant may choose which street receives the primary entry.

The sum of these regulations is that developments are required to put buildings near the street and have entrances facing active-frontage blocks and at minimum have an entrance facing the primary frontage, as defined by the street typologies identified in the code.

Conclusion: This criterion is met because Development Code rules adopted concurrently with this MMA designation have standards that require buildings and building entrances to be oriented to streets.

E. (8)(b)(E) requires MMAs to have “street connections and crossings that make the center safe and conveniently accessible from adjacent areas.”

Findings: The proposed MMA includes Downtown Beaverton, which is easily accessible in all directions. The MMA is connected to adjacent areas by two east-west arterials, SW Canyon Road and SW Farmington Road, and three north-south arterials, SW Cedar Hills Boulevard, SW Hall Boulevard, and SW Watson Avenue. The MMA is also connected by several collectors, including SW Fifth Street, SW Broadway Street, SW Hocken Avenue, SW Lombard Avenue, and SW Millikan Way. Each of these streets connects the MMA to neighboring areas and provide sidewalks. The area also has bus, light rail and commuter rail transit service and bicycle facilities. A map of the MMA and nearby areas showing the local street network is included in Figure 4.

Conclusion: This criterion is met because the area contains street connections and crossings that provide safe and convenient access to the MMA for a variety of travel modes.

F. (8)(b)(F) requires MMAs to have “a network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking.”

Findings: The proposed MMA includes Downtown Beaverton, a geography prioritized by the city for improved walkability. A majority of streets have pedestrian-focused amenities, including street trees, pedestrian-scale street lighting, trash receptacles, seating, public art, marked crosswalks, on-street parking, and curb extensions. Sidewalk widths are adequate throughout and wider sidewalks can be found in The Round area near the Beaverton Central MAX station.

Some streets, including Fifth, Hall, Watson, Lombard, Broadway, Millikan and Center, contain bike lanes or sharrows. The Crescent Connection multi-use path was recently constructed on the north side of the MAX tracks between Lombard and Hall to provide a separated walking and rolling route between the Beaverton Transit Center and the Beaverton Central/The Round area.

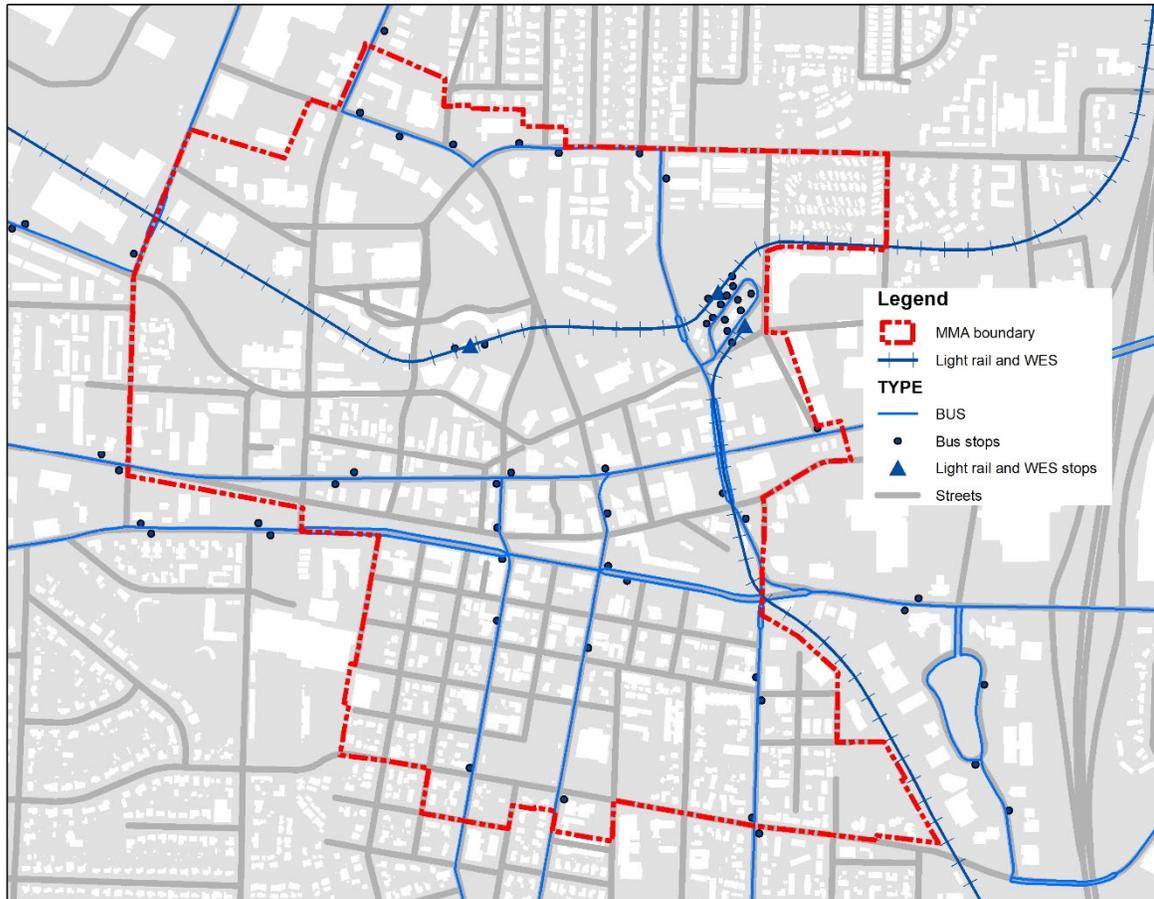
Land use regulations require buildings and primary entrances to be constructed at or near the street for pedestrian engagement. There are crosswalks at each intersection. Most are marked through paint or brick, although some are unmarked. A map of the proposed MMA showing the local street network is included in Figure 4. Land use regulations also require pedestrian connections on each site between important features, such as public rights of way, paths, building entrances, open spaces, and parking lots.

Conclusion: This criterion is met because the MMA has a network of streets, sidewalks and paths that make it attractive and convenient to travel between uses and Development Code provisions adopted concurrently with this MMA designation have requirements for future developments to provide connections to enhance the attractive and convenient pedestrian network.

G. (8)(b)(G) requires MMAs to have “one or more transit stops (in urban areas with fixed route transit service).”

Findings: TriMet serves the proposed MMA with 11 bus lines stopping at Beaverton Transit Center, as well other stops across the Downtown area. Blue and Red MAX lines, as well as WES commuter rail, stop at the Beaverton Transit Center as well. MAX Blue line also stops at Beaverton Central MAX stop. A map of the proposed MMA with TriMet transit routes is in Figure 6.

Figure 6: MMA Boundary and Transit



Conclusion: This criterion is met because the MMA includes a TriMet transit center, light-rail stops, a commuter-rail stop and several bus lines with numerous stops.

H. (8)(b)(H) Requires regulations within MMAs to “limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.”

Findings: For all four districts, the following are not allowed in the Downtown Design District code rules adopted concurrently with this MMA designation:

- Drive-throughs.
- Automotive service, major
- Automotive service, minor
- Bulk fuel dealerships
- Vehicle sales or lease

The rules also do not allow land-extensive uses because they contain minimum floor-area ratio requirements (for commercial or mixed-use developments) and minimum density requirements (for residential-only developments), as shown in Table 4. Floor area ratio is the ratio of all building floor area to the total site area. Some manufacturing, laboratory and warehousing uses are allowed, but these are limited to 10,000 square feet and are required to be conducted indoors.

Expanding those uses beyond 10,000 square feet requires a conditional use.

Table 4: Zones inside the MMA and density requirements

Zone	Minimum floor area ratio	Minimum residential density for residential-only projects (units per acre)
RC-BC	1.5	60
RC-DT	1.0	30
RC-MU	1.0	43
RC-OT ²	0.5 or 0.7	18 or 24

Conclusion: The Downtown Design District code rules adopted concurrently with this MMA designation limit or do not allow land-intensive uses, such as industrial, auto sales, and auto service. Drive-throughs are also restricted. In addition, the existing code discourages land-intensive uses through standards that govern form, including minimum floor-area ratio and requiring new auto sales and service uses to be enclosed and have no exterior vehicle storage. This requirement is met.

(10)(b)(D) requires MMAs to have “land use regulations that do not require the provision of off-street parking, or regulations that require lower levels of off-street parking than required in other areas and allow flexibility to meet the parking requirements (e.g. count on-street parking, allow long-term leases, allow shared parking).”

Findings: The Downtown Design District Development Code rules adopted concurrently with this MMA designation require zero minimum parking for many commercial uses (such as restaurants, banks, offices, retail, service businesses) and 0.75 parking spaces per residential unit. In addition, the rules automatically reduce the parking ratios by an additional 12 percent for lots on eight blocks along First Street between Angel and Tucker in RC-OT, lots where any part of the lot is within 600 feet of a MAX or WES station, and lots where any part of the lot is within 600 feet of a bus stop with 15 minute headways at peak hours.

The existing Development Code Chapter 60 and the rules adopted along with this MMA designation also provide the opportunity for reducing parking restrictions further, including by having:

- Car sharing program availability.
- Transportation Management Association participation.
- A combination of uses with shared parking
- Additional bike parking beyond what is required.

In addition, shared parking agreements can be utilized to reduce the needed on-

² Minimum FAR and density depend on location within the RC-OT zone.

site parking (Section 40.55.15.2).

In addition, density and floor-area ratio requirements will reduce the amount of parking actually constructed by requiring a minimum amount of building square footage on a site.

In addition, the city has a parking plan and has hired a parking manager to institute parking management.

In most locations in Beaverton outside the Regional Center, parking is required for commercial uses and more than 0.75 spaces per unit are required for residential development.

Conclusion: The Downtown Design District code rules adopted concurrently with this MMA designation require zero parking for many uses, requires lower levels of parking than in other areas of the city and allows flexible ways to meet parking requirements, so the criterion has been met.

(10)(b)(E) Requires the MMA to be “located in one or more of the categories below:”

(i) At least one-quarter mile from any ramp terminal intersection of existing or planned interchanges;

(ii) Within the area of an adopted Interchange Area Management Plan (IAMP) and consistent with the IAMP; or

(iii) Within one-quarter mile of a ramp terminal intersection of an existing or planned interchange if the mainline facility provider has provided written concurrence with the MMA designation as provided in subsection (c) of this section.”

Findings: The MMA is more than one-quarter mile from any ramp terminal intersection of existing or planned interchanges. Because this MMA does not fall into the category or (10)(b)(E)(iii), this MMA designation is not required to comply with (10)(c) of this section.

Conclusion: Beaverton's MMA complies with (10)(b)(E)(i). The requirement is met.

(10)(e) states “A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.”

Findings: These Comprehensive Plan updates are concurrently adopted with Comprehensive Plan and land use regulation amendments necessary to meet the definition as described in the findings above.

Conclusion: The requirement is met through amendments to Beaverton's Comprehensive Plan Land Use Element (CPA2020-0004) and Development Code (ZMA2020-0004 and TA2020-0002), including Development Code changes to establish a Downtown Design District.

Properties outside the Multimodal Mixed Use Area:

The City of Beaverton proposes to amend its Comprehensive Plan, zoning map, and development code as part of the implementation strategy for the Downtown Design Project. Two properties affected by the proposed amendments are not within the boundary of a proposed Multimodal Mixed-Use Area and thus are subject to the "Significant Impact" analysis as required by the state's Transportation Planning Rule. The below summary demonstrates that the proposed amendments do not create a significant impact on transportation facilities per Oregon Administrative Rule (OAR) 660-12-0060.

Proposed amendments to the City's Comprehensive Plan (Chapter 3, Land Use Element) in Comprehensive Plan Amendment CPA-2020-0004, the zoning map in Zoning Map Amendment ZMA2020-0004 and the Beaverton Development Code (BDC) in text amendments TA2020-0002 and TA2020-0004 would implement the Downtown Design Project's Urban Design Framework adopted by City Council Resolution No. 4532 on October 9, 2018. The amendments are largely applicable to the Downtown Regional Center, a land use designation adopted within the City's Comprehensive Plan and in Metro's Regional 2040 Growth Concept.

As part of these amendments, the City is proposing to establish a Multimodal Mixed-Use Area (MMA) as allowed under OAR 660-12-0060(10) that would be applicable to all but two properties within the Downtown Regional Center. Designating an MMA boundary allows for legislative amendments to development code, zoning and comprehensive plan maps, and Comprehensive Plans without needed to comply with state automobile congestion standards. As such, the City is not required to provide findings to demonstrate compliance with the TPR's congestion performance measures for changes within the MMA boundary.

Two properties within the Downtown Design District (the geography subject to the Comprehensive Plan, Zoning Map and Development Code amendments proposed) are not within the proposed MMA boundary. Property No. 1 is affected by proposed amendments to the city's zoning map and to the development code. Property No. 2, however, is only impacted by proposed changes to the development code and remains a zoning district with the same name. The findings below demonstrate that the proposed amendments to the zoning map and development code as applicable to Property No. 1 and Property No. 2 do not cause a significant impact on existing and proposed transportation facilities.

Table 5: Summary of Amendments Affecting Properties No. 1 and No. 2

Proposed changes to Comp Plan	Proposed changes to Zoning Map?	Proposed changes to Zoning Code?
-------------------------------	---------------------------------	----------------------------------

	map?		
Property No. 1	No	Yes	Yes
Property No. 2	No	No	Yes

OAR 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule (TPR), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP) adopted pursuant to OAR Division 12 fulfills the requirements for public facilities planning required under Oregon Revised Statutes 197.712(2)(e), Goal 11, and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Beaverton's Comprehensive Plan contains the City's adopted TSP.

The Transportation Planning Rule states that amendments that "significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and performance standards (e.g., level of service, volume to capacity ration, etc.) of the facility."

A "significant effect" can result from:

- A change to functional classification or the standards implementing a functional classification system; or
- Changes to planned land uses that would result in types or levels of travel or access that are inconsistent with adopted functional classifications; or
- Changes that would degrade performance so that it doesn't meet performance standards or further degrade performance for a facility that is already projected not to meet performance standards.

The following TPR findings demonstrate that the proposed amendments, when applied to the two subject properties, do not cause a significant effect to existing and proposed transportation facilities. The amendments to Beaverton's zoning map and development code as applicable to each of the two subject properties are described below:

Property No. 1

Property No. 1, also known as the Canyon Place Shopping Center, is a 12.5-acre property adjacent to the Beaverton Transit Center with frontages to SW Canyon Road (an arterial) as well as SW 117th Avenue (a collector).

Property No. 1 is taxlot 1S110CD00900 and has the following site addresses: 3805 SW 117TH AVE, 3821 SW 117TH AVE, 3831 SW 117TH AVE, 3849 SW 117TH AVE, 3861 SW 117TH AVE, 3905 SW 117TH AVE, 4005 SW 117TH AVE, 4021 SW 117TH AVE, 4037 SW 117TH AVE, 4105 SW 117TH AVE, 4105 SW 117TH AVE, STE A-1

The site takes direct access from SW Canyon Road (functional classification is Arterial in the Transportation System Plan). The road is under the jurisdiction of the Oregon Department of Transportation. The site also has frontage along and access from SW 117th Avenue, a street with a functional classification of Collector.

Other nearby transportation facilities: Site is adjacent to the Beaverton Transit

Center, which is served by two high-capacity light rail lines, WES Commuter Rail and 10 bus lines.

The current zoning is Downtown Regional Center – Transit Oriented District (RC-TO), and the proposed zoning is Beaverton Central (RC-BC)

Figure 7 and Figure 8 provide an aerial and vicinity map.

Figure 7: Aerial photograph of Property No. 1.



Figure 8: Vicinity map of Property No. 1

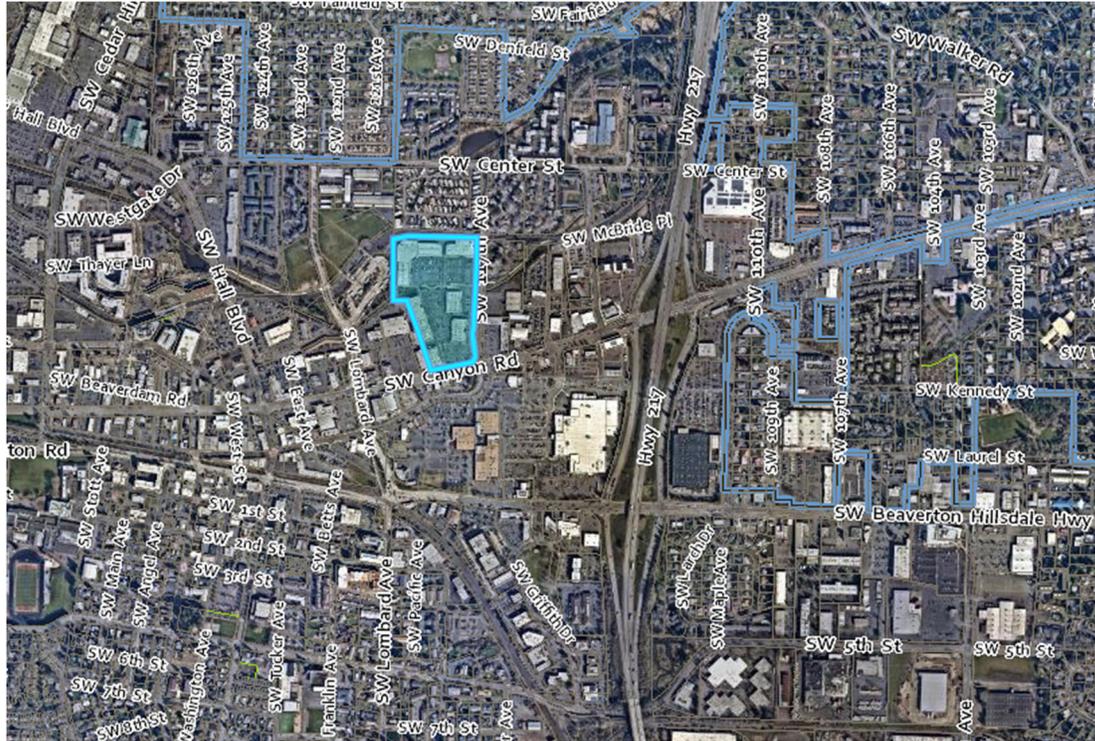


Table 6 provides a summary of the amendments affecting Property No. 1.

Table 6: Amendments affecting Property No. 1

	Existing	Proposed	Summary of Change
Comp Plan Map	Downtown Regional Center	Downtown Regional Center	No change ³
Zoning Map	Regional Center – Transit-Oriented (RC-TO)	Regional Center – Beaverton Central (RC-BC)	New zone designation
Development Code	No maximum FAR	No maximum FAR	No max. FAR change
	Maximum 60 residential units/acre	No maximum residential units/acre	Removes cap on residential units/acre
	Maximum building height 120 ft	Maximum building height of 120 feet (with ability to go higher under	Allows potential to exceed the maximum building height standard of

³ The proposed amendments would change the Comprehensive Plan Map, but those changes will not apply to this property. The proposed amendments also will modify the list of implementing zones for the Comprehensive Plan.

Existing	Proposed	Summary of Change
<p>Allowed uses (either outright or conditional use):</p> <ul style="list-style-type: none"> • “Automotive uses, minor” • “Vehicle, sales or lease” • “Rental business” • Detached dwellings • “Medical clinics” • Meeting facilities larger than 20,000 ft² • “Public buildings, services, and uses” • Public parks and recreational facilities • “Transit centers” 	<p>discretionary review process)</p>	<p>120 feet.</p>
	<p>Now prohibited uses:</p> <ul style="list-style-type: none"> • “Automotive uses, minor” • “Storage Yards” • “Vehicle, sales or lease” • “Detached dwellings” <p>Uses that are now more restrictive (i.e., now conditional use):</p> <ul style="list-style-type: none"> • “Rental business” <p>Uses are now less restrictive (i.e. were previously conditional uses but are now outright permitted):</p> <ul style="list-style-type: none"> • “Medical Clinics” • Meeting facilities larger than 20,000 ft² • “Public buildings, services and uses” • Public parks and recreational facilities • “Transit centers” 	

Property No. 2

Property No. 2 is a 1-acre site that currently has a warehouse-style building. The site is at the eastern edge of historic grid of downtown Beaverton south of SW Farmington Road and abutting a rail line. The site is bound on two sides by local streets – SW Filbert Avenue and SW 3rd Street.

Property No. 2 is taxlot 1S115BD03000 and has a site address of 11755 SW 3rd Avenue

The site takes direct access from SW Filbert Avenue and SW 3rd Street, and the functional classification of both streets is Local Street. Both are under the jurisdiction of the City of Beaverton.

The site is adjacent to an active rail line utilized by heavy rail as well as the WES Commuter Rail line operated by TriMet, although the site does not have a heavy rail spur and no WES station is adjacent to the site, with the nearest WES station further north at the Beaverton Transit Center.

The current zone is Downtown Regional Center – Old Town District (RC-OT) and the site is proposed to remain in the same zone, although development code amendments are being proposed concurrently.

Figure 9 and Figure 10 provide an aerial and vicinity map

Figure 9: Aerial photograph of Property No. 2



Figure 10: Vicinity map for Property No. 2

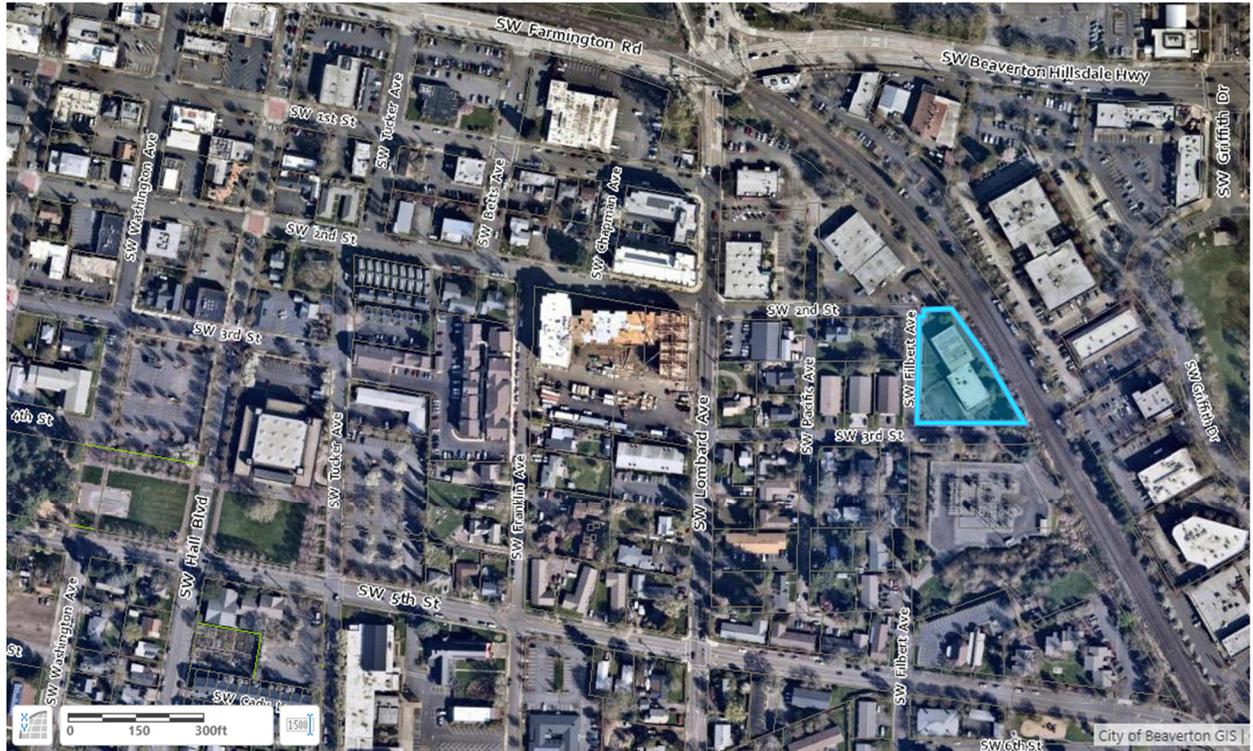


Table 3. Amendments Affecting Property No. 2

	Existing	Proposed	Summary of Change
Comp Plan Map	Downtown Regional Center	Downtown Regional Center	<i>No change</i> ⁴
Zoning Map	Regional Center – Old Town (RC-OT)	Regional Center – Old Town (RC-OT)	<i>No change</i>
Development Code	No maximum FAR	No maximum FAR	<i>No max. FAR change</i>
	Max. 40 residential units/acre Maximum building height 40 feet	No max residential units/acre Maximum building height 65 feet	Removes cap on residential units/acre Increases the maximum allowable building height
	Allowed uses (either outright or conditional use):	Now prohibited uses: <ul style="list-style-type: none"> • “Automotive uses, minor” • “Storage Yards” 	

⁴ The proposed amendments would change the Comprehensive Plan Map, but those changes will not apply to this property. The proposed amendments also will modify the list of implementing zones for the Comprehensive Plan.

Existing	Proposed	Summary of Change
<ul style="list-style-type: none"> • “Automotive uses, minor” • “Storage Yards” • “Vehicle, sales or lease” • “Detached dwellings” • “Rental business” • “Hospitals” • “Temporary Living Quarters” • “Public buildings, services, and uses” • Public parks and recreational facilities • “Transit centers” 	<ul style="list-style-type: none"> • “Vehicle, sales or lease” • “Detached dwellings” 	<p>Uses that are now more restrictive (i.e., now conditional use):</p> <ul style="list-style-type: none"> • “Rental business” • “Hospitals” <p>Uses are now less restrictive (i.e. were previously conditional uses but are now outright permitted):</p> <ul style="list-style-type: none"> • “Temporary Living Quarters” • “Public buildings, services and uses” • Public parks and recreational facilities • “Transit centers”

0AR 660-012-0060 findings are:

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Findings: The proposed amendments will update the zoning map and the implementing development code for the two subject properties. The proposed amendments do not include changing the functional classification of an existing or planned transportation facility. Thus, staff finds that the criterion within section (1)(a) of this rule is not applicable.

(b) Change standards implementing a functional classification system; or

Findings: The proposed amendments will update the zoning map and the implementing development code for the two subject properties. The amendments do not include changes to any adopted standards for implementing the City's functional classification plan. Thus, staff finds that the criterion within section (1)(b) of this rule, is not applicable.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions,

the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

Findings: Paragraphs (A) through (C) list effects to the transportation system as identified in the adopted TSP's planning period that qualify as an impact to the transportation system under this rule. The City of Beaverton last updated its TSP in September 2010 (Ordinance No. 4551) with a planning period through the year 2035.

The following findings demonstrate that the amendment to the City's zoning map and development code as they are applicable to properties No. 1 and No. 2 do not create an impact to the transportation system. Thus, under sections (1)(c)(A) through (C) of this rule, staff finds that the amendment does not significantly affect a transportation facility.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

Findings: Properties No. 1 and No. 2 are well served by existing transportation network that is planned for in the City's adopted TSP through the year 2035.

Property No. 1

Property No. 1, also known as the Canyon Place Shopping Center, is a 12.5-acre site with multiple accesses to the transportation network, including one from SW Canyon Road (with a functional classification of an arterial), and two from SW 117th Avenue (with a functional classification of a collector). The accesses on SW 117th Avenue are consistent with access standards within the City's Engineering Design Manual for collectors. The current access to SW Canyon Road does not meet access standards for an arterial. Future development of the site will likely require closing the site's single access to SW Canyon Road. The amendments to the zoning map and development code will not change or otherwise affect the City's ability to regulate the site's future access to be consistent with the function classification.

The applicable sections of the amended development code for Property No. 1 will continue to have no maximum FAR on the site. The amendment will remove a cap on the maximum units per acre for residential-only developments which is currently 60 units per acre. With no changes to the maximum FAR and by removing the already high density of 60 units per acre for residential-only developments, staff conclude that the amendments will not significantly change maximum allowed densities on the site, and thus, any change to the types and level of traffic generated in a full build-out of the site as allowed under the development code would be negligible.

Property No. 2

Property No. 2 is a 1-acre site on the edge of a historic street grid made of up blocks that are 220 to 280 feet in length. The site has frontage on two local streets: SW Filbert Avenue of which there is one existing access, and SW 3rd Street, of which there are two existing accesses. The existing access currently meet the access standards based on functional classification within the City's adopted Engineering Design Manual. The proposed amendments to the zoning map and development code will not affect the City's ability to regulate future access to the site. Thus, access to Property No. 2 is consistent with the functional classification of the surrounding street network.

The applicable sections of the amended development code for Property No. 2 will continue to have no maximum FAR on the site. The amendment will remove a cap on the maximum units per acre for residential-only developments which is currently 40 units per acre. Lastly, the maximum building height will be increased from 40 feet to 65 feet. With no changes to the maximum FAR and by removing the already high density of 40 units per acre for residential-only developments, staff conclude that the amendments will not significantly change maximum allowed densities on the site. The increased maximum building height of 25 additional feet could allow for an additional one to two stories; however on a one acre site, the impacts generated by the additional story(ies) would be insignificant. Any changes to the types and level of traffic generated in a full build-out of the site as allowed under the development code would be negligible. Access to the existing and future transportation network will continue to be evenly distributed to two local streets well connected to the historic street grid in "Old Town" Beaverton.

The access, types of travel, and the level of travel anticipated with the zoning map and development code amendments are consistent with the adopted functional classification of surrounding streets. Thus, staff finds that the zoning map and development code amendments do not significant effect the existing and planned transportation network as defined in Section 1 of this rule.

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

Findings: The amendment will change the zoning designation of Property No. 1 to a new implementing district for the Downtown Regional Center that will marginally change some of the site development requirements in the development code. The amendment will not change the zoning designation for Property No. 2 but will similarly make minor amendments to the site development requirements within the development code.

The amendment will modify the allowed uses in zoning districts for both properties. In both zones, the following allowed uses (either outright or as a conditional use)

will no longer be permitted: detached dwellings⁵; minor automotive uses⁶; and vehicle sales and leasing⁷. The zoning district for Property No. 2 (RC-OT) also will no longer permit storage yards⁸. The amendment will not change any of the existing prohibited uses. However the following uses that are currently allowed as conditional uses will be permitted outright with the amendment: public buildings and services⁹; public parks and recreational facilities¹⁰; transit centers¹¹; meeting facilities larger than 20,000 square feet¹² (RC-BC zone only); medical clinics¹³ (RC-BC zone only); and temporary living quarters¹⁴ (RC-OT zone only).

Prohibiting auto-centric land uses with high trip generation rates¹⁵ for both properties' zoning districts reduces potential traffic generated to the sites with future redevelopment. This reduction in potential trips neutralizes any impacts from the reduced restrictions on uses like medical clinics, public buildings, and temporary living facilities.

⁵ Definition of "Dwelling, detached" in Chapter 90 of Development Code: "A dwelling that is not attached to any other dwelling, excluding accessory dwellings."

⁶ Definition of "Automotive Services, Minor" in Chapter 90 of the Development Code: "Service or report to motorized vehicles, which do not affect the body or frame. This term includes: retail and wholesale fuel sales; tire sales or installation, glass installation, oil changes and lubrications, general engine maintenance and repair, radiator repair, detail shops, mechanical car washes solely used by on-site employees as part of retail vehicle sales, or other similar service or repair."

⁷ Definition of "Vehicle Sales, Lease, or Rental" in Chapter 90 of the Development Code: "The sale, lease or rental of new or used automobiles, boats, motorcycles, or other motorized vehicles that require a license or registration to own or operate. This use classification includes, but is not limited to: Car rentals, Vehicular Dealerships, Dealerships, Vehicle Sales, Vehicle Sales Lots, Travel Trailers, Recreation Vehicles, Manufactured Homes, Boat Sales, or other similar uses, not located in residential zones."

⁸ Definition of "Storage Yards" in Chapter 90 of the Development Code: "Any lot, or portion of a lot, which is used for the sole purpose of the outdoor storage of fully operable vehicles, construction equipment, construction materials or other tangible materials and equipment."

⁹ Definition of "Public Buildings" in Chapter 90 of the Development Code: "Structures, services, and uses such as City Hall, Post Offices, Police and Fire Stations."

¹⁰ This use is not yet defined in the Development Code.

¹¹ Definition of "Transit Centers" in Chapter 90 of the Development Code: "A station with shelters that provides a community transit focus and a location for intermodal transfers. Amenities may include snack bars, drinking fountains, and transit information boards."

¹² This use is not yet defined in the Development Code.

¹³ Definition of "Medical Clinics" in Chapter 90 of the Development Code: "A facility independent or part of a hospital or medical school, that is devoted to the diagnosis and care of outpatients. The establishment may be run by several specialists working in cooperation and sharing of the same facility for either a single-focus or general-purposes of the entire facility, such as a cardiac clinic or pediatric clinic."

¹⁴ Definition of "Temporary Living Quarters" in Chapter 90 of the Development Code: "Temporary living accommodations, such as: Hotels, Motels, Extended-Stay Hotels, Single-Residency Occupancy Hotels, Bed and Breakfasts, or Boarding, Rooming or Lodging Houses."

¹⁵ See trip generation rates in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition for "Quick lubrication vehicle shop" (land use code 941), "Gasoline / Service Station" (land use code 944), "Automated car wash" (land use code 14.20), and "Car wash and detail center" (land use code 949).

The amendment will not affect the properties' maximum allowable FAR. Current development code for both properties have no maximum FAR. The amendment to the development code will not change this standard.

The amendment will remove the maximum units per acre standard for residential-only developments. Currently, the applicable site development standards in the development code for Property No. 1 cap residential-only developments at 60 units per acre. With the proposed amendment, Property No. 1 will no longer be subject to a maximum number of units within the development code. Similarly, Property No. 2 is currently subject to a site development standard in the development code that limits residential-only density to 40 units per acre.

The change to remove the maximum units per acre for residential only developments for Property No. 1 and No. 2 zoning districts will not degrade the performance of existing or proposed streets such that the performance standards adopted within the TSP cannot be met. Removing a maximum number of units for residential-only properties will allow more flexibility for developers to design and build more financially feasible projects that are still sensitive to the surrounding context. These two properties' result in a combined 13 acres in which a developer may exercise the option to exceed the current maximum number of allowable units per acre.

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Findings: Staff refer to the findings in subsection (B) herein. The amendment to the development code will make changes to allowed uses in the zone with zero net impact to anticipated trips to the site. Amendments to the maximum allowed density are negligible. These amendments to the development code will not degrade the performance of existing or planned transportation facilities including those that are projected to not meet performance standards in the City's adopted TSP.

Conclusion: The proposed amendment as it relates to subject properties No. 1 and No. 2 include amending the City's zoning map and the site development standards within the City's adopted development code that implement the zoning districts. The amendment does not propose changes to the two properties' Comprehensive Plan map designation.

As demonstrated in the above findings to Section (1) of this rule, and within the findings for sections (6) and (9) of this rule, the proposed zoning map and development code amendments as applied to properties No. 1 and No. 2 will not significantly affect the existing or planned transportation facilities as described the subsections (a) through (c) below.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured

at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

Findings: City staff refer to the findings within sections (1) and (9) of this rule that demonstrate the amendment does not cause a significant effect to existing and planned transportation facilities. The findings mean the City is not required to demonstrate how the allowed land uses resulting from the amendment are consistent with the function, capacity, and performance measures of the transportation network as prescribed in section (2) below. Staff finds that the criteria within section (2) of this rule are not applicable.

Conclusion: The proposed amendments to the City's zoning map and development code do not cause a significant impact on the transportation system. Thus, section (2) of this rule is not applicable.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

Findings: As described above, the amendment does not significantly affect an existing transportation facility. The criteria within section (3) are not applicable.

Conclusion: The provisions allowed under section (3) of this rule are not applicable to the proposed amendments.

(4) Determinations under sections (1)– (3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.

(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements and services:

(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement

Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.

(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.

(C) Transportation facilities, improvements or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.

(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.

(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement or service is reasonably likely to be provided by the end of the planning period.

Findings: The amendments to the City's zoning map and development code will be applicable to two properties, both of which are located outside of an interstate interchange area as defined in section (4)(d)(C) of this rule. Interstates 5, 82, 84, 105, 205 and 405 are not near Beaverton and the nearby Highway 217 interchanges are not part of an Interchange Area Management Plan. The planned facilities, improvements and services to the transportation network outside of the interstate interchange area that are referenced in the findings to the state transportation planning rule are from the City's adopted 2035 TSP as well as the federally constrained project list within the Metro Regional Transportation Plan. The City collects system development charges as part of the Washington County-wide Transportation Development Tax that helps fund improvements to the transportation network. The City also regularly conditions improvements to the transportation network for proposed developments that cause an impact to the transportation system through the land use approval process. Through these plans and measures, the method the City used to assess the planned improvements to the transportation network is consistent with subsection (b)(B) and (C). Staff finds that the criterion within section (4)(b) of this rule is met.

(c) Within interstate interchange areas, the improvements included in (b)(A)–(C)

are considered planned facilities, improvements and services, except where:

(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or

(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.

Findings: The amendment to the City's zoning map and development code will affect two properties that are located outside of an interstate interchange area as defined in paragraph (4)(d)(C) of this rule. Thus, the criteria within Section (4)(c) of this rule are not applicable.

(d) As used in this section and section (3):

(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;

(B) Interstate highway means Interstates 5, 82, 84, 105, 205 and 405; and

(C) Interstate interchange area means:

(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or

(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.

Findings: As demonstrated above, the two subject properties of these findings are not located within an interstate interchange area. Staff finds that subsection (4)(d) is not applicable.

(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement or service is a planned transportation facility, improvement or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements and services identified in paragraphs (b)(A)–(C) to determine whether there is a significant effect that requires application of the remedies in section (2).

Findings: The planned facilities, improvements and services to the transportation

network outside of the interstate interchange area that are referenced in the findings to the state transportation planning rule are from the City's adopted 2035 TSP and the federally constrained project list of the Regional Transportation Plan which is consistent with subsection (b)(B) and (C). Staff finds that the criterion within section (4)(e) of this rule are met.

Conclusion: The determination made by city staff that the proposed amendment will not cause a significant effect on the transportation network meets the criteria within subsection (4) of this rule for the two subject properties, which are outside of an interstate interchange area. The criteria in section (4) of this rule are met.

(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional or industrial development on rural lands under this division or OAR 660-004-0022 (Reasons Necessary to Justify an Exception Under Goal 2, Part II(c)) and 660-004-0028 (Exception Requirements for Land Irrevocably Committed to Other Uses).

Findings: The proposed amendments to the zoning map and development code as they are applicable to the two subject properties does not include an exception to allow development on rural lands. The two subject properties are within the Downtown Regional Center, an urban land use designation in the City's adopted Comprehensive Plan and within the Metro Urban Growth Boundary. Staff finds that the criterion within section (5) of this rule is met.

Conclusion: The criterion within section (5) of this rule is met.

(6) In determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2), local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d) below;

(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10% reduction allowed for by this section shall be available only if uses which rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;

(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the

10% reduction required in subsection (a) above;

Findings: The proposed amendment to the City's zoning map and development code as they are applied to the two subject properties does not create a significant impact on the existing and proposed transportation network as demonstrated in the findings for section (1) of this rule.

The City of Beaverton does not have adopted local standards or other detailed information about vehicle trip reduction benefits of mixed-use, pedestrian friendly development, thus subsection (6)(a) is applicable. The amendments to the zoning map and the zoning eliminate uses on the two subject properties that rely solely on auto trips. Specifically, the amendments to the City's development code will no longer permit "Automotive service, minor" within the Downtown Regional Center. The City's definition of "Automotive service, minor" includes:

"Service or repair to motorized vehicles, which do not affect the body or frame. This term includes: retail and wholesale fuel sales, tire sales or installation, glass installation, oil changes and lubrications, general engine maintenance and repair, radiator repair, detail shops, mechanical car washes sole used by on-site employees as part of retail vehicle sales, or other similar service or repair".

Thus, City staff utilize the allowable 10 percent reduction in potential vehicle trips resulting from the amendments as applicable to the two subject properties. As shown in the findings for sections (1) of this rule above, the anticipated impact of the amendments on the two subject properties is insignificant. With the additional 10% reduction in trips allowed under Section (6) of this rule, Staff concludes there is no impact to existing or proposed transportation facilities. Staff finds that the criteria under (a) and (b) of this section of the rule are met.

(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b) above, it shall assure through conditions of approval, site plans, or approval standards that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045 (Implementation of the Transportation System Plan)(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with 660-012-0045 (Implementation of the Transportation System Plan)(3) and (4) or through conditions of approval or findings adopted with the plan amendment that assure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments which accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly

development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a) above. The Commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances which provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

Findings: The proposed amendments to the City's zoning map and development code will not affect the existing code that require site plans, consistency with approval standards and conditions of approval for developments that could occur on the two subject properties. Section 60.55 Transportation Facilities of the Beaverton Development Code will continue to require any developments with new or reconstructed transportation facilities meet a number of approval criteria that ensure bicycle and pedestrian connectivity, access to transit, and other multi-modal considerations are provided for. Furthermore, the subject properties are located within a Regional Center as designated in Metro's 2040 Growth Concept. The proposed amendments to the zoning map and the development code are specifically intended to support the City's and the region's adopted policies for a pedestrian-friendly, mixed-use center. Staff determines that the criterion within Section (6)(c) of this rule is met.

Conclusion: In determining that the proposed amendment does not cause a significant impact to transportation facilities, the City assumes full credit for a potential reduction in vehicle trips for uses in a mixed-use, pedestrian-friendly center. The allowance for the trip reduction credit is applicable to the proposed amendments. Staff find that the criteria under section (6) of this rule are met.

(7) Amendments to acknowledged comprehensive plans and land use regulations which meet all of the criteria listed in subsections (a)–(c) below shall include an amendment to the comprehensive plan, transportation system plan the adoption of a local street plan, access management plan, future street plan or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020 (Elements of Transportation System Plans)(2)(b) and 660-012-0045 (Implementation of the Transportation System Plan)(3):

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan which complies with OAR 660-012-0020 (Elements of Transportation System Plans)(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 6, Section 3 of the Urban Growth Management Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

Findings: Per subsection (a), the proposed amendments affect only the Downtown Beaverton Regional Center, a Regional Center designated in Metro's 2040 Growth Concept. As such, the implementing zones with the City's Development Code for the Regional Center are all mixed-use zones. There are no commercial zones within the regional center. Subsection (a) is not applicable. Commercial uses are allowed in the zone, but in any case, (b) and (c) below are not applicable.

Regarding subsection (b), the City has an adopted 2035 Transportation System Plan that complies with OAR 660-012-0020. Refer to City Ordinance No. 4551. Staff find that subsection (b) is not applicable.

Regarding subsection (c), staff has provided findings above in Section (1) and (2) of this rule that the proposed amendments to the zoning map and the development code do not significantly affect a transportation facility. Staff find that subsection (c) is not applicable.

Section (7) is applicable to proposed amendments that meet all of the criteria listed in subsections (7)(a)–(c). The proposed amendments do not meet the criteria in (b) and (c).

Conclusion: Staff find that section (7) is not applicable to the City's proposed amendments to the zoning map and the development code because subsections (b) and (c) are not met.

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An area designated as a central city, regional center, town center or main street in the Portland Metro 2040 Regional Growth Concept;

Findings: The proposed amendments to the zoning map and the development code will affect two subject properties that are located within the Downtown Regional Center, a regional center designated in the Portland Metro 2040 Regional Growth Concept (per subsection (a)(B)) and Beaverton's Comprehensive Plan. Thus, the two properties affected by the proposed zoning map and development code changes are considered mixed-use and pedestrian-friendly center and neighborhood as defined in this rule. Staff finds the criterion under section (8) of this rule is met.

Conclusion: The two subject properties affected by the proposed amendments are located within a "mixed use, pedestrian-friendly center" as defined in section (8) of this rule. This criterion is met.

(9) Notwithstanding section (1) of this rule, a local government may find that an

amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

Findings: The zoning map amendment will change the zoning designation for Property No. 1 from Downtown Regional Center – Transit Oriented District (RC-TO) to Downtown Regional Center – Beaverton Central (RC-BC). The RC-BC zone is a newly created mixed-use zoning district that is consistent with the Comprehensive Plan's existing map designation.

The proposed amendments amend the Comprehensive Plan map but not for the two properties subject to these findings. They currently are in the Downtown Regional Center Comprehensive Plan designation and will remain in that designation.. Staff finds that the criterion within section (9)(a) of this rule is met.

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

Findings: The City of Beaverton has an adopted 2035 Transportation System Plan (see City Ordinance No. 4551). The zoning map amendment will change the zoning designation for Property No. 1 from Downtown Regional Center – Transit Oriented District (RC-TO) to Downtown Regional Center – Beaverton Central (RC-BC). The RC-BC zone is a newly created mixed-use zoning district that is consistent with the Comprehensive Plan's existing map designation as well as the adopted Transportation System Plan. Staff finds that the criterion within section (9)(b) of this rule are met.

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020 (Adoption or Amendment of a UGB)(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

Findings: The proposed zoning map amendment affects only Property No. 1 which is entirely within the Downtown Regional Center, and is not exempted by OAR 660-024-0020(1)(d) as it was never subject to an urban growth boundary amendment and is fully accounted for as an urbanized area in the adopted TSP. Staff finds that the criterion within section (9)(c) of this rule is met.

Conclusion: The proposed amendments to the City's zoning map and development code meet the criteria established in subsections (9)(a) through (c) that allow a local jurisdiction to determine there will be no significant effect to the transportation network.

(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan or a land use regulation without

applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.

Findings: Section (10) of this rule allows local governments to establish a Multimodal Mixed-Use Area (or MMA) which would exempt the areas within the MMA from having to comply with performance standards related to motor vehicle congestion. The proposed zoning map and development code amendment accompanies a proposal to establish an MMA within most of the Downtown Regional Center; however, the proposed MMA will not include two properties subject to these findings. Thus, staff find that Section (10) of this rule is not applicable.

(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.

(a) The amendment must meet paragraphs (A) and (B) of this subsection or meet paragraph (D) of this subsection. ...

Findings: The proposed zoning map and development code amendment as applicable to the two subject properties does not cause a significant impact on existing or planned transportation facilities as demonstrated in the findings for sections (1) and (2) of this rule above. As such, staff are not proposing partial mitigation as allowed under section (2) of this rule. Therefore, staff finds that the criteria under Section (11) of this rule are not applicable.

Summary Finding: The proposed amendment is consistent with Statewide Planning Goal 12. In addition, the city intends to update the Transportation System Plan in the next two to three years, providing the opportunity for a holistic look at city goals and policies. This will ensure that the Transportation System Plan is consistent with the proposed land use designations.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 12.

1.5.1.A.1. Conclusion: Staff finds that the proposed amendment to Volume I of the Comprehensive Plan (Land Use Element) and Volume V (Downtown Beaverton Regional Center Community Plan) is consistent and compatible with applicable Statewide Planning Goals, thereby satisfying Criterion 1.5.1.A.1.

1.5.1.A.2. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and Regional Transportation Functional Plan;

Metro's 2040 Growth Concept establishes a vision for the preferred form of regional growth and development. To implement the 2040 Growth Concept, Metro established two functional plans – the Urban Growth Management Functional Plan (Functional Plan) and the Regional Transportation Functional Plan (RTFP). The Functional Plan is the general implementation tool for achieving the goals and objectives in the 2040 Growth Concept. The RTFP is the primary implementation tool for transportation-related policies.

As described in Section 5(e)(2) of the Metro Charter, the Functional Plan requires that cities update comprehensive plans and implementing regulations to comply with regional policies. The Functional Plan currently includes 11 Titles. The applicable Titles of the Functional Plan (Chapter 3.07) are addressed below, along with findings for the RTFP.

Title 1: Housing Capacity

Findings: Title 1 calls for a compact urban form and a “fair-share” approach to meeting regional *housing* needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120. calls for Centers, Corridors, Station Communities and Main Streets – a hierarchy of mixed-use, pedestrian.

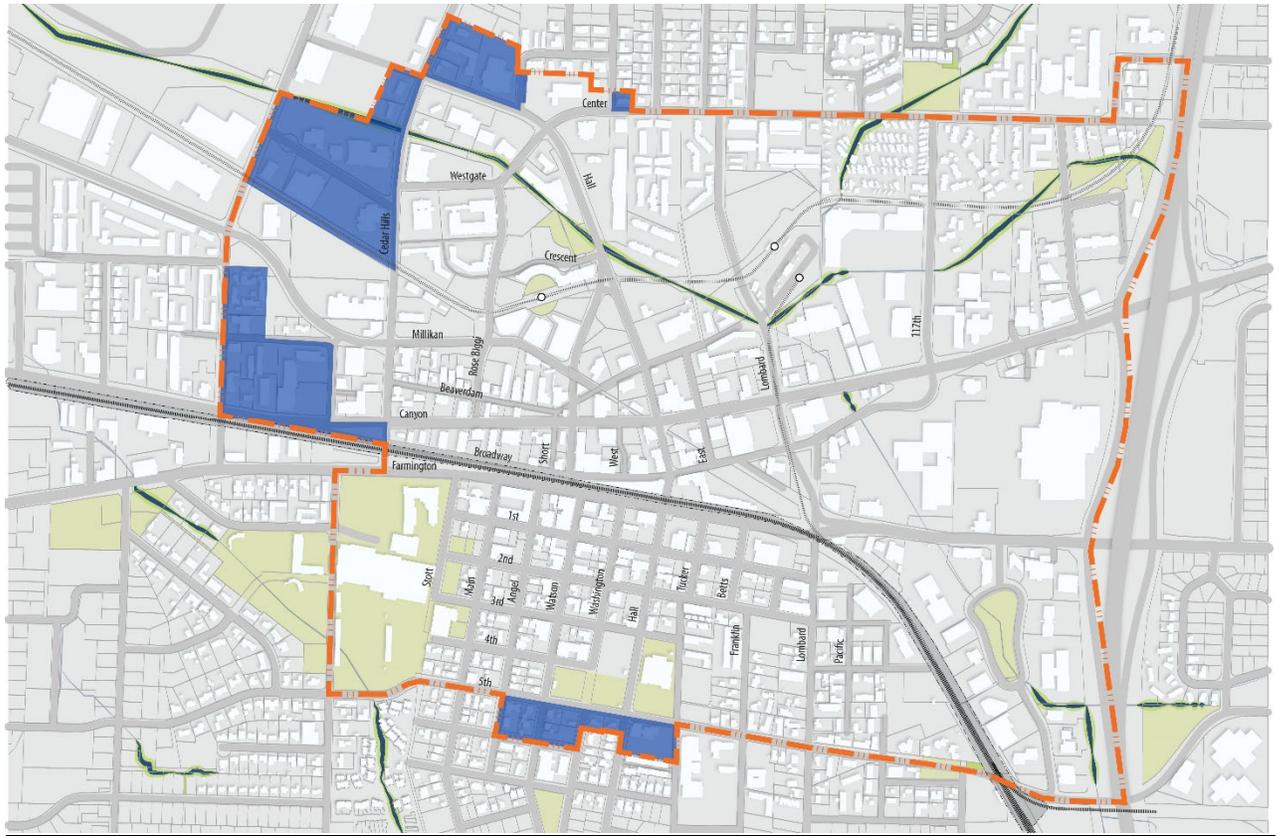
The proposed amendments change the implementing zones for the Downtown Regional Center Comprehensive Plan designation. The new zones are:

- Regional Center — Beaverton Central (RC-BC)
- Regional Center — Old Town (RC-OT)
- Regional Center — Mixed Use (RC-MU)
- Regional Center — Downtown Transition (RC-DT)

The proposed amendments would expand the Regional Center boundary as shown in Figure 11 to the west and south to encompass areas formerly zoned as:

- Community Service (CS)
- General Commercial (GC)
- Residential Urban High Density District (R1)
- Residential Urban Medium Density District (R2)
- Residential Urban Standard Density District (R5)
- Station Center – High Density Residential (SC-HDR)

Figure 11: Regional Center Expansion Areas (shown in blue)



In areas added to the Regional Center, the proposed amendments allow increased residential densities in all zones, as shown in Table 7. None of the proposed zones have maximum densities or maximum FAR limits, as shown in Table 8, on page TA-3 of this report.

Table 7: Maximum density and FAR in areas added to the Regional Center

Current Zone	Approximate Acreage ¹⁶	Maximum units per acre ¹⁷	Maximum floor area ratio	Proposed zone	Maximum units per acre	Maximum floor area ratio
CS	5.5	43	None	RC-MU	None	None
GC	16.7	43	None	RC-MU	None	None
R1	3	43	None	RC-OT	None	None
R2	.23	21	None	RC-OT	None	None
R5	.23	8	None	RC-OT	None	None

¹⁶ Acreage generally excludes right of way.

¹⁷ Maximum units per acre generally for residential-only projects (not mixed use).

Another significant change within the existing Regional Center in the proposed amendments is the conversion of about 22.6 acres of RC-TO to RC-DT. The maximum density for this area remains 60 units per acres, though, and no maximum FAR is applied, so this will not change housing capacity.

Title 6: Centers, Corridors, Station Communities and Main Streets

Findings: Title 6 calls for Centers, Corridors, Station Communities and Main Streets – a hierarchy of mixed-use, pedestrian friendly centers, connected by high capacity transit and corridors - to be the principal centers of urban life in the region. The actions and investments of cities should enhance this role. Completing these actions and investments makes cities eligible for regional investments. Regional investments include MAX light rail transit, WES commuter rail, bus service, pedestrian and bicycle access, and automobile travel options.

All mixed-use, pedestrian friendly centers are shown on Metro's 2040 *Regional Growth Concept Map* and *Centers, Corridors, Station Communities and Main Streets Map (Title 6 Map)*. The map indicates that Downtown Beaverton is designated as a Regional Center. Therefore, Title 6 applies to the proposed amendment. Relevant Title 6 policies include:

- **3.07.620.a.** "In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall ... establish a boundary for the Center ... perform an assessment of the Center ... and adopt a plan of actions and investments to enhance the Center."
- **3.07.620.b.** "The boundary of a Center... shall be consistent with the general location shown in the RFP [Regional Functional Plan]."
- **3.07.620.c.** "An assessment of a Center ... shall analyze the following: (1) physical and market conditions in the area; (2) physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area ... "
- **3.07.620.d.** "A plan of actions and investments to enhance the Center... shall consider the assessment completed under subsection (c) and include at least the following elements: (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development; (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow ... in Regional Centers ... the mix and intensity of uses specified in section 3.07.640 ... "
- **3.07.640.b.** "Centers ... need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each: (1) The amenities identified in

the most current version of the State of the Centers: Investing in Our Communities, such as grocery stores and restaurants; (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities; (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces."

Beaverton completed a Comprehensive Plan amendment in early 2020 that updated the Downtown Beaverton Regional Center Community Plan. The updates were based on the Beaverton Downtown Urban Design Framework, the major product of the Downtown Design Project.

The Downtown Design Project:

- Created an Urban Design Framework that acts as a roadmap to transform Downtown into the social, economic, and cultural heart of the city;
- Identified opportunities for the community to influence downtown design;
- Identified development obstacles;
- Completed new development rules to ensure the urban design framework can become a reality, and these new development rules are proposed for adoption as part of the concurrent Text Amendments 2020-0002 and 2020-0004; and
- Created an action plan to implement the Urban Design Framework.

The study area for the project was based on the current Downtown Regional Center (RC) land use designation. The RC designation corresponds with three implementing zoning districts: Regional Center – Old Town (RC-OT), Regional Center – Transit Oriented (RC-TO), and Regional Center – East (RC-E). At the beginning of the project, the study area was defined as the joint outline of the RC-OT and RC-TO zones. This is because their development patterns, mostly small blocks with access to transit, were similar, as opposed to the currently more auto-oriented land use pattern where the RC-E zone applies. As the project progressed, the study area was expanded to include additional areas that were important to achieving the city's goals for a vibrant Downtown. This larger study area and the proposed new Regional Center boundary are in the current Downtown Regional Center Community Plan in Volume 5.

As required by Metro Policy 3.07.620.c, existing conditions analysis included an exploration of physical and market conditions, as well as physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development. Opportunities were then explored that identified strategic locations for development intensification and/or revitalization. Supported by existing conditions, constraints, and opportunities, the project resulted in an Urban Design Framework that acts as a roadmap to transform Downtown into the principal center of urban life in the city.

To implement the Urban Design Framework, the Comprehensive Plan amendments

completed earlier this year added an entirely new Downtown Regional Center Community Plan and updated policies for the Regional Center in Comprehensive Plan Chapter 3: Land Use Element and Chapter 4: Housing Element. The proposed amendment would update the Comprehensive Plan and Zoning Matrix under Goal 3.4.1 in the Land Use Element and add an additional transportation policy as described previously in this staff report.

The proposed amendment to the new boundary remains consistent with the location shown in the Regional Functional Plan, as required by Metro Policies 3.07.620.a and 3.07.620.b. The boundary addition includes only about 28 acres of private property and associated rights of way. The properties are adjacent to or abutting the current boundary.

Conclusion: The proposed amendment is consistent and compatible with Metro Title 6.

Title 8: Compliance Procedures

Findings: Section 3.07.810.A of Metro Title 8 establishes a process for determining whether city or county comprehensive plans and land use regulations substantially comply with requirements of the Functional Plan, and requires cities to submit proposed comprehensive plan amendments to Metro for their review. Metro requires the city to submit the proposed amendment to Metro at least 35 days before the first evidentiary hearing, which is the Planning Commission hearing. The city provided the notice on Aug. 19, 2020, 35 days before the Planning Commission hearing. The city has not received any comments from Metro.

Conclusion: The proposed amendment is consistent and compatible with Metro Title 8.

Regional Transportation Functional Plan

Findings: Title 5 of the RTFP addresses the amendment of comprehensive plans. However, the proposed amendment does not include: (1) any proposed changes to the Transportation Element (Chapter 6), (2) any proposed changes to the Transportation System Plan (TSP), or (3) new development; therefore, approval criteria A-E in Title 5 are not applicable. In addition, the requirements and findings for Statewide Planning Goal 12 are applicable to the RTFP. As previously stated in the TPR findings under Goal 12, the proposal will not significantly affect the transportation system and the establishment of the Multimodal Mixed-use Area exempts most of the Downtown Design District from state congestion standards.

The city's 2035 TSP was adopted in 2010 with full review by Metro for consistency with the 2035 Regional Transportation Plan (RTP). The Transportation Element will be amended in the next two to three years to ensure compliance with Metro's updated RTP, now known as the 2018 Regional Transportation Plan.

Conclusion: The proposed amendment is consistent and compatible with the Metro Regional Transportation Plan.

1.5.1.A.2. Conclusion: The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and Regional Transportation Functional Plan; thereby satisfying Criterion 1.5.1.A.2.

1.5.1.A.3. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans;

The proposed amendment consists of updates to the Land Use Element in Volume 1 and Downtown Regional Center Community Plan in Volume 5 of the Comprehensive Plan. The update was initiated to implement the Downtown Urban Design Framework and support the concurrent amendments to the Development Code. The proposed amendment adds an additional transportation policy to the Land Use Element, updates the Comprehensive Plan and Zoning Matrix within that element, changes the Regional Center boundary and designates a Multimodal Mixed-use Area to the Downtown Regional Center Community Plan.

Amendment Procedures (Chapter 1)

Findings: The proposal complies with the procedures and requirements for legislative Comprehensive Plan amendments found in Chapter 1. Pursuant to the notice requirements specified in Section 1.4.1, notice of the initial hearing before the Planning Commission was provided as follows:

- Notice of the proposed amendment was submitted online to DLCD on Aug. 19, 2020 (35 days before the Sept. 23 hearing);
- Notice of the proposed amendment was mailed to Metro, Washington County, NAC Chairs and the BCCI Chair on Aug. 19, 2020 (35 days before the Sept. 23 hearing);
- Notice was posted in the Beaverton Building, the City Library, the Griffith Drive Building and on the city website on Sept. 1, 2020 (between 20 and 40 days prior to the hearing); and
- Notice was published in the Beaverton Valley Times on Sept. 3, 2020, (between 20 and 40 days prior to the hearing).

Conclusion: The proposed amendment is consistent and compatible with the Amendment Procedures Element.

Community Involvement (Chapter 2)

Findings: The proposed amendment was developed through an extensive public outreach and review process consistent with the intent of the Community

Involvement Element. The proposed Downtown Beaverton Regional Center Community Plan is heavily informed by the Urban Design Framework, the main product of the Downtown Design Project. By October 2018, the Downtown Design Project held 30 public engagement events involving the public, advisory or decision-making bodies, and various stakeholder groups.

As previously noted, the Downtown Design Project included significant public engagement over a two-year period – five open houses, 15 meetings with advisory or decision making bodies, and 10 meetings with stakeholder groups. Information related to CPA2020-0004 also was presented at the following meetings:

- Feb. 24, 2020, Beaverton Committee for Community Involvement
- March 2, 2020, Urban Redevelopment Advisory Committee meeting.
- April 29, 2020, and Aug. 26, 2020, Planning Commission work sessions.

The proposed amendment is subject to the public notice requirements of the Comprehensive Plan. At the public hearing, the Planning Commission will consider written or oral testimony before making a recommendation to City Council.

Conclusion: The proposed amendment is consistent and compatible with the Community Involvement Element.

Land Use (Chapter 3)

Of the 21 goals in the Land Use Element, staff finds that the following goals are directly relevant to the proposed amendment: Goal 3.1.1, Goal 3.4.1, Goal 3.6.1 and Goal 3.6.2.

Goal 3.1.1

Goal 3.1.1 says, “Encourage development and land use patterns that support a variety of transportation modes.” Policies include:

- a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.
- b) Encourage development and programs that reduce the need for vehicle use and ownership.
- c) Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.
- f) Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station.

Findings: The proposed policy 3.6.2.f says: "Provide safe and comfortable connectivity that prioritizes active transportation (such as walking, jogging, running, cycling, wheelchair use, in-line skating or skateboarding) in public and private spaces. Incorporate context-sensitive design in public spaces, streets, sidewalks, paths and other infrastructure that helps move people around Downtown." This policy is consistent with Goal 3.1.1 and its policies because it calls for emphasizing pedestrian convenience and safety, encouraging reduced need for automobiles, encourages pedestrian and bicycle infrastructure suited to its context and promotes people moving through Downtown, including to transit stops. Policy 3.6.2.f provides some of the same policy direction as Goal 3.1.1 but make policy direction specific to the Regional Center.

Goal 3.4.1

Goal 3.4.1 says, "Provide effective and inclusive planning and development review services." Policies include:

- a) Ensure that development regulations are consistent with and implement the Comprehensive Plan.
- d) Apply zoning districts consistent with Comprehensive Plan policies, applicable Community Plans; adopted Comprehensive Plan designations, as identified in the Comprehensive Plan and zoning district matrix, below; and the following policies.
 - i. New zoning districts consistent with applicable Comprehensive Plan policies may be added or modified as needed to address area-specific needs or changing circumstances. ...

Findings: The proposed amendment updates the Comprehensive Plan and Zoning District Matrix, as shown in **Error! Not a valid bookmark self-reference.**, to incorporate district changes in concurrent Text Amendment 2020-0002. The Land Use Element, Housing Element and Downtown Regional Center Community Plan were updated in early 2020 to reflect the outcomes of the Downtown Design Project and the Urban Design Framework, which was approved by City Council in October 2018. The proposed amendments to the matrix help implement these Comprehensive Plan changes and add new zoning districts that are consistent with Comprehensive Plan policies and that address area-specific needs as identified in the Downtown Regional Center Community Plan and the Urban Design Framework, as demonstrated by findings in Text Amendment 2020-0002.

Goal 3.6.1 says, "Support pedestrian-oriented mixed use areas." Policies include:

- d) Pedestrian-oriented design is a priority within mixed use areas. Pedestrian-oriented design generally includes:
 - i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g.

- lighting, awnings and signage), and a majority of parking located behind, above, or beneath development
- ii. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks
- iii. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from fast-moving traffic (by using buffers such as curbside parking, landscaping, trees and street furniture)

Findings: The proposed policy 3.6.2.f says: "Provide safe and comfortable connectivity that prioritizes active transportation (such as walking, jogging, running, cycling, wheelchair use, in-line skating or skateboarding) in public and private spaces. Incorporate context-sensitive design in public spaces, streets, sidewalks, paths and other infrastructure that helps move people around Downtown." This policy is consistent with Goal 3.6.1 and its policies because it calls for emphasizing pedestrian convenience and safety and improved connections within Downtown. This supports Policy 3.6.1.d's call for "complete streets and sidewalks."

Goal 3.6.2

Goal 3.6.2 says, "Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton." Policies include:

- a) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.
- c) New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.
- o) Ensure that public realm improvements support the creation of a vibrant, pedestrian- and transit-oriented Downtown and provide amenities that spur development.
- r) The Downtown Regional Center designation is intended for areas within central Beaverton that have been designated in collaboration with Metro as a Regional Center in the Metro Regional Framework Plan and 2040 Growth Concept.

Findings: The proposed policy 3.6.2.f says: "Provide safe and comfortable connectivity that prioritizes active transportation (such as walking, jogging, running, cycling, wheelchair use, in-line skating or skateboarding) in public and private spaces. Incorporate context-sensitive design in public spaces, streets, sidewalks,

paths and other infrastructure that helps move people around Downtown." This policy is consistent with Goal 3.1.1 and its policies because it calls for emphasizing pedestrian convenience and safety." This new policies supports and expands on the above policies call for strong connection among the character areas in Downtown; multimodal street networks and a welcoming environment; and a public realm that supports a vibrant, pedestrian- and transit-oriented Downtown. It also expands active transportation infrastructure to private property.

Expanding the Regional Center as shown in Figure 2 is consistent with Policy 3.6.2.r and with the Downtown Regional Center Community Plan, which was created in cooperation with Metro as Metro provided grant funding for the Downtown Design Project and participated on a project advisory committee. Additional findings related to the Regional Center boundary expansion also are found above under the Metro Urban Growth Management Functional Plan findings for Title 6: Centers, Corridors, Station Communities and Main Streets.

Transportation (Chapter 6)

Goal 6.2.2 in the Transportation Element are relevant to the proposed amendment. Policies include:

- b) Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of people and businesses.
- d) Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.

Findings: The proposed amendment related to the Multimodal Mixed-use Area (supports the transportation policies calling for a range of travel choices to serve the needs of people and businesses and providing connectivity for convenient multimodal access in regional centers by establish an area within which the city has local control over congestion standards and can tailor standards and approaches to support the mixed-use, intensely developed Regional Center described in the Downtown Regional Center Community Plan. Inside the MMA, Comprehensive Plan and zoning changes are not subject to state congestion standards but would still be subject to city standards and state standards regarding other topics such as safety.

Summary Finding: Based on the evaluation of the proposed amendment, the city concludes that the proposed changes are consistent and compatible with relevant existing policies in the current version of the Land Use Element.

Conclusion: The proposed amendment is consistent and compatible with the Land Use Element.

1.5.1.A.3. Conclusion: The proposed amendment is consistent and compatible with the policies of Chapters 1 through 10 of the Comprehensive Plan; therefore, Criterion 1.5.1.A.3. is met.

Summary Conclusion for CPA2020-0004: Based on the facts and findings presented, staff conclude that the proposed amendment to the Comprehensive Plan is consistent with all Legislative Comprehensive Plan amendment approval criteria set forth in Section 1.5.1.A.

Therefore, staff finds that the Comprehensive Plan Amendment meets the criteria for approval in Section 1.5.1.A.

5. Staff Recommendation

Based on the facts and findings outlined in this staff report and contained in supporting documents, staff offers the following recommendation for the conduct of the September 23, 2020, public hearing for CPA 2020-0004 (Comprehensive Plan Vol. I. Ch. 3 Land Use Element and Comprehensive Plan Map):

- A. Conduct the public hearing and receive all public testimony relating to the proposal.
- B. Consider the public testimony and the facts and findings presented in the staff report, deliberate on policy issues and other issues identified by the Commission or the public.
- C. Recommend **APPROVAL** of proposed legislative Comprehensive Plan Amendment (CPA2020-0004) to the City Council.

**TA2020-0002
ANALYSIS AND FINDINGS FOR
TEXT AMENDMENT**

Fact and Findings

Section 40.85.15.1.C of the Code specifies that in order to approve a Text Amendment application, the decision-making authority shall make findings of fact, based on evidence provided by the applicant, that all of the criteria specified in Section 40.85.15.1.C.1-7 are satisfied. The following are the findings of fact for TA2020-0002 (Downtown Design District Text Amendment):

Text Amendment Approval Criteria

1. The proposal satisfies the threshold requirements for a Text Amendment application.

Section 40.85.15.1.A specifies that an application for a text amendment shall be required when there is proposed any change to the Code, excluding changes to the zoning map. TA2020-0002 proposes to make changes to each chapter in the Code, as shown in as shown in Exhibit A.

Therefore, staff finds that the text amendment meets the criterion for approval.

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

Policy Number 470.001 of the City's Administrative Policies and Procedures manual states that fees for a City-initiated application are not required where the application fee would be paid from the City's General Fund. The Planning Division, which is a General Fund program, initiated the application. Therefore, the payment of an application fee is not required.

Therefore, staff finds that the criterion for approval for this text amendment is not applicable.

3. The proposed text amendment is consistent with the provisions of the Metro Urban Growth Management Functional Plan.

Metro's 2040 Growth Concept establishes a vision for the preferred form of regional growth and development. To implement the 2040 Growth Concept, Metro established two functional plans – the Urban Growth Management Functional Plan (Functional Plan) and the Regional Transportation Functional Plan (RTFP). The Functional Plan is the general implementation tool for achieving the goals and objectives in the 2040 Growth Concept. The RTFP is the primary implementation tool for transportation-related policies.

As described in Section 5(e)(2) of the Metro Charter, the Functional Plan requires

that cities update comprehensive plans and implementing regulations to comply with regional policies. The Functional Plan currently includes 11 Titles. The applicable Titles of the Functional Plan (Chapter 3.07) are addressed below. Findings for the RTFP can be found under the Comprehensive Plan Amendment (CPA2020-0004).

Title 1: Housing Capacity

Findings: Title 1 calls for a compact urban form and a “fair-share” approach to meeting regional housing needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120.

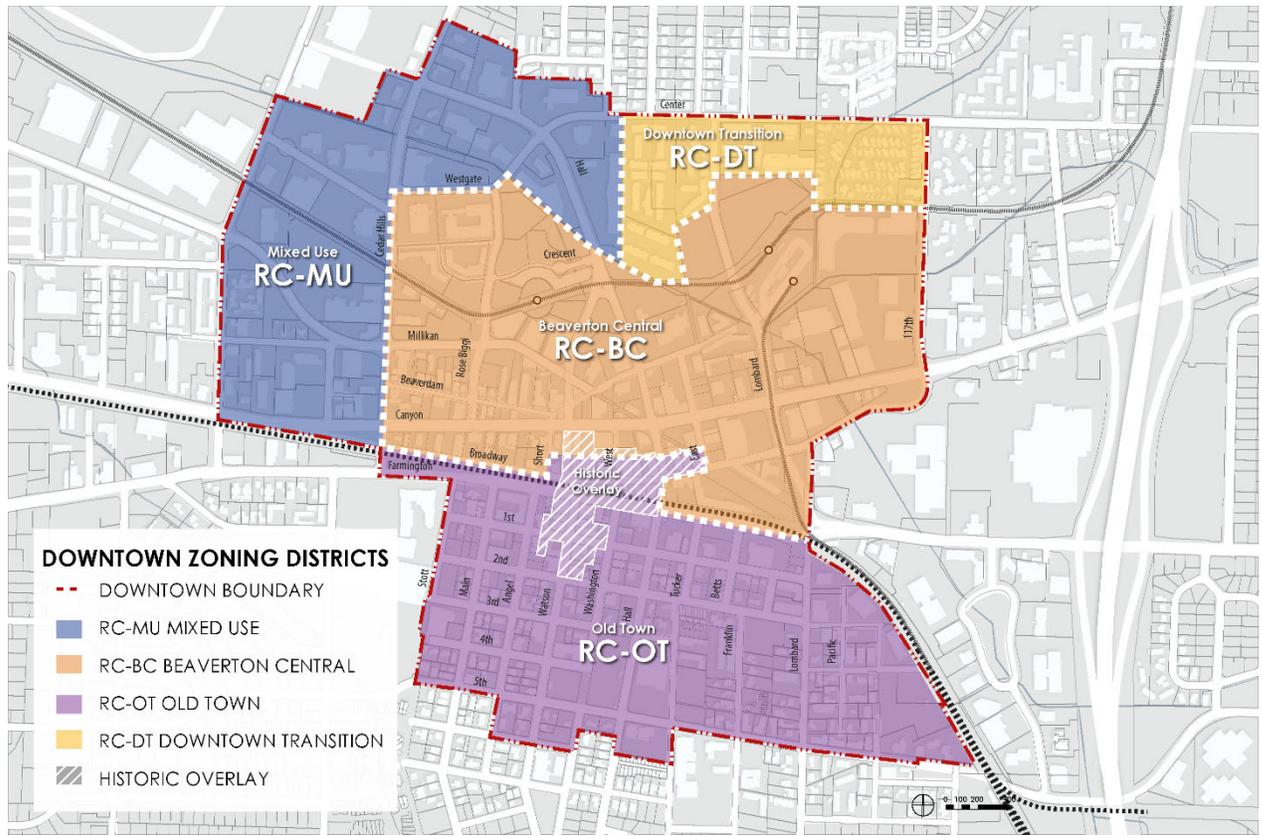
The proposed amendments include the addition of four new or modified zones in the Downtown Design District, as shown in Figure 12. The new zones are:

- Regional Center — Beaverton Central (RC-BC)
- Regional Center — Old Town (RC-OT)
- Regional Center — Mixed Use (RC-MU)
- Regional Center — Downtown Transition (RC-DT)

The proposed zones would cover areas currently zoned Regional Center — Old Town (RC-OT) and Regional Center — Transit Oriented (RC-TO), as well as properties currently outside of the Downtown Regional Center, which are regulated by one of the following zones:

- Community Service (CS)
- General Commercial (GC)
- Residential Urban High Density District (R1)
- Residential Urban Medium Density District (R2)
- Residential Urban Standard Density District (R5)
- Station Center – High Density Residential (SC-HDR)

Figure 12: Proposed Zoning Map



The majority of the sites affected by the proposed text amendment will allow for increased residential densities compared to current regulations, as three of the four proposed zones have no maximum residential density requirements. Only the RC-DT zone has a maximum density requirement, set at 60 units per acre. All properties proposed to be zoned RC-DT are currently zoned RC-TO, which has the same 60 unit per acre density maximum. The maximum density for this area remains unchanged, and there is no maximum FAR, so this will not change housing capacity.

Table 8: Maximum density and FAR

Current Zone	Approximate Acreage ¹⁸	Maximum units per acre ¹⁹	Maximum floor area ratio	Proposed zone	Maximum units per acre	Maximum floor area ratio
RC-TO	40.8	60	None	RC-MU	None	None
RC-TO	22.6	60	None	RC-DT	60	None

¹⁸ Acreage generally excludes right of way.

¹⁹ Maximum units per acre generally for residential-only projects (not mixed use).

RC-TO	95	60	None	RC-BC	None	None
RC-OT	121.5	40	None	RC-OT	None	None
RC-OT	22	40	None	RC-BC	None	None
CS	5.5	43	None	RC-MU	None	None
GC	16.7	43	None	RC-MU	None	None
R1	3	43	None	RC-OT	None	None
R2	.23	21	None	RC-OT	None	None
R5	.23	8	None	RC-OT	None	None
SC-HDR	2.3	43	None	RC-MU	None	None

Title 6: Centers, Corridors, Station Communities and Main Streets

Findings: Title 6 calls for Centers, Corridors, Station Communities and Main Streets – a hierarchy of mixed-use, pedestrian-friendly centers, connected by high capacity transit and corridors - to be the principal centers of urban life in the region. The actions and investments of cities should enhance this role. Completing these actions and investments makes cities eligible for regional investments. Regional investments include MAX light rail transit, WES commuter rail, bus service, pedestrian and bicycle access, and automobile travel options.

All mixed-use, pedestrian friendly centers are shown on Metro's 2040 Regional Growth Concept Map and Centers, Corridors, Station Communities and Main Streets Map (Title 6 Map). The map indicates that Downtown Beaverton is designated as a Regional Center. Therefore, Title 6 applies to the proposed amendment. Relevant Title 6 policies include:

- **3.07.620.c.** "An assessment of a Center ... shall analyze the following: (1) physical and market conditions in the area; (2) physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area ... "
- **3.07.620.d.** "A plan of actions and investments to enhance the Center... shall consider the assessment completed under subsection (c) and include at least the following elements: (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development; (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow ... in Regional Centers ... the mix and intensity of uses specified in section 3.07.640 ... "
- **3.07.640.b.** "Centers ... need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each: (1) The amenities identified in

the most current version of the State of the Centers: Investing in Our Communities, such as grocery stores and restaurants; (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities; (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces."

Beaverton completed a Comprehensive Plan amendment in early 2020 that updated the Downtown Beaverton Regional Center Community Plan. The updates were based on the Beaverton Downtown Urban Design Framework, the major product of the Downtown Design Project.

The Downtown Design Project:

- Created an Urban Design Framework that acts as a roadmap to transform Downtown into the social, economic, and cultural heart of the city;
- Identified opportunities for the community to influence downtown design;
- Identified development obstacles;
- Completed new development rules to ensure the urban design framework can become a reality, and these new development rules are proposed for adoption as part of the subject Text Amendment and concurrent Text Amendment 2020-0004; and
- Created an action plan to implement the Urban Design Framework.

The study area for the project was based on the current Downtown Regional Center (RC) land use designation. The RC designation corresponds with three implementing zoning districts: Regional Center – Old Town (RC-OT), Regional Center – Transit Oriented (RC-TO), and Regional Center – East (RC-E). At the beginning of the project, the study area was defined as the joint outline of the RC-OT and RC-TO zones. This is because their development patterns, mostly small blocks with access to transit, were similar, as opposed to the currently more auto-oriented land use pattern where the RC-E zone applies. As the project progressed, the study area was expanded to include additional areas that were important to achieving the city's goals for a vibrant Downtown. This larger study area and the proposed new Regional Center boundary are in the current Downtown Regional Center Community Plan in Volume 5.

As required by Metro Policy 3.07.620.c, existing conditions analysis included an exploration of physical and market conditions, as well as physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development. Opportunities were then explored that identified strategic locations for development intensification and/or revitalization. Supported by existing conditions, constraints, and opportunities, the project resulted in an Urban Design Framework that acts as a roadmap to transform Downtown into the principal center of urban life in the city.

To implement the Urban Design Framework, the proposed text amendment promotes

compact development by eliminating maximum densities for residential developments in most of the Downtown Design District, allowing developments to exceed the maximum height in the zone by meeting specific design requirements, and reduce off-street . A wide variety of commercial, employment, civic, and residential uses are permitted throughout the Downtown Design District, encouraging vibrant, walkable neighborhoods.

Conclusion: The proposed amendment is consistent and compatible with Metro Title 6.

Title 8: Compliance Procedures

Findings: Section 3.07.810.A of Metro Title 8 establishes a process for determining whether city or county comprehensive plans and land use regulations substantially comply with requirements of the Functional Plan, and requires cities to submit proposed comprehensive plan amendments to Metro for their review. Metro requires the city to submit the proposed amendment to Metro at least 35 days before the first evidentiary hearing, which is the Planning Commission hearing. The city mailed the notice on Aug. 19, 2020, 35 days before the Planning Commission hearing. The city has not received comments from Metro.

Conclusion: The proposed amendment is consistent and compatible with Metro Title 8.

Regional Transportation Functional Plan

Findings: Title 5 of the RTFP addresses the amendment of comprehensive plans. However, the proposed amendment does not include: (1) any proposed changes to the Transportation Element (Chapter 6), (2) any proposed changes to the Transportation System Plan (TSP), or (3) new development; therefore, approval criteria A-E in Title 5 are not applicable. In addition, the requirements and findings for Statewide Planning Goal 12 are applicable to the RTFP. As analyzed under the findings for CPA2020-0004, beginning on page CPA-5, the TPR findings under Goal 12 describe how the establishment of the Multimodal Mixed-use Area exempts most of the Downtown Design District from state congestion standards. Findings are provided for two sites outside of the Multimodal Mixed-use Area, which demonstrate that the proposal will not significantly affect the transportation system.

The city's 2035 TSP was adopted in 2010 with full review by Metro for consistency with the 2035 Regional Transportation Plan (RTP). The Transportation Element will be amended in the next two to three years to ensure compliance with Metro's updated RTP, now known as the 2018 Regional Transportation Plan.

Conclusion: The proposed amendment is consistent and compatible with the Metro Regional Transportation Plan.

Therefore, staff finds that the text amendment meets the criterion for approval.

4. The proposed text amendment is consistent with the City's Comprehensive Plan.

Beaverton's Comprehensive Plan provides policy direction on matters related to future growth and physical development of the city including land use, economy, transportation, housing, natural resources, and other relevant topics. Oregon state law requires all cities and counties to prepare and adopt comprehensive plans that are consistent with Statewide Planning Goals. Some of the proposed changes under this amendment do not create any new policies or regulations, for those changes staff find that the no Comprehensive Plan Policies apply. However, where policy changes are proposed, the applicable goals and policies of Comprehensive Plan are addressed below. Additionally, staff cite the findings provided in Exhibit 2.1, Analysis of Proposed Changes by Chapters, as applicable to addressing this criterion. Categorized by Land Use Chapter, each proposed text change is bulleted below the applicable goal or policy (*italicized*). The following are staff's findings to these applicable goals and policies:

Chapter 3: Land Use

Goal 3.1.1 says, "Encourage development and land use patterns that support a variety of transportation modes." Policies include:

- a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.
- b) Encourage development and programs that reduce the need for vehicle use and ownership.
- c) Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.
- d) Apply land use designations and development regulations that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.
- e) Encourage increased intensity of development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations, such as MAX and WES.

Findings: The proposed amendments are intended to encourage quality development in Downtown by reducing regulatory barriers while setting minimum expectations for design quality. These amendments encourage higher density development in the Downtown area by increasing building heights in much of the Downtown Design District, eliminating maximum density in much of the Downtown Design District, and focusing the densest development within walking distance of three rail stations. The proposed amendments allow for a mix of uses, encouraging

walkable development. Furthermore, by locating dense development and a mix of uses near transit service, these amendments reduce the need for vehicle use and ownership. Staff finds the proposed amendments meet this policy.

Goal 3.2.1 says, "Provide for thoughtful and strategic infill and redevelopment."
Policies include:

- a) Provide a set of residential infill guidelines and standards that encourage compatible infill development, consistent with the following principles:
 - i. Provide flexibility on development standards when it can help preserve trees and natural resources.
 - ii. Allow a wider variety of housing choices that can accommodate a range of ages, household sizes and/or income levels while ensuring the new housing responds to the scale and form of the neighborhood.
 - iv. In areas well-served by transit, amenities and services, offer more flexibility for infill housing and innovative housing types that meet city goals for affordability and livability, and provide housing for diverse household sizes, types, and age ranges.
 - v. Encourage site and building design features, including setbacks and sight lines, that minimize impacts to sunlight and privacy for existing adjacent homes.
- f) On underutilized property and excess parking areas, provide opportunities for interim uses, such as community gardens and food carts, that are appropriate for each plan designation.

Findings: The proposed amendments are intended to allow for denser residential development by removing maximum residential densities in most of the Downtown Design District. Design regulations also provide incentives for preserving on-site trees. Each new development must provide new trees depending on the site size. Each preserved tree counts as two trees toward the required minimum number of trees planted. This policy will encourage more trees to be preserved. Additionally, proposed design regulations allow developments in the RC-BC zone to exceed the maximum height but must include a publicly accessible open space or enhance the on-site creek network. This development incentive can result in density on a smaller footprint and more open spaces and preserved natural areas.

Flexibility for housing types are encouraged by having no minimum lot size, no maximum density in most places within the Downtown Design District, and discretionary Design Guidelines that allow for greater creativity and innovation in design, unit type, and unit size. Buildings over a certain height in each zone much reduce their massing to lessen the solar impacts on the abutting street and adjacent properties.

Community Gardens are proposed to become permitted uses in all Downtown Design District zones. Food Carts are already permitted in all Downtown Design District zones. Staff finds the proposed amendments meet this policy.

Goal 3.3.1 says, "Promote sustainable development, resilience, and resource protection." Policies include:

- c) Encourage and incentivize sustainable building and site design approaches that minimize environmental impacts of the built environment while creating healthy, safe places for people to live, work and play, through:
 - i. Energy conservation and renewable energy
 - iii. Reducing water consumption and wastewater generation, including use of non-potable water systems where appropriate

Findings: The proposed amendments include requirements for drought-tolerant landscaping to reduce water consumption. The amendments also require that buildings larger than 20,000 square feet provide one rooftop sustainability element, including solar panels, rainwater collection for reuse, or rooftop gardens. Staff finds the proposed amendments meet this policy.

Goal 3.4.1 says, "Provide effective and inclusive planning and development review services." Policies include:

- a) Ensure that development regulations are consistent with and implement the Comprehensive Plan.

Findings: The proposed amendments are intended to implement the Community Vision goal of a more vibrant Downtown Beaverton, recommendations from the Urban Design Framework, and the applicable goals and policies of the Comprehensive Plan. The proposed development regulations aim to create walkable, mixed-use neighborhoods that have increased residential, commercial, and employment opportunities. Findings provided throughout this and the concurrently proposed Comprehensive Plan Amendment (CPA2020-0004) and Zoning Map Amendment (ZMA2020-004) demonstrate consistency with the Comprehensive Plan.

Goal 3.6.1 says, "Support pedestrian-oriented mixed use areas." Policies include:

- a) Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.
- b) Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings) but should be mixed so that different uses are within easy walking distance of one another.
- c) Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.

- d) Pedestrian-oriented design is a priority within mixed use areas. Pedestrian-oriented design generally includes:
 - i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings and signage), and a majority of parking located behind, above, or beneath development
 - ii. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks
 - iii. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from fast-moving traffic (by using buffers such as curbside parking, landscaping, trees and street furniture)

Findings: The proposed amendments allow for a broad mix of uses with no maximum floor area, and in most cases, no maximum residential density. This allowance for density and broad mix of uses allow for uses to be within easy walking distance of one another. The proposed amendments prohibit auto sales, auto service, and drive-through uses, which will allow other uses that will enhance the pedestrian environment to establish in the Downtown Design District and reduce pedestrian-auto conflicts that often occur at driveways and sidewalks. Design regulations require new development to be located at the street and prohibit parking between buildings and the primary frontage. Residential buildings are allowed larger front setbacks to allow for greater privacy. Buildings on key streets are required to have larger ground-floor windows, higher ceiling heights, and other design features that enhance the pedestrian experience. Staff finds the proposed amendments meet this policy.

Goal 3.6.2 says, "Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton." Policies include:

- a) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.
- b) Celebrate and enhance the diversity, cultural and natural history, and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton.
- e) Ensure that redevelopment intensifies land use, with less land dedicated to surface parking and more land occupied by multistory buildings along walkable streets.
- h) Encourage a variety of Downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.

- i) Encourage an “18-hour” mix of uses, including retail, employment, civic, entertainment, and residential uses, that supports a diverse population that works, lives, and gathers downtown.
- j) Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.
- k) Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.
- l) Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.
- m) Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.
- p) Preserve, enhance and engage nature and natural systems, including Downtown’s creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members.
- q) Ensure that developments at highly visible “gateways” have design features (e.g. height, mass, and building orientation) that enhance awareness of the Downtown Regional Center and Downtown Design District.

Findings: The proposed amendments will guide Downtown development through a dedicated Development Code chapter and zoning districts created specifically for Downtown Development. These rules focus on building and site design and how they promote vibrancy and a quality pedestrian experience. Building massing and modulation are regulated to provide visual interest and avoid long, monotonous frontages. Higher density development is focused around the three rail stations in Downtown, and buildings in the RC-BC zone that meet certain design rules can exceed the maximum 120 foot height limitation, allowing for buildings 12 stories and greater near rail transit. Uses that rely heavily on surface parking, like vehicle sales and service, will be prohibited in the Downtown Design District.

A majority of the Downtown Design District has no maximum residential density, allowing for a variety of housing types in one development. A mix of office, commercial, light industrial, and residential uses are allowed throughout the Downtown Design District, which will promote an “18 hour” mix of uses. Buildings and public open spaces are required to be at the street to promote pedestrian interest and encourage interaction between uses inside buildings and passers-by.

Development on key streets must have enhanced ground-floor facades to improve the pedestrian experience. New connections are required along certain creek corridors, and buildings that exceed the maximum height in the RC-BC zone must provide publicly accessible open spaces or enhance and provide access to on-site natural areas. At key gateway intersections, as identified in the Urban

Design Framework, that do not already have an existing or planned civic landmark, private development will be required to provide gateway features. Staff finds the proposed amendments meet this policy.

Chapter 4 Housing

Goal 4.1.1 says "Provide an adequate supply of housing to meet future needs."

Policies include:

- b) Support higher density infill development that capitalizes on existing infrastructure and where impacts can be mitigated.
- c) Encourage high density residential development on mixed use and commercially zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods.

Findings: The proposed amendments guiding Downtown development allow for greater residential densities to be developed, taking advantage of existing transit improvements, including three rail lines and 11 bus lines. Residential development in the Downtown Design District has no maximum density, except for the RC-DT zone, allowing for significant residential development in areas already served by a variety of commercial and employment uses. The RC_DT zones retains a 60 units per acre maximum density that is in the current code, which still provides significant density for the properties within that zone. Staff finds the proposed amendments meet this policy.

Goal 4.3.1 says "Increase the supply of housing in and near Beaverton's Downtown Regional Center" Policies include:

- b) Stimulate the development of housing through tools such as capital investment, vertical housing incentives, tax exemptions, public/private partnerships, land acquisition, and disposition.

Findings: The proposed amendments eliminate certain barriers to increased housing supply in the Downtown Regional Center by removing the maximum density regulations for residential only development. The removal of this provision will make the development of new housing more attractive by allowing more units per site, as well allowing for a greater mix of unit sizes. The increase in allowed unit types a mix of unit sizes will improve the financial feasibility of new residential development. Staff finds the proposed amendments meet this policy.

Chapter 6: Transportation

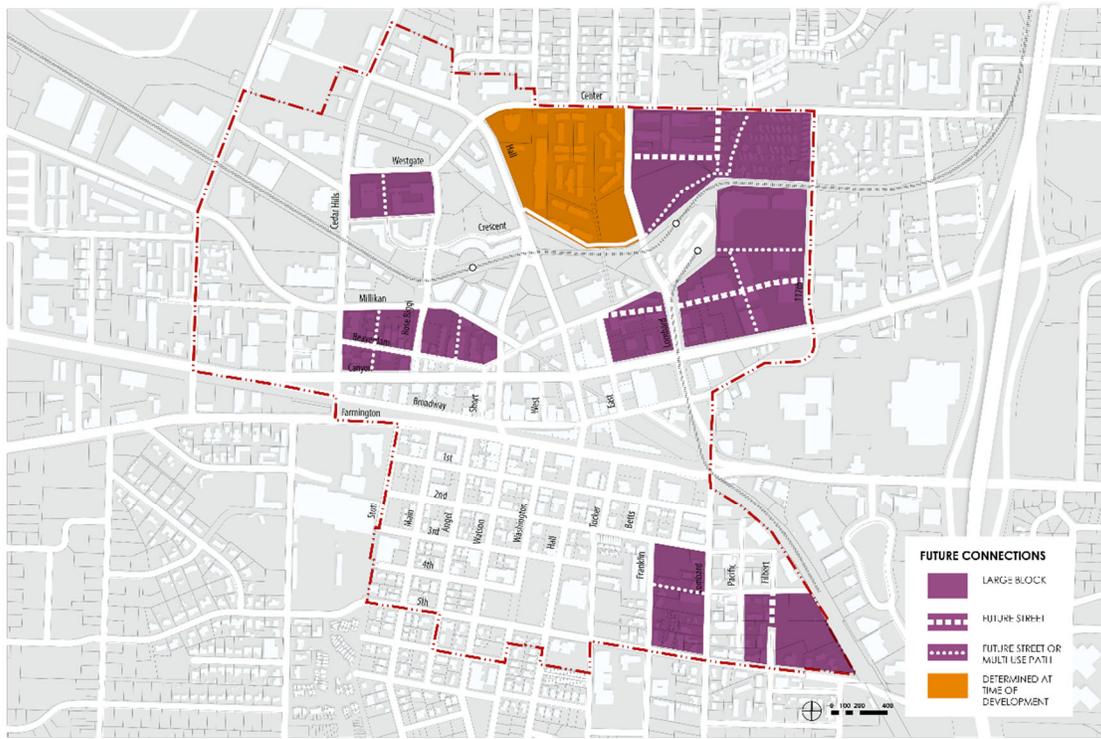
Goal 6.2.1. says "Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements."

- a) Maintain the livability of Beaverton through proper location and design of transportation facilities.
- d) Locate and design multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the

Natural Resource Inventory Plan Map for their Significant Natural Resource values.

Findings: The proposed amendments include rules guiding the location of new streets and multiuse paths in Downtown. This tool is included to more clearly delineate the desired locations of new connections, providing clearer expectations for connectivity and new development in Downtown. These rules also set clear expectations for multi-use path design and dimensions. These new connections are located along property lines and creek corridors to promote orderly development and provide access to natural areas. See Figure 13 for the location of new required connections. Staff finds the proposed amendments meets these policies.

Figure 13: Proposed Block Size Map



Chapter 7: Natural, Cultural, Historic, Scenic, Energy, and Groundwater Resources

Goal 7.2.1. says "Preserve, manage and encourage restoration of historic sites, structures, and objects designated as Significant Historic Landmarks, and protect the character of the Downtown Historic District as listed on the National Register of Historic Places." Policies include:

- a) With the cooperation of property owners, protect enhance and perpetuate Significant Historic Landmarks and the Downtown Historic District representing or reflecting elements of the City's cultural, social, economic, political and architectural history.

Findings: The proposed amendments include updated rules guiding the construction of new buildings within the Historic District. Currently, development in the Historic District is required to be reviewed under a separate land use application, New Construction in a Historic District. The rules include relatively broad language that is challenging for applicants and decision-makers to understand intent and desired design outcomes. The proposed amendments will eliminate the New Construction in a Historic District application and instead include specific design rules for sites directly abutting historic landmarks. These design rules are tailored specifically for each historic landmark and are intended to direct abutting development to respond to certain design elements. These specific design rules will more clearly lay out design expectations to better complement the abutting historic landmark within the Historic District. These rules will better streamline development within the Historic District while ensuring that the that the new development complements the landmarks within the Historic District. Staff finds the proposed amendments meets these policies.

Goal 7.5.1. says "Development projects and patterns in the City that result in reduced energy consumption. Goal 7.5.2. says "Increased use of solar energy and other renewable energy resources in new development in the City." Policies include:

- a) Assist in the conservation of energy by promoting more efficient transportation modes and land use patterns.
- b) Encourage higher density development where appropriate.
- c) Continue to update applicable codes and regulations to promote energy conservation.

Findings: The proposed amendments include rules that further allow dense mixed-use development in the Downtown Regional Center. These rules will allow for greater number of residential units and non-residential floor area in the city center. This greater amount of development leverages the existing critical infrastructure and allows for less car dependence for everyday trips. The proposed rules also require larger buildings to provide energy conservation infrastructure, such as rooftop solar panels, green roofs, or high reflectivity roof surfaces. Staff finds the proposed amendments meet these policies.

Chapter 9: Transportation

Goal 9.4.1. says "Position Downtown Beaverton and Surrounding Areas as a Major Employment Center and an Attractive Urban Lifestyle Center." Policies include:

1. Encourage increased housing density in downtown Beaverton and surrounding areas to expand the customer base of existing and future businesses and provide housing opportunities to local employees.

Findings: The proposed amendments include rules that allow for residential development in greater densities by increasing height limits in several Downtown zones, and by removing maximum residential densities for residential only development. These increased residential densities can allow for greater number of community member to live in Downtown Beaverton and will support businesses located in the area. These provisions will also improve the financial feasibility of

new residential development in the Downtown Regional Center by allowing greater unit densities and flexibility in unit size. Staff finds the proposed amendments meet these policies.

Chapter 10: Community Health

One goal of Chapter 10 says "Increase access to healthy, fresh, affordable food, especially in underserved neighborhoods." Policies include:

2. Reduce barriers to siting and support of community gardens on private property, vacant public property, and unused rights-of-ways and increase access to fresh, local agricultural products.

Findings: The proposed amendments will permit community gardens to be built in any zone within the Downtown Design District. Currently, community gardens are not a permitted use in Downtown Beaverton. Community gardens are one method of providing the community with fresh food, and can be strategically located on vacant or underutilized land for a period of time before a property elects to develop or redevelop the property. This provides a community benefit and makes the most of an otherwise underutilized parcel of land until development occurs. Staff finds the proposed amendments meet these policies.

Comprehensive Plan Compliance Summary: Staff finds that the proposed amendment is consistent with the City's Comprehensive Plan.

Therefore, staff finds that the text amendment meets the criterion for approval.

5. The proposed text amendment is consistent with other provisions within the City's Development Code.

A majority of the amendments to Chapters 10, 20, 40, 50, 60, and 90 are included to integrate the proposed Downtown Design District Code (Chapter 70) into the Development Code. These amendments will ensure that the Downtown Design District Code is consistent with Chapter 70 and vice versa. Staff has not identified any inconsistencies within the City's Development Code.

Therefore, staff finds that the text amendment meets the criterion for approval.

6. The proposed amendment is consistent with all applicable City ordinance requirements and regulations.

Staff has not identified any other applicable City ordinance requirements and regulations that would be affected by the proposed changes.

Therefore, staff finds that the text amendment meets the criterion for approval.

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

Staff have determined that there are no other applications and documents related to the request that will require further City approval.

Therefore, staff finds that the text amendment meets the criterion for approval.

Other applicable approval criteria

As a post-acknowledgement amendment to the City's Code, the proposed text amendment is subject to ORS 197.175(2), which requires that the City demonstrate that the proposed text amendment be consistent with the relevant Statewide Planning Goals. Staff have determined that the following goals apply:

Of the 19 Statewide Planning Goals, staff finds that the following goals are directly relevant to the proposed amendment: Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 10 (Housing), and Goal 12 (Transportation).

Goal 1 - Citizen Involvement

Findings: The Beaverton Citizen Involvement Program adopted by Resolution 2229 in 1980 established a formalized public participation program for the BCCI that provides a method by which the committee and other community members can communicate their opinions and inquiries about city matters, including the planning process.

The Downtown Design Project included significant public engagement over a two-year period – five open houses, 15 meetings with advisory or decision making bodies, and 10 meetings with stakeholder groups. Information related to TA2020-0002 also was presented at the following meetings:

- Feb. 24, 2020, Beaverton Committee for Community Involvement
- March 2, 2020, Urban Redevelopment Advisory Committee meeting.
- June 10, July 21 August 12, and Aug. 26, 2020, Planning Commission work sessions.

The proposed amendment is subject to the public notice requirements of the Development Code. At the public hearing, the Planning Commission will consider written or oral testimony before making a recommendation to City Council.

The amendment procedures outlined in Chapter 50 of the Development Code allow for proper notice and public comment opportunities as required by Statewide Planning Goal 1. These procedures have been determined to be consistent with Goal 1 in the past and have been followed.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 1.

Goal 2 – Land Use Planning

Findings: Statewide Planning Goal 2 requires local governments to establish a land use planning process and policy framework as a basis for all decisions and actions related to land use. The Urban Design Framework, approved on Oct. 9, 2018, by the City Council:

5. Analyzes existing conditions in Downtown Beaverton; and
6. Identifies opportunities and constraints; and
7. Outlines framework concepts and alternatives; and
8. Presents a final framework that considers social, economic, energy, and environmental needs by promoting a mixed-use, compact urban form with multimodal streets. The Urban Design Framework provides the factual basis for the proposed amendment to Volume 1 and Volume 5 of the Comprehensive Plan.

Section 40.85.1.C of the Development Code describes the approval criteria for legislative amendments. The findings and conclusions in the Staff Report explain how the proposed text changes are consistent with the approval criteria and procedural requirements for amending the Development Code.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 2.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

Findings: In August of 1984, the City nominated the Downtown Beaverton Historic District to the National Park Service National Register of Historic Places. The district, as described on the nomination form, is an irregular 2 X 3 block area bounded by SW Canyon Boulevard on the north, SW East Street and SW Washington Street on the east, SW Second Street on the south, and SW Watson Street on the west. At the time of nomination, the district includes buildings used for commercial, entertainment and private residences. The historic district had been listed on the registry since January 7, 1986.

The National Register application describes the historic district as “a well-preserved and environmentally distinct area which reflects the development of the city’s commercial center in the period between the First and Second World Wars.” The analysis continues: “Massive development since the War years because of its proximity to metropolitan Portland. Sprawling strip development generated by an ever-increasing mobile population characterizes Beaverton outside of its tiny historic nucleus. The Downtown Commercial Historic District is one of the few areas in the city which remains oriented to pedestrian traffic.”

The proposed rules make no changes to preservation requirements that effect the fourteen historic landmarks within the district. The proposed amendments do seek to streamline new development within the Historic District, by replacing broad criterion that cite preservation of the historic value of the Historic District with specific design rules that ensure that new development in the district complements abutting historic landmarks. These rules include matching column rhythm, first floor window heights, horizontal datum lines, and other details, tailored to each individual historic landmark, that increase the levels of visual interest for the pedestrian.

The entirety of the proposed amendments, including the rules that regulate development abutting historic landmarks in the historic district, are intended to create engaging pedestrian environments. These rules include buildings required at or near the street, high levels of windows and doors facing the street, façade articulation for visual interest, and finer design details required in the historic district mentioned above.

The National Register Statement of Significance concludes by stating “Because of its proximity to metropolitan Portland, Beaverton is experiencing development on a massive scale. The Downtown Historic District is the last place remaining to convey a sense of “central place’.” The proposed amendments are intended to further reinforce the sense of a central place through more intense development, buildings that engage the pedestrian through site placement and building design, and reinforce the historic district character by setting clear expectations for new development abutting historic landmarks.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 5.

Goal 10 – Housing

Findings: In 2015, the city added the Housing Strategies Report to Volume II of the Comprehensive Plan (Background and Supporting Material) in conjunction with the amendment to the Housing Element. The report was reviewed by DLCDC, which found it to be consistent with the requirements of Statewide Planning Goal 10.

Beaverton's Housing Needs Analysis (HNA) was published in October 2015. It demonstrated a need for all housing types in the 20-year period ending in 2035. This was true both for the current Beaverton city limits as well as the city limits plus the assumed urban service area, which is an area where it is assumed Beaverton will provide governance in the future. The state Department of Land Conservation and Development (DLCDC) found it to be consistent with the requirements of Statewide Planning Goal 10. See Table 9 for the number of housing units projected to be needed.

Table 9: Projected Future Need for New Housing Units (2035)

	SF detached	SF attached	Duplex	3 or 4 units	5+ units
Current city limits (2015)	5,767	1,542	295	718	3,866
City limits plus assumed urban service boundary	14,001	2,626	958	718	3,886

Source: Beaverton Housing Needs Analysis (part of the city's Housing Strategies Report) Figure 5.3 and Figure 10.3. <https://www.beavertonoregon.gov/DocumentCenter/View/10322>. Accessed April 14, 2020.

Based on the findings in Beaverton's Housing Strategies Report in Volume II of the Comprehensive Plan, which includes the city's Buildable Lands Inventory and Housing Needs Analysis, Beaverton updated its Comprehensive Plan's Housing Element and Land Use Element to address the identified housing needs. DLCD also found these Comprehensive Plan changes consistent with the Statewide Planning Goals.

The proposed Development Code amendments introduce three new zones within the Downtown Design District, RC-BC, RC-DT, and RC-MU, and modify the RC-OT zone. The Downtown Design District zones will retain or expand the housing capacity in the area by maintaining or eliminating the maximum density and maximum floor area ratios of the affected properties, as shown in Table 8 above. All of the approximately 330 acres that make up the proposed Downtown Design District currently are zoned to have maximum residential densities for residential only developments, limiting residential capacity within the District. The proposed amendments eliminate maximum residential density for all but 22.6 of the 330 acres within the Downtown Design District. The 22.6 acres, all within the proposed RC-DT zone, are limited to 60 units per acre, which matches the maximum residential density of those properties current zoning district, RC-TO. The removal of the maximum residential densities for approximately 307 acres will considerably increase potential housing capacity within the Downtown Design District. Based on the required densities of the proposed Downtown Design District zones, it is anticipated that the following residential categories will see new residential units built: single-family attached, duplex, three to 4 unit, and five or more unit developments. Each of the categories are identified as needed housing types in the Beaverton Housing Needs Analysis.

The proposed Development Code Amendments also reduce the required on-site parking for several areas within the Downtown Design District. See Table 10. The existing Regional Center is composed of five parking districts. All required parking ratios in the Regional Center are lower than citywide requirements. Districts One,

Two, and Three have lower parking ratios for residential uses than Districts Four and Five. The amendments combine Districts One through Four into a new District One, which will require the same, lower parking ratios as the existing District One through Three, resulting in parking reductions for about 112 acres of former Parking District Four. District Five is not affected by this amendment. Approximately 30 acres of new properties included with the Regional Center boundary expansion proposed with the concurrent Comprehensive Plan Amendment (CPA2020-004), will also be designated as District 1, reducing the off-street parking requirements for those 30 acres. Additionally, automatic parking reductions are offered for sites in certain areas of the Downtown Design District. Sites within 660 feet of rail stations, bus stops with high frequency peak period service, and in the eight core blocks of Old Town may reduce their off-street parking requirements by twelve percent.

Table 10: Minimum Off-Street Parking Requirements in the Downtown Design District

Current Parking District	Approximate Acreage ²⁰	Minimum Off-street parking required per unit	Proposed Parking District	Minimum Off-street parking required per unit
Regional Center 1	109.5	0.75	Regional Center 1	0.75
Regional Center 2	15.8	0.75	Regional Center 1	0.75
Regional Center 3	59.9	0.75	Regional Center 1	0.75
Regional Center 4	112	1	Regional Center 1	0.75
Residential or Commercial Zone	26.66	1.25-1.75	Regional Center 1	0.75
Multiple Use Zone	2.3	1	Regional Center 1	0.75

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 10.

Goal 12 - Transportation

Findings: OAR (Oregon Administrative Rules) 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule²¹ (TPR), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP), adopted pursuant to OAR Division 12, fulfills the requirements for public facilities planning required under ORS (Oregon Revised Statute) 197.712(2)(e), Goal 11 and

²⁰ Acreage generally excludes right of way.

²¹ The Transportation Planning Rule requires local governments to review Comprehensive Plan and land use regulation amendments and contains standards by which to review the effect of the proposed amendment on existing or planned transportation facilities.

OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Comprehensive Plan contains the City's adopted TSP, effective October 21, 2010.

Significant effects. The TPR states that "if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule."

"A plan or land use regulation significantly affects a transportation facility if it would:

- Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- Change standards implementing a functional classification system; or
- Result in ... types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
- Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
- Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan."

The proposed text amendment will modify the permitted uses, densities, and building heights within the Downtown Design District, which may result in "significant effects" to a transportation facility, defined by OAR 660-012-0060. However, OAR 660-012-0060(10)(e) states: "A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time."

The concurrently proposed Comprehensive Plan Amendment (CPA2020-0004) establishes an MMA, as shown in Figure 4 by adopting the findings in Downtown Regional Center Community Plan and concurrently adopting changes to Beaverton's Comprehensive Plan Land Use Element (CPA2020-0004) and Development Code (ZMA2020-0004 and TA2020-0002), including Development Code changes to establish a Downtown Design District. The definition of MMA referred to in OAR 660-012-0060(10)(e) above requires findings for OAR 660-012-0060(10)(b), which can be found in the findings for CPA2020-0004, starting on page CPA-5. Findings for the two sites not included in the MMA are provided in the concurrently proposed Comprehensive Plan Amendment (CPA2020-0004).

State Land Use Goal Compliance Summary: Therefore, staff finds that the proposed text amendment complies with all of the applicable Statewide Planning Goals.

Conclusions

Based on the facts and findings presented, staff conclude that the proposed amendment to the Code is consistent with all the text amendment approval criteria of Section 40.85.15.1.C.1-7.

Staff Recommendation(s)

Staff offers the following recommendation for the conduct of the September 23, 2020 public hearing for TA2020-0002 (Downtown Design District Text Amendment):

- A. Conduct the public hearing and receive all public testimony relating to the proposal.
- B. Considering the public testimony and the facts and findings presented in the staff report, deliberate on policy issues and other issues identified by the Commission or the public.
- C. Recommend **APPROVAL** of text amendment application TA2020-0002 (Downtown Design District Text Amendment) to the City Council.

**ZMA2020-0004
ANALYSIS AND FINDINGS FOR
ZONING MAP AMENDMENT**

Fact and Findings

Section 40.97.15.2.C of the Code specifies that in order to approve a Legislative Zoning Amendment application, the decision-making authority shall make findings of fact, based on evidence provided by the applicant, that all of the criteria specified in Section 40.97.15.2.C.1-7 are satisfied. The following are the findings of fact for ZMA2020-0004 (Downtown Design District Zoning Map Amendment):

Zoning Map Amendment Approval Criteria

1. The proposal satisfies the threshold requirements for a Legislative Zoning Map Amendment application.

Section 40.97.15.2.A specifies that an application for a Legislative Zoning Map Amendment shall be required when there is proposed a change of zoning designation for a large number of properties. ZMA2020-0004 proposes to change the zone of approximately 275 properties.

Therefore, staff finds that the zoning map amendment meets the criterion for approval.

2. The proposal conforms with applicable policies of the City's Comprehensive Plan.

Beaverton's Comprehensive Plan provides policy direction on matters related to future growth and physical development of the city including land use, economy, transportation, housing, natural resources, and other relevant topics. Oregon state law requires all cities and counties to prepare and adopt comprehensive plans that are consistent with Statewide Planning Goals. The following are staff's findings to applicable Comprehensive Plan goals and policies:

Chapter 3: Land Use

Goal 3.1.1 says, "Encourage development and land use patterns that support a variety of transportation modes." Policies include:

- a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.
- b) Encourage development and programs that reduce the need for vehicle use and ownership.
- c) Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.

- d) Apply land use designations and development regulations that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.
- e) Encourage increased intensity of development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations, such as MAX and WES.

Findings: The proposed zone amendments are intended to encourage quality development in Downtown by reducing regulatory barriers while setting minimum expectations for design. These amendments encourage higher density development in the Downtown area by increasing building heights in much of the Downtown Design District, eliminating maximum density in most of the Downtown Design District, raising minimum floor area ratios and residential densities, and focusing the densest development within walking distance of the three rail stations. The proposed zones allow for a mix of uses, encouraging walkable development. Furthermore, by locating dense development and a mix of uses near transit service, these amendments reduce the need for vehicle use and ownership. Staff finds the proposed amendments meet this policy.

Goal 3.4.1 says, "Provide effective and inclusive planning and development review services." Policies include:

- a) Ensure that development regulations are consistent with and implement the Comprehensive Plan.
- d) Apply zoning districts consistent with Comprehensive Plan policies; applicable Community Plans; adopted Comprehensive Plan designations, as identified in the Comprehensive Plan and zoning district matrix, below; and the following policies.
 - i. New zoning districts consistent with applicable Comprehensive Plan policies may be added or modified as needed to address area-specific needs or changing circumstances.
 - iii. Area-specific zoning districts (as indicated in the Comprehensive Plan and Zoning District Matrix) shall be applied only in locations consistent with the title and purpose statement of the zone, applicable Community Plan policies or Metro Title 6 designations.

Findings: The proposed amendments are intended to implement the Community Vision goal of a more vibrant Downtown Beaverton, recommendations from the Urban Design Framework, and the applicable goals and policies of the Comprehensive Plan. The proposed development regulations aim to create walkable, mixed-use neighborhoods that have increased residential, commercial, and employment opportunities. Findings provided throughout this and the concurrently proposed Comprehensive Plan Amendment (CPA2020-0004) and Zoning Map Amendment (ZMA2020-004) demonstrate consistency with the Comprehensive Plan.

The proposed zoning amendments are consistent with the Land Use Matrix, which is being modified by a concurrently proposed Comprehensive Plan Amendment (CPA2020-0004) to expand the Regional Center Boundary and update the Land Use Matrix to identify the three new zones proposed by this amendment, RC-BC, RC-MU, and RC-DT, as zones that can implement the Regional Center Land Use Designation. Staff finds the proposed amendments meet this policy.

Goal 3.6.1 says, "Support pedestrian-oriented mixed use areas." Policies include:

- a) Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.
- b) Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings) but should be mixed so that different uses are within easy walking distance of one another.
- c) Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.
- d) Pedestrian-oriented design is a priority within mixed use areas. Pedestrian-oriented design generally includes:
 - i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings and signage), and a majority of parking located behind, above, or beneath development
 - ii. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks

Findings: The proposed zones allow for a broad mix of uses with no maximum floor area, and in most cases, no maximum residential density. This allowance for density and broad mix of uses allow for uses to be within easy walking distance of one another. The proposed zones prohibit auto sales, auto service, and drive through uses, which will allow other uses that will enhance the pedestrian environment to establish in the Downtown Design District. Design regulations require new development to be located at the street and prohibit parking between buildings and the primary frontage. Setbacks for buildings with ground floor commercial uses are allowed to be built up to front property line to allow for a more engaging pedestrian experience. Buildings with ground-floor residential units are allowed larger front setbacks to allow for greater privacy. Staff finds the proposed amendments meet this policy.

Goal 3.6.2 says, "Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton" Policies include:

- a) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into

account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.

- e) Ensure that redevelopment intensifies land use, with less land dedicated to surface parking and more land occupied by multistory buildings along walkable streets.
- h) Encourage a variety of Downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.
- i) Encourage an “18-hour” mix of uses, including retail, employment, civic, entertainment, and residential uses, that supports a diverse population that works, lives, and gathers downtown.

Findings: The proposed amendments guiding Downtown development are directly implemented by a dedicated chapter of the Development Code, and four zones that are intended to specifically regulate Downtown development. Each proposed zone contains a minimum density and minimum floor area ratio to ensure that new or redeveloped properties are built at a scale that contributes to a dense, walkable downtown. Table 11 details the proposed change in minimum density and intensity. Each property being rezoned has either an increased minimum density, increased minimum floor area ratio, or both. These increased minimums will encourage new development to intensify the Downtown Design District.

Table 11: Minimum density and FAR

Current Zone	Approximate Acreage ²²	Minimum units per acre ²³	Minimum floor area ratio	Proposed zone	Minimum units per acre	Minimum floor area ratio
RC-TO	40.8	20	0.6	RC-MU	43	1.0
RC-TO	22.6	20	0.6	RC-DT	30	1.0
RC-TO	95	20	0.6	RC-BC	60	1.5
RC-OT	121.5	12	0.35	RC-OT	18 or 24	0.5 or 0.7
RC-OT	22	12	0.35	RC-BC	60	1.5
CS	5.5	34	N/A	RC-MU	43	1.0
GC	16.7	34	N/A	RC-MU	43	1.0
R1	3	34	N/A	RC-OT	18 or 24	0.5 or 0.7

²² Acreage generally excludes right of way.

²³ Maximum units per acre generally for residential-only projects (not mixed use).

Current Zone	Approximate Acreage ²²	Minimum units per acre ²³	Minimum floor area ratio	Proposed zone	Minimum units per acre	Minimum floor area ratio
R2	.23	15	N/A	RC-OT	18 or 24	0.5 or 0.7
R5	.23	7	N/A	RC-OT	18 or 24	0.5 or 0.7
SC-HDR	2.3	30 or 24	0.4	RC-MU	43	1.0

A majority the zones of the Downtown Design District have no maximum residential density, allowing for a variety of housing types, and each zone has no maximum floor area. A mix of office, commercial, light industrial, and residential uses are permitted throughout the Downtown Design District, which will promote an “18 hour” mix of uses. Buildings and public open spaces are required to be at the street to engage with pedestrians.

Chapter 4 Housing

Goal 4.1.1 says “Provide an adequate supply of housing to meet future needs.”

Policies include:

- b) Support higher density infill development that capitalizes on existing infrastructure and where impacts can be mitigated
- c) Encourage high density residential development on mixed use and commercially zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods

Findings: The zones proposed to regulate Downtown development allow for greater residential densities to be developed, taking advantage of existing transit improvements, including three rail lines and 10 bus lines that sever the Downtown Design District. Residential development in the Downtown Design District has no maximum density, except for the RC-DT zone, allowing for significant residential development in areas already served by a variety of commercial and employment uses. Table 12 details the proposed changes to maximum densities in the Downtown Design District. Staff finds the proposed amendments meet this policy.

Table 12: Maximum density and FAR

Current Zone	Approximate Acreage ²⁴	Maximum units per acre ²⁵	Maximum floor area ratio	Proposed zone	Maximum units per acre	Maximum floor area ratio
RC-TO	40.8	60	None	RC-MU	None	None
RC-TO	22.6	60	None	RC-DT	60	None
RC-TO	95	60	None	RC-BC	None	None
RC-OT	121.5	40	None	RC-OT	None	None
RC-OT	22	40	None	RC-BC	None	None
CS	5.5	43	None	RC-MU	None	None
GC	16.7	43	None	RC-MU	None	None
R1	3	43	None	RC-OT	None	None
R2	.23	21	None	RC-OT	None	None
R5	.23	8	None	RC-OT	None	None
SC-HDR	2.3	43	None	RC-MU	None	None

Comprehensive Plan Compliance Summary: Staff finds that the proposed amendment is consistent with the City's Comprehensive Plan.

Therefore, staff finds that the zoning map amendment meets the criterion for approval.

3. All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.

Chapter 90 of the Development Code defines critical facilities as “public water, public sanitary sewer, storm water drainage, treatment, and detention, transportation, and fire protection.” The Downtown Design District, which encompasses all properties affected by the proposed zoning map amendment, is a fully developed area with critical facilities currently available, or easily made available, to all properties. Services are generally located within the public right of way. These services include public water, which is provided by the City of Beaverton; storm water drainage, treatment and detention, which is provided by

²⁴ Acreage generally excludes right of way.

²⁵ Maximum units per acre generally for residential-only projects (not mixed use).

the City of Beaverton and Clean Water Services; and sanitary sewer, which is provided by the City of Beaverton and Clean Water Services. Proposed developments within the Downtown Design District will be subject to Section 40.03 Facilities Review, which requires new developments to either construct improvements to the public systems to adequately serve the site, or demonstrate that the existing critical facilities have the capacity to adequately serve the site. Any new development will be required to obtain service provider letters from the City of Beaverton and Clean Water Services to confirm that adequate services are available.

The Downtown Design District is served by a network of roads and multi-use paths to accommodate travel to and through Downtown. A majority of the roads within and adjacent to the Downtown District fall under the jurisdiction of the City of Beaverton. Within the Downtown Design District, Canyon Road is under the jurisdiction of the Oregon Department of Transportation (ODOT). Highway 217, approximately one-quarter miles east of the Downtown Design District, is also under the jurisdiction of ODOT. Proposed development citywide, including sites within the Downtown Design District, will be required to demonstrate compliance with all applicable transportation related requirements, including the submittal of a Traffic Impact Analysis if thresholds are met.

Tualatin Valley Fire and Rescue currently provides fire protection services for all of Beaverton, including the Downtown Design District, and will continue to do so following this zoning map amendment. All new development will be required to obtain a service provider letter from Tualatin Valley Fire and Rescue to confirm that the development can be served as designed.

Therefore, staff finds that the zoning map amendment meets the criterion for approval.

4. *Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.*

Chapter 90 of the Development Code defines essential facilities as “schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way.” The Downtown Design District, which encompasses all properties affected by the proposed zoning map amendment, lies fully within the Beaverton School District. Any development that includes new residential units will be required to obtain a service provider letter from Beaverton School District to confirm capacity. The Downtown Design District is served well served by TriMet transit, with three rail lines, MAX Blue Line, Max Red Line, and Westside Express Service, and 10 bus lines, the 20, 52, 53, 54, 57, 58, 61, 76, 78, and 88. Within the District there are three rail stations and approximately 35 bus stops. Police service is provided by the Beaverton Police Department and will continue to do so following the zoning map amendment. Sidewalks currently exist along the frontages of most properties and will be required to be constructed or reconstructed to meet city standards at time of development. Bicycle lanes are required on certain streets depending on their functional classification. If required bicycle lanes do not exist along a site frontage, they will either be constructed at the time of development, or

in cases where a continuous network cannot be provided, frontage will be dedicated as right of way to ensure a continuous bicycle lane can be constructed in the future.

Therefore, staff finds that the zoning map amendment meets the criterion for approval.

5. *The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).*

Chapter 20 of the Development Code currently contains the development standards of each zone. The concurrently proposed Downtown Design District Text Amendment (TA2020-0002) will relocate the zoning and development standards for properties within the Downtown Design District to Chapter 70. The development standards for each proposed zone are intended to promote dense, walkable neighborhoods, with a mix of uses allowed throughout, as envisioned in the Urban Design Framework (Exhibit 5). As the concurrent text amendment eliminates any development standards in Chapter 20 that would apply to sites within the Downtown Design District, no future development in the Downtown Design District would be regulated by those development standards.

Therefore, staff finds that this criterion does not apply.

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

All submittal requirements identified in Section 50.25.1 of the Development Code are contained in the submittal package.

Therefore, staff finds that the zoning map amendment meets the criterion for approval.

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

Concurrent applications have been submitted with this Zoning Map Amendment will ensure that the proposed zones can be properly implemented. A Comprehensive Plan Amendment (CPA2020-0004) will expand the Regional Center and update the Land Use Matrix to ensure that the proposed zones may implement the Downtown Regional Center Land Use Designation. A Text Amendment (TA2020-0002) will include all development standards, such as required density, maximum heights, and permitted uses of the zones proposed in this Zoning Map Amendment.

Therefore, staff finds that the zoning map amendment meets the criterion for approval.

Other applicable approval criteria:

As a post-acknowledgement amendment to the City's Code, the proposed zoning map amendment is subject to ORS 197.175(2), which requires that the City demonstrate that the proposed zoning map amendment be consistent with the relevant Statewide Planning Goals. Staff have determined that the following goals apply:

Of the 19 Statewide Planning Goals, staff finds that the following goals are directly relevant to the proposed amendment: Goal 1 (Citizen Involvement), Goal 2 (Land Use Planning), Goal 10 (Housing), and Goal 12 (Transportation).

Goal 1 - Citizen Involvement

Findings: The Beaverton Citizen Involvement Program adopted by Resolution 2229 in 1980 established a formalized public participation program for the BCCI that provides a method by which the committee and other community members can communicate their opinions and inquiries about city matters, including the planning process.

The Downtown Design Project included significant public engagement over a two-year period – five open houses, 15 meetings with advisory or decision making bodies, and 10 meetings with stakeholder groups. Information related to ZMA2020-0004 also was presented at the following meetings:

- Feb. 24, 2020, Beaverton Committee for Community Involvement
- March 2, 2020, Urban Redevelopment Advisory Committee meeting.
- June 10, July 21 August 12, and Aug. 26, 2020, Planning Commission work sessions.

The proposed amendment is subject to the public notice requirements of the Development Code. At the public hearing, the Planning Commission will consider written or oral testimony before making a recommendation to City Council.

The amendment procedures outlined in Chapter 50 of the Development Code allow for proper notice and public comment opportunities as required by Statewide Planning Goal 1. These procedures have been determined to be consistent with Goal 1 in the past and have been followed.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 1.

Goal 2 – Land Use Planning

Findings: Statewide Planning Goal 2 requires local governments to establish a land use planning process and policy framework as a basis for all decisions and actions related to land use. The Urban Design Framework, approved on Oct. 9, 2018, by the City Council:

9. Analyzes existing conditions in Downtown Beaverton; and
10. Identifies opportunities and constraints; and

11. Outlines framework concepts and alternatives; and
12. Presents a final framework that considers social, economic, energy, and environmental needs by promoting a mixed-use, compact urban form with multimodal streets. The Urban Design Framework provides the factual basis for the proposed amendment to Volume 1 and Volume 5 of the Comprehensive Plan.

Section 40.97.2.C of the Development Code describes the approval criteria for legislative zoning map amendments. The findings and conclusions in the Staff Report explain how the proposed zone changes are consistent with the approval criteria and procedural requirements for amending the Development Code.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 2.

Goal 10 – Housing

Findings: In 2015, the city added the Housing Strategies Report to Volume II of the Comprehensive Plan (Background and Supporting Material) in conjunction with the amendment to the Housing Element. The report was reviewed by DLCDC, which found it to be consistent with the requirements of Statewide Planning Goal 10.

Beaverton's Housing Needs Analysis (HNA) was published in October 2015. It demonstrated a need for all housing types in the 20-year period ending in 2035. This was true both for the current Beaverton city limits as well as the city limits plus the assumed urban service area, which is an area where it is assumed Beaverton will provide governance in the future. The state Department of Land Conservation and Development (DLCDC) found it to be consistent with the requirements of Statewide Planning Goal 10. See Table 13 for the number of housing units projected to be needed.

Table 13: Projected Future Need for New Housing units (2035)

	SF detached	SF attached	Duplex	3 or 4 units	5+ units
Current city limits (2015)	5,767	1,542	295	718	3,866
City limits plus assumed urban service boundary	14,001	2,626	958	718	3,886

Source: Beaverton Housing Needs Analysis (part of the city's Housing Strategies Report) Figure 5.3 and Figure 10.3. <https://www.beavertonoregon.gov/DocumentCenter/View/10322>. Accessed April 14, 2020.

Based on the findings in Beaverton's Housing Strategies Report in Volume II of the Comprehensive Plan, which includes the city's Buildable Lands Inventory and Housing Needs Analysis, Beaverton updated its Comprehensive Plan's Housing Element and Land Use Element to address the identified housing needs. DLCD also found these Comprehensive Plan changes consistent with the Statewide Planning Goals.

The proposed zoning map amendments introduce three new zones within the Downtown Design District, RC-BC, RC-DT, and RC-MU, and modify the RC-OT zone. The Downtown Design District zones will retain or expand the housing capacity in the area by maintaining or eliminating the maximum density and maximum floor area ratios of the affected properties, as shown in Table 12 above. All of the approximately 330 acres that make up the proposed Downtown Design District currently are zoned to have maximum residential densities for residential only developments, limiting residential capacity within the District. The proposed amendments eliminate maximum residential density for all but 22.6 of the 330 acres within the Downtown Design District. The 22.6 acres, all within the proposed RC-DT zone, are limited to 60 units per acre, which matches the maximum residential density of those properties' current zoning district, RC-TO. The removal of the maximum residential densities for approximately 307 acres will considerably increase potential housing capacity within the Downtown Design District. Based on the required densities of the proposed Downtown Design District zones, it is anticipated that the following residential categories will see new residential units built: single-family attached, duplex, three to 4 unit, and five or more unit developments. Each of the categories are identified as needed housing types in the Beaverton Housing Needs Analysis.

Conclusion: The proposed amendment is consistent and compatible with Statewide Planning Goal 10.

Goal 12 - Transportation

Findings: OAR (Oregon Administrative Rules) 660-012-000 through 660-012-0070, referred to as the Transportation Planning Rule²⁶ (TPR), provide guidance on compliance with Statewide Planning Goal 12. A Transportation System Plan (TSP), adopted pursuant to OAR Division 12, fulfills the requirements for public facilities planning required under ORS (Oregon Revised Statute) 197.712(2)(e), Goal 11 and OAR Chapter 660, Division 12 as they relate to transportation facilities. Volume IV of the Comprehensive Plan contains the City's adopted TSP, effective October 21, 2010.

²⁶ The Transportation Planning Rule requires local governments to review Comprehensive Plan and land use regulation amendments and contains standards by which to review the effect of the proposed amendment on existing or planned transportation facilities.

Significant effects. The TPR states that “if an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule.”

“A plan or land use regulation significantly affects a transportation facility if it would:

- Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
- Change standards implementing a functional classification system; or
- Result in ... types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
- Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
- Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.”

The proposed zoning map amendment will modify the permitted uses, densities, and building heights within the Downtown Design District, which may result in “significant effects” to a transportation facility, defined by OAR 660-012-0060. However, OAR 660-012-0060(10)(e) states: “A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time.”

The concurrently proposed Comprehensive Plan Amendment (CPA2020-0004) establishes an MMA, as shown in Figure 4 by adopting the findings in Downtown Regional Center Community Plan and concurrently adopting changes to Beaverton’s Comprehensive Plan Land Use Element (CPA2020-0004) and Development Code (TA2020-0002), including Development Code changes to establish a Downtown Design District. The definition of MMA referred to in OAR 660-012-0060 (10)(e) above requires findings for OAR 660-012-0060(10)(b), which can be found in the findings for CPA2020-0004, starting on page CPA-5. Two properties within the Downtown Design District are not included in the MMA. TPR findings for those two properties can be found beginning on page CPA-18 of this report.

State Land Use Goal Compliance Summary: Therefore, staff finds that the proposed text amendment complies with all of the applicable Statewide Planning Goals.

Conclusions

Based on the facts and findings presented, staff conclude that the proposed amendment to the Code is consistent with all the text amendment approval criteria of Section 40.97.15.2.C.1-7.

Staff Recommendation(s)

Staff offers the following recommendation for the conduct of the September 23, 2020 public hearing for ZMA2020-0004 (Downtown Design District Zoning Map Amendment):

- A. Conduct the public hearing and receive all public testimony relating to the proposal.
- B. Considering the public testimony and the facts and findings presented in the staff report, deliberate on policy issues and other issues identified by the Commission or the public.
- C. Recommend **APPROVAL** of text amendment application ZMA2020-0004 (Downtown Design District Zoning Map Amendment) to the City Council.

Comprehensive Plan and Zoning District Matrix

Comprehensive Plan Designation	Implementing Zoning Districts
Mixed Use Areas	
Downtown Regional Center	RC-E, Downtown Regional Center – East*
	RC-BC, Downtown Regional Center - Beaverton Central District*
	RC-TO, Downtown Regional Center – Transit Oriented District*
	RC-OT, Downtown Regional Center – Old Town District*
	RC-DT Downtown Regional Center - Downtown Transition District*
RC-MU Downtown Regional Center - Mixed Use District*	
Town Centers	TC-HDR, Town Center – High Density Residential District
	TC-MU, Town Center – Multiple Use District
Station Communities	SC-E1, Station Community – Employment Sub Area 1 District
	SC-E3, Station Community – Employment Sub Area 3 District
	SC-HDR, Station Community – High Density Residential District
	SC-MU, Station Community – Multiple Use District
Mixed Use Corridors	SC-S, Station Community – Sunset District*
	CS, Community Service
	NS, Neighborhood Service
	R1, Residential Urban High Density District (1,000)
R2, Residential Urban Medium Density District (2,000)	
Commercial Centers and Corridors	
Regional Commercial	CC, Corridor Commercial
	CS, Community Service
	C-WS, Washington Square Regional Center – Commercial District*
	GC, General Commercial
Community Commercial	CC, Corridor Commercial
	CS, Community Service
	C-WS, Washington Square Regional Center – Commercial District*
Neighborhood Centers	NS, Neighborhood Service
	R2, Residential Urban Medium Density District (2,000)
	R4, Residential Urban Medium Density District (4,000)
Neighborhoods	
Low Density Neighborhoods	R10, Residential Urban Low Density District (10,000)
Standard Density Neighborhoods	R5, Residential Urban Standard Density District (5,000)
	R7, Residential Urban Standard Density District (7,000)
Medium Density Neighborhoods	R2, Residential Urban Medium Density District (2,000)
	R4, Residential Urban Medium Density District (4,000)
High Density Neighborhoods	R1, Residential Urban High Density District (1,000)
Employment and Industrial Land	
Employment	OI, Office Industrial
	OI-NC, Office Industrial – Nike Campus*
	OI-WS, Washington Square Regional Center – Office Industrial District*
Industrial	IND, Industrial
	OI, Office Industrial

* Area-specific zones subject to Policy 3.4.1.d, part iii and iv.

Goal 3.4.2 Coordinate with Washington County on planning for the Urban Planning Area

Policies:

- a) Coordinate with Washington County on planning and development review for the area outside city limits but within the Urban Planning Area, consistent with the adopted Urban Planning Area Agreement between the City of Beaverton and Washington County.
- b) Recognize planning work done by Washington County when applying city policies and development regulations as annexation occurs.
- c) Update city policies or create City of Beaverton Community Plans for newly annexed areas as needed to reflect changing conditions or where County plans offer little guidance.





3.5 Community Plans

Beaverton has many different and unique neighborhoods and places. Each one of these areas has its own distinct set of qualities to be preserved, problems to address and opportunities to seize. Community Plans are a way to identify and address these unique needs with Comprehensive Plan policies specific to geographical areas.

The Community Plans provide policies that refine the vision for individual areas. The focus area for a Community Plan can cover a few parcels, a corridor, a neighborhood or multiple neighborhoods. The scope of issues considered can be as narrow or as broad as the situation warrants, but typically focus on issues that are within the scope of the Comprehensive Plan chapters.

Where maps illustrating land use designations for the area in question are included in a Community Plan, they are for convenience and reference only and do not take precedence of the city's official land use designation map. Community Plans may be implemented through refinements to zoning and/or the development code as well as special policies.

Goal 3.5.1 Recognize unique needs of different parts of the city through Community Plans

Policies:

- a) Create and implement Community Plans to address place-specific issues and opportunities and to tailor development regulations and policies to certain areas of the city where more detailed consideration is warranted.
- b) Prioritize creation of Community Plans for areas where:
 - i. Public facilities and/or physical improvements need to be addressed;
 - ii. Significant change is occurring or anticipated;
 - iii. Opportunities for substantial new development, infill or redevelopment are present or needed;
 - iv. Opportunities arise to influence site selection, development or major expansion of a single, large activity generator;



- v. There is evidence of disinvestment, deteriorating housing, and/or high vacancy, unemployment and poverty rates;
 - vi. There is a need to coordinate private development and public investment; and/or
 - vii. The opportunity for development in conjunction with a transit station exists.
- c) Ensure that Community Plans are created using an inclusive public process and include both analysis of place-specific needs and consideration of citywide needs and goals.
- d) Consider the needs of Beaverton's diverse cultural communities in developing Community Plans.



MIXED USE AREAS

- Downtown Regional Center
- Town Centers
- Station Communities
- Mixed Use Corridors



Section 3.6

3.6 Mixed Use Areas

The designations within this category (Downtown Regional Center, Town Center, Station Community, and Neighborhood Mixed Use) reflect the scale and character of different types of Mixed Use Areas, and their unique roles within the urban tapestry of the city.

The Downtown Regional Center serves as the central urban core of the city, serving the entire community and surrounding areas. With access to Highways 217, 8 and 10, plus two MAX stations and a commuter rail station, the Downtown Regional Center is highly connected to the community and the region. The Downtown Regional Center includes several distinct districts, each with their own personality, including the historic Old Town area.

Town Centers provide services to the surrounding community, roughly within a two- to three-mile radius. They tend to have one- to three-story development with a mix of housing and commercial uses.

Station Communities are focused around light-rail stations and show an on-going transition from older development that pre-dates the construction of light rail to newer development that is more transit-oriented and at a greater intensity.

Mixed Use Corridors tend to have a mix of housing and commercial uses that face the street and provide shops and services that primarily meet the needs of several adjacent neighborhoods.

Goals and policies that apply to all Mixed Use areas, as well as goals and policies specific to each type of Mixed Use Area are provided below.



Image Credit: Rembold



Goal 3.6.1 Support pedestrian-oriented mixed use areas

The following policies apply to all Mixed Use areas.

Policies:

- a) Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.
- b) Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.
- c) Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.
- d) Pedestrian-oriented design is a priority within mixed use areas. Pedestrian oriented design generally includes:
 - i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings and signage), and majority of parking located behind, above, or beneath development
 - ii. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks
 - iii. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from fast-moving traffic (by using buffers such as curbside parking, landscaping, trees and street furniture)



Image Credit: Diego Diaz

Goal 3.6.2 Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton

The following policies apply to the Downtown Regional Center, in addition to policies under Goal 3.6.1. In addition, more detailed planning for the Downtown Regional Center, including the Downtown Design District and East Downtown, is provided through the Community Plan in Volume V.

Policies:

- a) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.
- b) Celebrate and enhance the diversity, cultural and natural history, and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton.
- c) New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.
- d) Encourage higher intensity development near MAX and WES stations, creating mixed-use station communities that locate housing, jobs, and services near transit.
- e) Ensure that redevelopment intensifies land use, with less land dedicated to surface parking and more land occupied by multistory buildings along walkable streets.
- f) Provide safe and comfortable connectivity that prioritizes active transportation (such as walking, jogging, running, cycling, wheelchair use, in-line skating or skateboarding) in public and private spaces. Incorporate context-sensitive design in public spaces, streets, sidewalks, paths and other infrastructure that helps move people around Downtown.
- g) Implement programs and incentives that facilitate relocation of uses with land-intensive development patterns, such as large-format retail stores and car dealerships that have large surface parking lots, to more appropriate land use designations.
- h) The city should consider the potential of policies, incentives, and investments to cause physical or



Image Credit: Diego Diaz



Image Credit: Rembold

economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.

- i) Encourage a variety of Downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.
- j) Encourage an “18-hour” mix of uses, including retail, employment, civic, entertainment, and residential uses, that supports a diverse population that works, lives, and gathers downtown.
- k) Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.
- l) Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.
- m) Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.
- n) Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.
- o) For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.
- p) Ensure that public realm improvements support the creation of a vibrant, pedestrian- and transit-oriented Downtown and provide amenities that spur development.
- q) Preserve, enhance and engage nature and natural systems, including Downtown’s creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members.
- r) Ensure that developments at highly visible “gateways” have design features (e.g. height, mass, and building orientation) that enhance awareness of the Downtown Regional Center and Downtown Design District.
- s) The Downtown Regional Center designation is intended for areas within central Beaverton that have been designated in collaboration with Metro as a Regional Center in the Metro Regional Framework Plan and 2040 Growth Concept.

CPA2020-0004 Exhibit 1.2

Proposed amendments to COMPREHENSIVE PLAN VOLUME V, DOWNTOWN REGIONAL CENTER COMMUNITY PLAN

Downtown Beaverton Regional Center

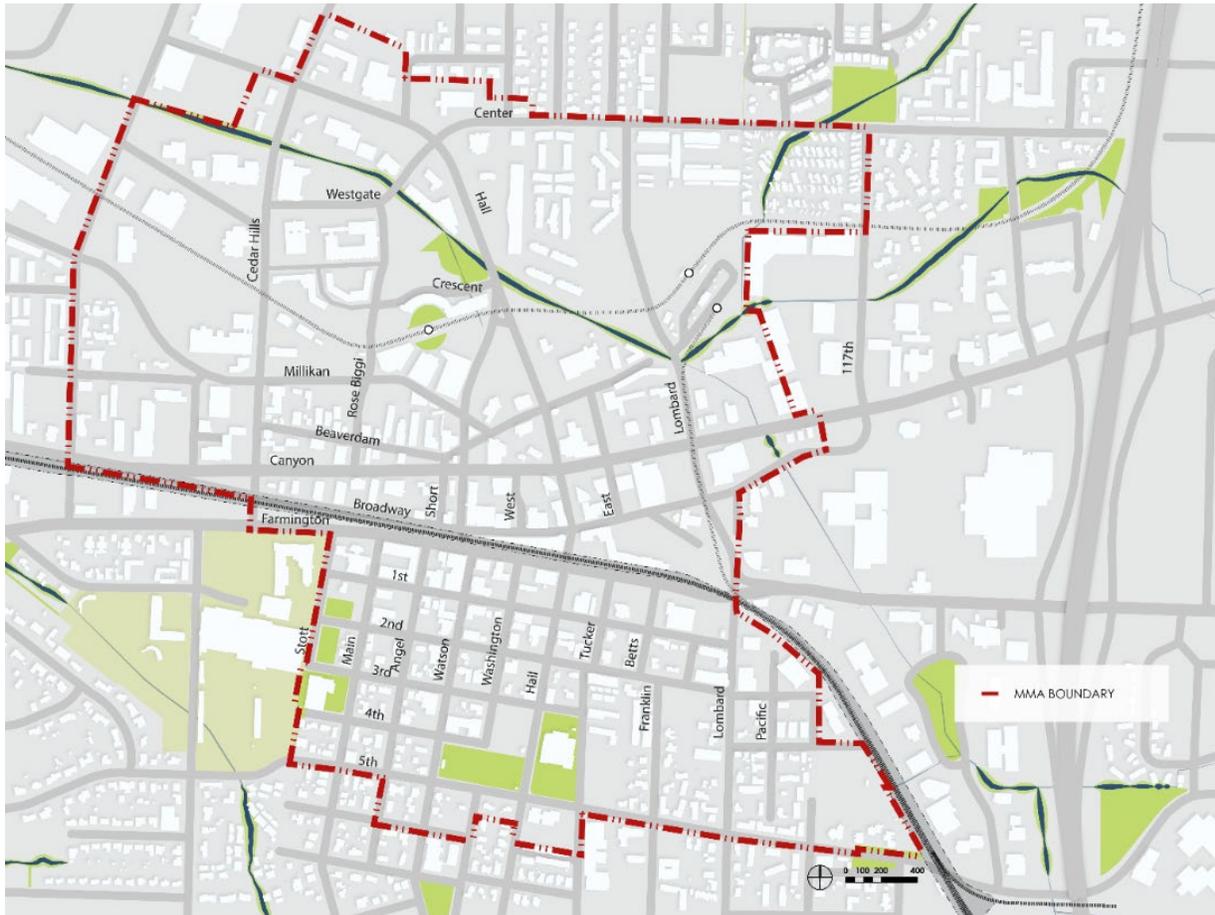
4. MULTIMODAL MIXED-USE AREA

The City of Beaverton designates a Multimodal Mixed-use Area (MMA) as allowed within the State Transportation Planning Rule (Oregon Administrative Rules 660-012-0060(10)(e)) as one tool of many to facilitate compact, mixed-use development in part of the Regional Center.

Within the MMA, future Beaverton land use actions, such as Comprehensive Plan or Development Code changes, will no longer be required to meet required statewide vehicle congestion standards. These congestion measures can require significant, costly traffic analysis and can present an obstacle to approving Comprehensive Plan or zoning changes that intend to promote density and compact development that lead to downtown vibrancy. By designating an MMA, future growth and density proposed through Comprehensive Plan, Zoning map or Development Code amendments would only be subject to the City's own mobility and congestion standards adopted within the City's Transportation System Plan and Development Code. Safety, access, connectivity and multimodal standards at both the State and the City level still apply within the MMA.

The MMA boundary is shown in Figure 1. The boundary is more than one-quarter mile from Highway 217 on-ramps.

Figure 1. Multimodal Mixed-use Area Boundary



The City understands that the additional flexibility afforded by an MMA designation may result in future increases to congestion within downtown. City leaders must weigh the trade-offs in allowing incremental increases to traffic congestion to facilitate the compact, mixed-use development that the Urban Design Framework proposes.

MMA benefits include adding local control over the transportation system and responses to transportation challenges. (Other jurisdictions still have control over aspects of the transportation system, including TriMet and the Oregon Department of Transportation.) Establishing an MMA is one additional tool Beaverton can use in its efforts to create a vibrant, multimodal, mixed-use downtown where the City, as approved in the 2018 Downtown Design Project Urban Design Framework, works to:

- Encourage housing choices;
- Cultivate a compelling mix of uses,
- Accommodate development intensity,
- Prioritize pedestrian activity,



- Provide safe and comfortable connectivity;
- Enhance and integrate natural elements;
- Offer places to gather and linger outdoors;
- Design places for people; and
- Nurture a unique and authentic identity.

DOWNTOWN DESIGN DISTRICT DEVELOPMENT CODE

DRAFT September 16, 2020



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70.01.1 Purpose

Beaverton's Community Vision calls for a vibrant Downtown that is the social, economic and cultural heart of Beaverton. Downtown Design District regulations are intended to create a recognizable, vibrant, walkable mixed-use downtown.

Pedestrian-oriented, mixed-use environments are encouraged with development featuring:

- Concentrated services and amenities;
- Safe and comfortable connectivity using a variety of ways to move around (walking, biking, rolling, riding transit, using automobiles and moving freight);
- Ground floors that engage streets and sidewalks;
- Room to bike, walk, and spend time outdoors;
- A diverse and dense mix of residential, office and commercial uses; and
- An authentic sense of place and identity.

Chapter 70 helps promote these outcomes by providing development rules encouraging development in Downtown that adds more jobs, housing, cultural facilities, and places to gather while setting site and building design expectations. The intent of these rules is to provide baseline expectations for new development while allowing for innovative, inspiring, high-quality urban design and architecture which will compliment and reinforce Beaverton's Community Vision.

The Downtown Design District boundary is shown in *Figure 70.01.1.1 Downtown Design District Boundary*.

70.01.1 Purpose



Figure 70.01.1.1: Downtown Design District Boundary

Disclaimer: This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. Please consult with Beaverton Planning staff for interpretation.

70.01.2 Design Review Process

70.01.2 Design Review Process

Applications for new development, additions and renovations in the Downtown Design District are subject to Design Review as described in the Section 40.20 of the Development Code. They shall meet all applicable requirements of the Downtown Design District standards and/or guidelines in Chapter 70 and all other applicable regulations contained in the Beaverton Development Code.

Development within the Downtown Design District has three tracks:

1. Type 1. Minor building and site modifications. The proposal must meet all applicable design standards. The Director is the decision-making authority for proposals following the Type 1 track. See Section 40.20.15.1.A for specific thresholds.
2. Type 2. Smaller new construction and building additions, and major site modifications: The proposal may meet up to three applicable discretionary design guidelines. All other applicable design standards must be met. Projects proposing to exceed the maximum height of the base zone through the provisions of Section 70.04.2.1 shall be automatically elevated to a Type 3 process. The Director is the decision-making authority for proposals following the Type 2 track. See Section 40.20.15.2.A for specific thresholds.
3. Type 3. Larger new construction and building additions, plus projects that respond to least four discretionary design guidelines rather than the corresponding design standard, or the project exceeds the height maximum through the provisions of Section 70.04.2.1. The Planning Commission is the decision-making authority for proposals following the Type 3 track. See Section 40.20.15.3.A for specific thresholds.

Proposals submitted with additional land use applications shall be processed concurrently, and the entire proposal shall be processed along the track of the highest application type.

70.01.3 How to Use the Code

70.01.3 How to Use the Code

This document establishes development and design regulations for zoning and overlay districts in Downtown Beaverton Design District. The document has three sections:

70.01.3.1 Downtown Design Principles

Section 70.02, Downtown Design Principles, include overarching statements that provide a description of the desired built environment and future outcomes for Downtown. The Design Guidelines and Standards in each section are written to support the principles and implement them on a project-specific level. Applicable Design Principles are identified and restated within each sub-section of Section 70.04 Design Guidelines and Standards. In instances where projects follow the Discretionary Track, the relevant Principles will be reviewed for compliance during the decision-making process.

70.01.3.2 Downtown Zoning and Streets

Section 70.03 describes the Zoning Districts in the Downtown Design District. This section includes the zoning map, street typology map, development standards, and use regulations.

Zoning Map

The Zoning Map identifies the location and boundaries of the four zoning districts that make up Downtown, as well a historic overlay.

Street Typology Map

The Street Typology Map is utilized to determine primary and secondary streets in cases of sites with multiple frontages to guide site planning, including building and driveway locations.

Development Standards

Development Standards provide basic building envelope and site requirements necessary to ensure forms of development appropriate for an urban environment. These standards include building heights, floor area ratios, densities,

setbacks, and other basic regulations.

Use Regulations

The Use Regulations lists uses that are permitted, conditionally permitted or prohibited for each zoning district.

70.01.3.3 Downtown Design Guidelines and Standards

Downtown Design Guidelines and Standards provide the regulatory structure to implement the Downtown Design Principles. The Guidelines and Standards are divided into Site Design and Building Design sections that set expectations for design. Each design subsection includes the following elements:

Intent

The intent statement describes the desired outcome of the Design Guidelines and Standards for that topic.

Design Principles

The Design Principles section lists the most applicable Design Principles that are implemented by that design sub-section.

Design Guidelines

The Design Guidelines describe how an application can meet City expectations, as expressed through the Design Principles and applicable intent statements, for one design topic or subtopic. The guidelines provide a discretionary way to satisfy a design sub-topic. A corresponding Design standard is provided for each Design Guideline.

Design Standards

The Design Standards provide clear and objective rules for satisfying a particular design sub-topic.

70.01.3 How to Use the Code

70.01.3.4 Images and Diagrams

Images, photographs and diagrams are provided to illustrate design guidelines and standards and assist in understanding the desired character or proposed implementation of a standard. Images that are part of the Downtown Development Code will be labeled with figure numbers. Images that are not part of the Downtown Development Code are not numbered, and are not regulatory in nature

70.01.3.5 Applicability and Conformity of Development

No construction, modification, addition, or placement of any building or structure shall occur, nor shall any new use commence on any parcel, on or after the effective date of the Beaverton Downtown Development Code that is not in conformity with the provisions of this Beaverton Downtown Development Code. If the Director determines that an existing use or structure in Downtown Beaverton is an existing nonconforming use, the regulations of Chapter 30 of the Beaverton Development Code shall apply.

The provisions of this Beaverton Downtown Development Code shall only apply to development projects within the Downtown Design District boundary. If the Downtown Design District boundary divides a site, only the portion of the site within the Downtown Design District boundary shall be subject to the rules in Chapter 70.

70.01.3.6 Compliance with Other Sections of the Beaverton Development Code

Where the general provisions of the Downtown Design District Code are inconsistent with other sections of the Beaverton Development Code,

the provisions of the Downtown Design District shall prevail and supersede the applicable provisions of the Beaverton Development Code. When the Downtown Design District Code is silent on an issue that is specifically regulated in other sections of the Beaverton Development Code, those provisions in the Beaverton Development Code shall apply.

Compliance with other Code sections include, but is not limited to:

Chapter 10 - General Provisions

Chapter 30 - Nonconforming Uses

Chapter 40 - Permits and Applications

Chapter 50 - Procedures

Chapter 60 - Special Requirements

Chapter 90 - Definitions

70.01.3.7 Downtown Development Code Exemptions

Downtown developments are exempt from the following regulations:

Chapter 20, except Section 20.25 Density Calculations

Section 60.05, except Lighting Design regulations in 60.05.30 and 60.05.50

Downtown Design Principles



The Downtown Design Principles provide a description of the desired built environment and future outcomes for Downtown. The intent statements, Design Standards and Design Guidelines in Section 70.04 Downtown Design Guidelines and Standards are written to support these principles and achieve the outcomes described here. Applicable Design Principles are identified and restated within each topic of Design Guidelines and Design Standards.

Applicants and the Review Authority should consider applicable design principles to understand intent statements under each topic and inform judgments about how to apply applicable design guidelines.

1. Design Places for People

Promote buildings, urban open spaces and streets that are comfortable and welcoming to pedestrians. Create strong relationships among buildings, open spaces and the people walking along the street. Produce pedestrian-scaled places and streetscapes that are interesting, enjoyable, and engaging for people. Ensure Downtown is a place for everyone, including racially and ethnically diverse populations as well as historically underrepresented and underserved populations.

2. Support an Intensely Developed, Mixed-Income, Mixed-Use Downtown

Lead with housing at all income levels as a key to downtown vibrancy. Allow for a wide variety of complementary uses that encourage a critical mass of energy and activity. This healthy mix of places to work, live, gather, and recreate concentrated in an intensely developed Downtown supports a diverse population and vibrant, 18-hour-a-day activity.

70.02 Downtown Design Principles

3. Promote High-Quality Design

Design sites, buildings and streets so they are quality, long-term additions to Downtown. Incorporate exterior design and building materials that exhibit permanence and quality; provide visual interest and add to people's experience of Downtown as an interesting, inviting and authentic place. Designs of sites, buildings and urban spaces help achieve all Downtown Design Principles whether they are traditional and unassuming or innovative and inspiring.

4. Consider Development Context

Consider the development context of Downtown's sub-districts and nearby buildings, taking into account massing, character, rhythm, uses, and historic significance. Downtown welcomes innovation and design excellence, and future developments will achieve this principle while avoiding mimicry.

5. Provide Safe and Comfortable Connectivity

Prioritize active transportation and other non-automobile travel to create a welcoming environment that increases social interaction, commerce, creativity and fun. Implement pedestrian-friendly designs and block lengths. Bridge pedestrian barriers. Respect the Old Town block structure and improve Central Beaverton's pedestrian and vehicular network. Promote effective and safe travel for all modes, including automobiles, trucks and transit, as part of promoting Downtown vibrancy.

6. Preserve, Enhance and Engage Nature

Healthy natural systems are part of a functional and prosperous Downtown. Preserve, enhance and engage nature and natural systems, including Downtown's creeks and trees to promote flood control, wildlife habitat, beauty and improved health for community members.

7. Incorporate Sustainability and Resiliency

Incorporate sustainability and resiliency to promote positive effects on the built and natural environment and community health. Strive for sustainable and resilient site and building designs that reduce operating costs, improve livability, and reduce impacts from natural hazards and disasters.

8. Integrate Places to Gather and Spend Time Outdoors

Create urban open spaces and stopping/viewing places, whether publicly or privately-owned, that contribute to Downtown's livability and vibrancy, allowing people to connect with nature; exercise; and socialize and play with family, pets, and friends.

Downtown Zoning and Streets

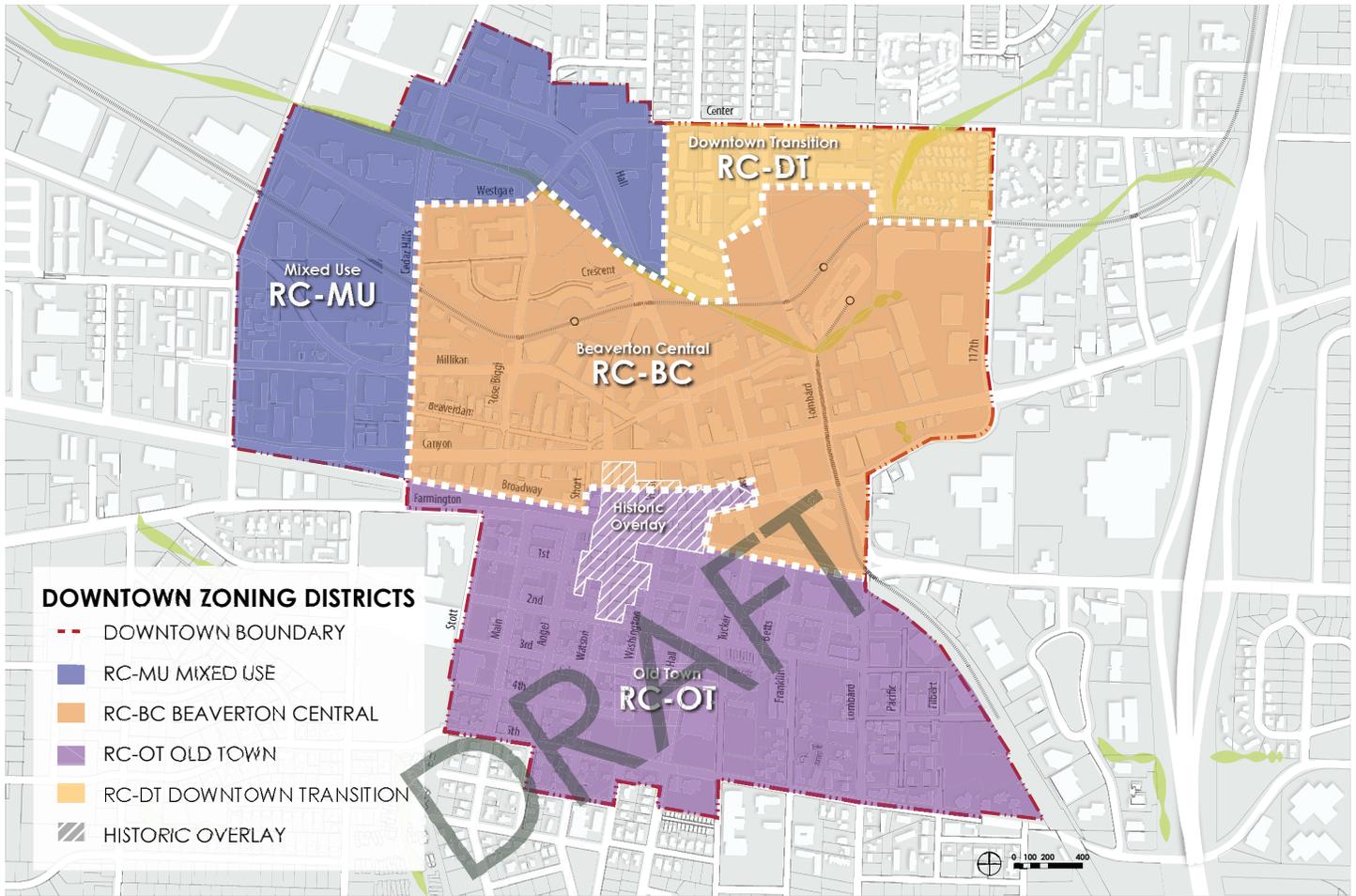


Figure 70.03.1.1: Downtown Zoning Districts

70.03.1 Zoning Districts

Each Zoning District description includes a purpose statement and standards that regulate height, floor area ratio, density, and setbacks. Land uses for each zone are regulated in Section 70.03.3.1.

Figure 70.03.1.1 Downtown Zoning District identifies the boundaries of the zoning districts and overlay.

The four zoning districts in Downtown are:

- Beaverton Central (RC-BC)
- Old Town (RC-OT)
- Mixed Use (RC-MU)
- Downtown Transition (RC-DT)

Downtown also includes one overlay:

- Historic Overlay

Disclaimer: The above map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. Please consult with Beaverton Planning staff for interpretation.

70.03.2 District Purpose and Development Standards

70.03.2.1 Beaverton Central (RC-BC)

Purpose Statement

The Beaverton Central (RC-BC) District is intended to create a pedestrian-oriented, high-density, mixed-use district around rail stations, with opportunities for new development to define the Downtown skyline.

Figure 70.03.2.1.1 RC-BC Building Height & Density

HEIGHT	
Maximum	120 ft ¹
INTENSITY (FLOOR AREA RATIO)	
Minimum	1.5 ²
Maximum	None
DENSITY (UNITS/ACRE) ³	
Minimum	60 ²
Maximum	None
ADDITIONAL MASSING REGULATIONS	
Refer to Section 70.04.2.1	

1 Buildings over 120 feet in height shall be considered through a discretionary review process (refer to 70.04.2.1.G4).

2 Sites with average depth or width measurements less than 50 feet whose configuration existed prior to December 9, 1999 shall be subject to reduced minimum density and intensity standards. See Section 70.03.2.5 Supplemental Density and Intensity Standards.

3 Minimum density only applies to 100% residential development.

Figure 70.03.2.1.2 RC-BC Setbacks

SETBACKS		
Front setback with ground floor residential units	Minimum	6 ft
	Maximum	12 ft
Front setback without ground floor residential units	Minimum	0 ft
	Maximum	10 ft
Interior side or rear setback minimum	0 ft	
Street facing side or rear setback with ground floor residential units	Minimum	6 ft
	Maximum	12 ft
Street facing side or rear setback without ground floor residential units	Minimum	0 ft
	Maximum	10 ft
Minimum setback abutting property zoned residential and /or Downtown Transition (DT)	Side	10 ft
	Rear	20 ft

Figure 70.03.2.1.3 RC-BC Setbacks - without ground-floor residential

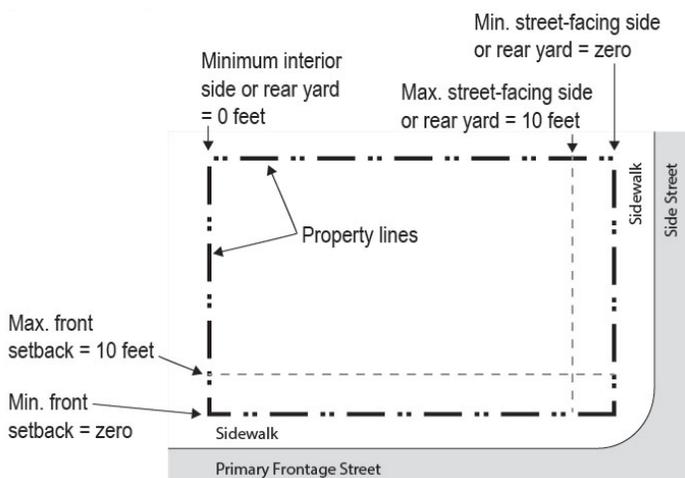
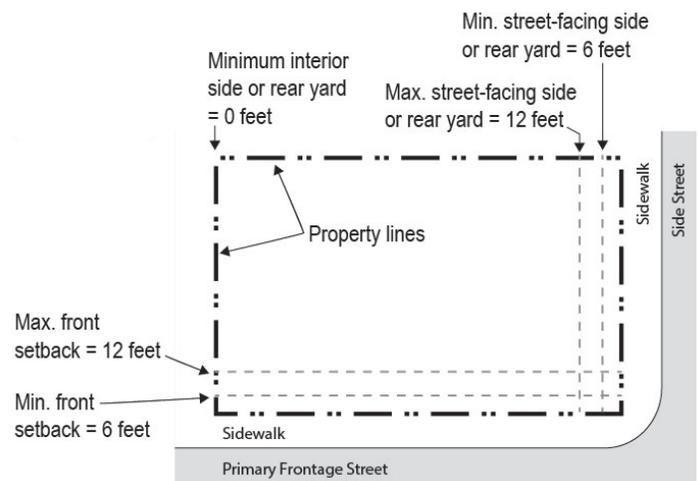


Figure 70.03.2.1.4 RC-BC Setbacks - with ground-floor residential



70.03.2 District Purpose and Development Standards

70.03.2.2 Old Town (RC-OT)

Purpose Statement

The Old Town (RC-OT) District encompasses Beaverton's original Downtown and is intended to provide a mix of housing, jobs, and services at a scale that acknowledges and complements historic development patterns.

Figure 70.03.2.2.1 RC-OT Building Height & Density

HEIGHT	
Maximum	65 ft ¹
INTENSITY (FLOOR AREA RATIO)	
Minimum	0.5 or 0.7 ^{2,4}
Maximum	None
DENSITY (UNITS/ACRE) ³	
Minimum	18 or 24 ^{2,4}
Maximum	None
ADDITIONAL MASSING REGULATIONS	
Refer to Section 70.04.2.1	

1 Buildings can be built to 75 feet in height through a discretionary review process (refer to 70.04.2.1.G6)

2 Sites with average depth or width measurements less than 50 feet whose configuration existed prior to December 9, 1999 shall be subject to reduced minimum density and intensity standards. See Section 70.03.2.5 Supplemental Density and Intensity Standards.

3 Minimum density only applies to 100% residential development.

4 Refer to Figure 70.03.2.2.5

Figure 70.03.2.2.3 RC-OT Setbacks - without ground-floor residential

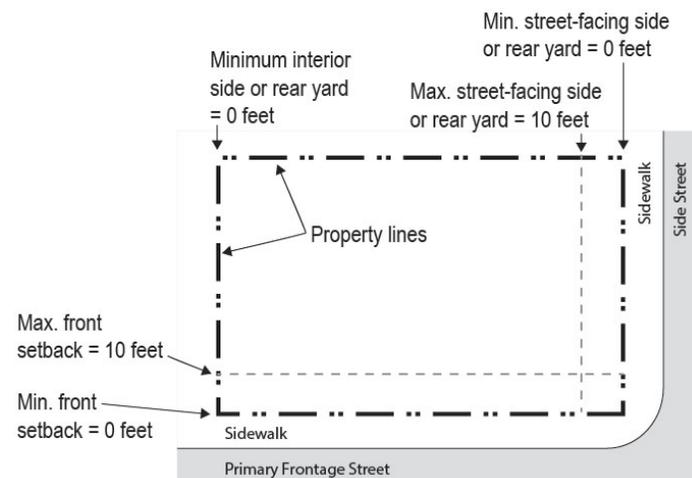
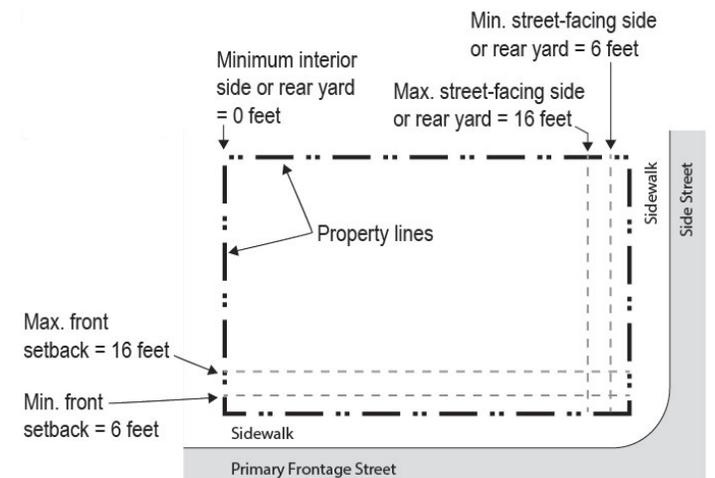


Figure 70.03.2.2.2 RC-OT Setbacks

SETBACKS		
Front setback with ground floor residential units	Minimum	6 ft
	Maximum	16 ft
Front setback without ground floor residential units	Minimum	0 ft
	Maximum	10 ft
Interior side or rear setback minimum	0 ft	
Street facing side or rear setback with ground floor residential units	Minimum	6 ft
	Maximum	16 ft
Street facing side or rear setback without ground floor residential units	Minimum	0 ft
	Maximum	10 ft
Minimum setback abutting property zoned residential and/or Downtown Transition (DT)	Side	10 ft
	Rear	10 ft

Figure 70.03.2.2.4 RC-OT Setbacks - with ground-floor residential



70.03.2 District Purpose and Development Standards

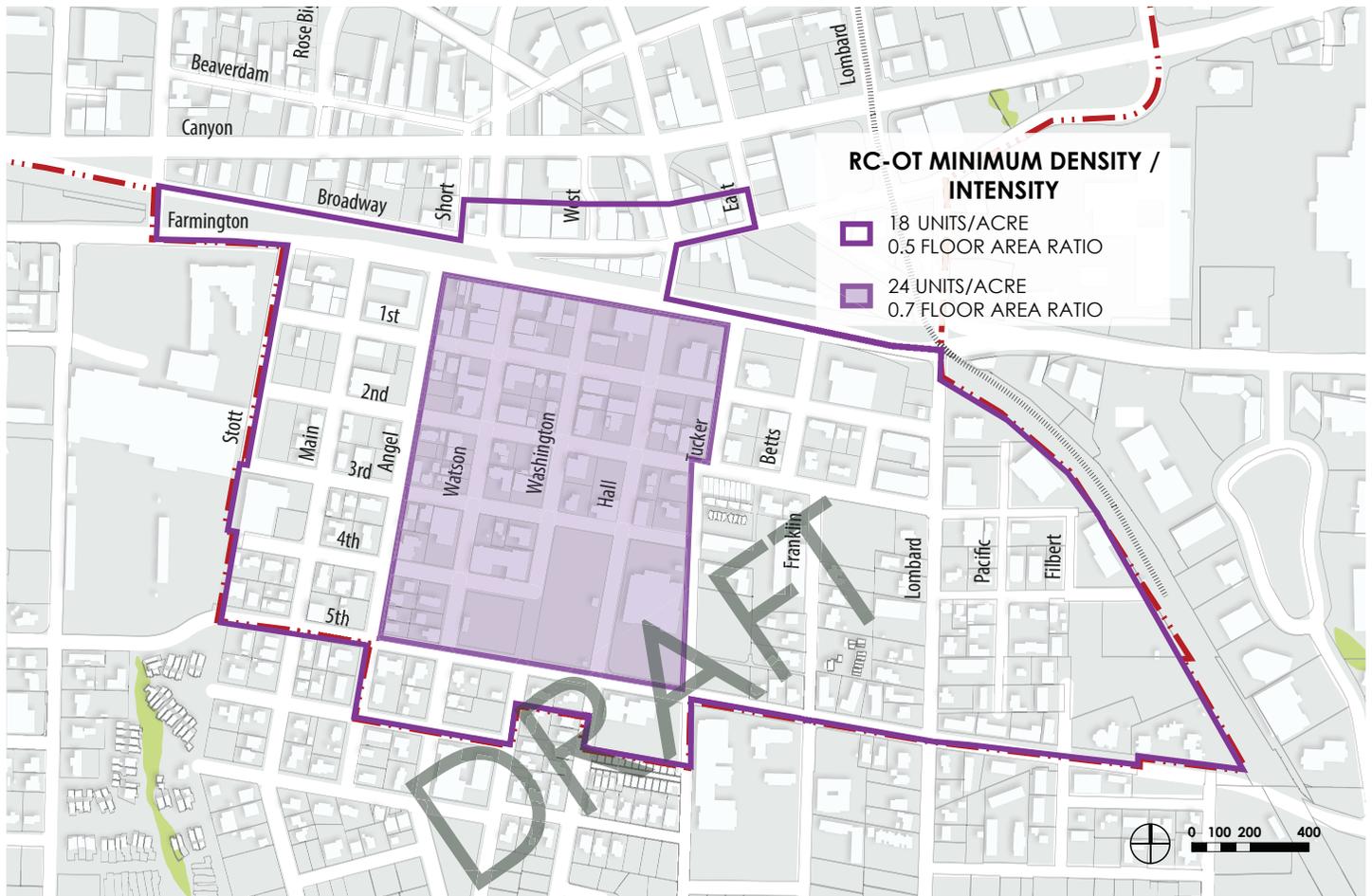


Figure 70.03.2.2.5 RC-OT Minimum Density / Intensity

Disclaimer: The above map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. Please consult with Beaverton Planning staff for interpretation.

70.03.2 District Purpose and Development Standards

70.03.2.3 Mixed Use (RC-MU)

Purpose Statement

The Mixed Use (RC-MU) District is intended to create a high-density neighborhood with a mix of uses in close proximity to Beaverton Central.

Figure 70.03.2.3.1 RC-MU Building Height & Density

HEIGHT	
Maximum	75 ft ¹
INTENSITY (FLOOR AREA RATIO)	
Minimum	1.0 ²
Maximum	None
DENSITY (UNITS/ACRE) ³	
Minimum	43 ²
Maximum	None
ADDITIONAL MASSING REGULATIONS	
Refer to Section 70.04.2.1	

1 Buildings can be built to 120 feet in height through a discretionary review process (refer to 70.04.2.1.G8)

2 Sites with average depth or width measurements less than 50 feet whose configuration existed prior to December 9, 1999 shall be subject to reduced minimum density and intensity standards. See Section 70.03.2.5 Supplemental Density and Intensity Standards.

3 Minimum density only applies to 100% residential development.

Figure 70.03.2.3.2 RC-MU Setbacks

SETBACKS		
Front setback with ground floor residential units	Minimum	6 ft
	Maximum	16 ft
Front setback without ground floor residential units	Minimum	0 ft
	Maximum	16 ft
Interior side or rear setback minimum	0 ft	
Street facing side or rear setback with ground floor residential units	Minimum	6 ft
	Maximum	16 ft
Street facing side or rear setback without ground floor residential units	Minimum	0 ft
	Maximum	15 ft
Minimum setback abutting property zoned residential and Downtown Transition (DT)	Side	10 ft
	Rear	20 ft

Figure 70.03.2.3.3 RC-MU Setbacks - without ground-floor residential

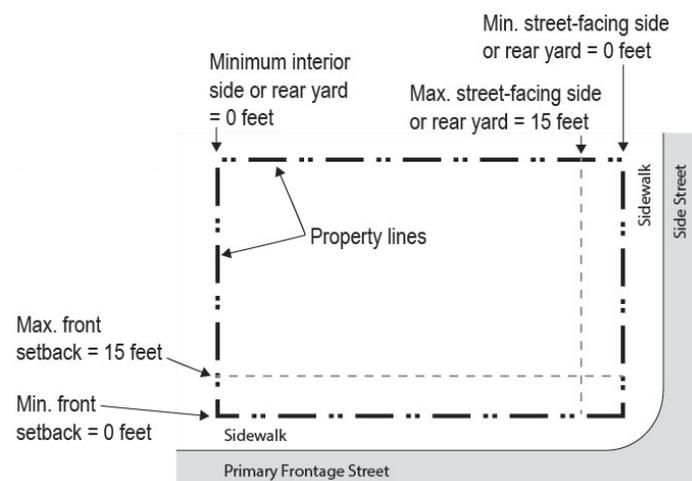
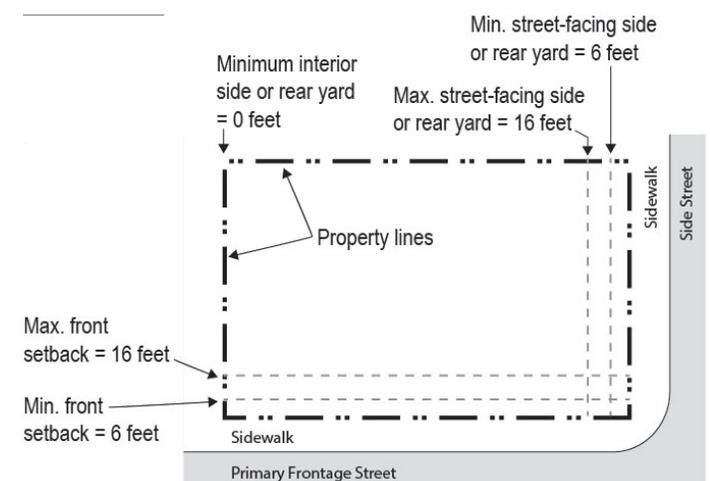


Figure 70.03.2.3.4 RC-MU Setbacks - with ground-floor residential



70.03.2 District Purpose and Development Standards

70.03.2.4 Downtown Transition (DT)

Purpose Statement

The Downtown Transition (DT) District is intended to create a transitional area in scale and use between the Beaverton Central and adjacent residential neighborhoods.

Figure 70.03.2.4.4 RC-DT Building Height & Density

HEIGHT	
Maximum	60 ft
INTENSITY (FLOOR AREA RATIO)	
Minimum	1.0 ¹
Maximum	None
DENSITY (UNITS/ACRE) ²	
Minimum	30 ¹
Maximum	60
ADDITIONAL MASSING REGULATIONS	
Refer to Section 70.04.2.1	

1 Sites with average depth or width measurements less than 50 feet whose configuration existed prior to December 9, 1999 shall be subject to reduced minimum density and intensity standards. See Section 70.03.2.5 Supplemental Density and Intensity Standards.

2 Minimum density only applies to 100% residential development.

Figure 70.03.2.4.2 RC-DT Setbacks

SETBACKS		
Front setback with ground floor residential units	Minimum	10 ft
	Maximum	20 ft
Front setback without ground floor residential units	Minimum	0 ft
	Maximum	15 ft
Interior side or rear setback minimum	0 ft	
Street facing side or rear setback with ground floor residential units	Minimum	10 ft
	Maximum	20 ft
Street facing side or rear setback without ground floor residential units	Minimum	0 ft
	Maximum	15 ft
Minimum setback abutting property zoned Residential	Side	10 ft
	Rear	20 ft

Figure 70.03.2.4.1 RC-DT Setbacks - without ground-floor residential

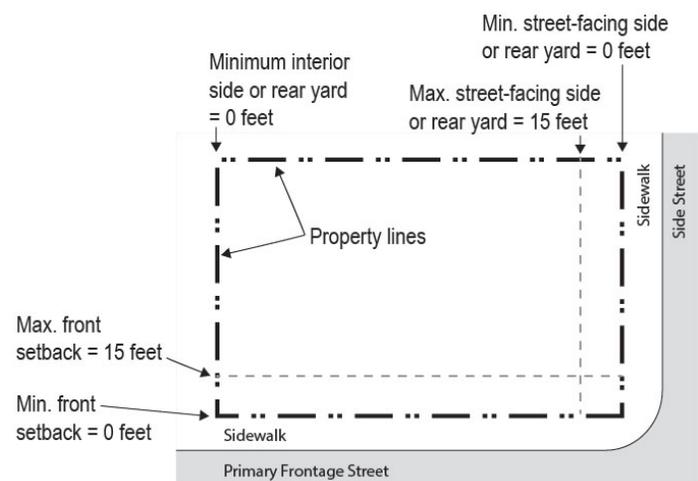
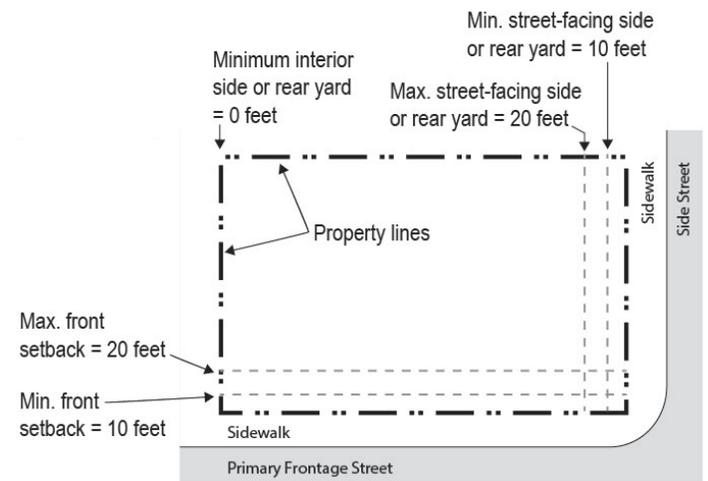


Figure 70.03.2.4.3 RC-DT Setbacks - with ground-floor residential



70.03.2 District Purpose and Development Standards

70.03.2.5 Supplemental Density and Intensity Standards

To accommodate smaller lot sizes in the Downtown Design District that existed prior to December 9, 1999, the required minimum floor area ratio for multiple use or non-residential developments, and minimum density for residential only developments, found in Sections 70.03.2.1-4 may be further modified based upon lot dimensions, as follows:

Figure 70.03.2.5.1 Density and Intensity Modifications

DENSITY AND INTENSITY MODIFICATIONS			
		Minimum Site Depth	
		<50'	>50'
Minimum Site Width	<50'	50% of minimum requirement	75% of minimum requirement
	>50'	75% of minimum requirement	100% of minimum requirement



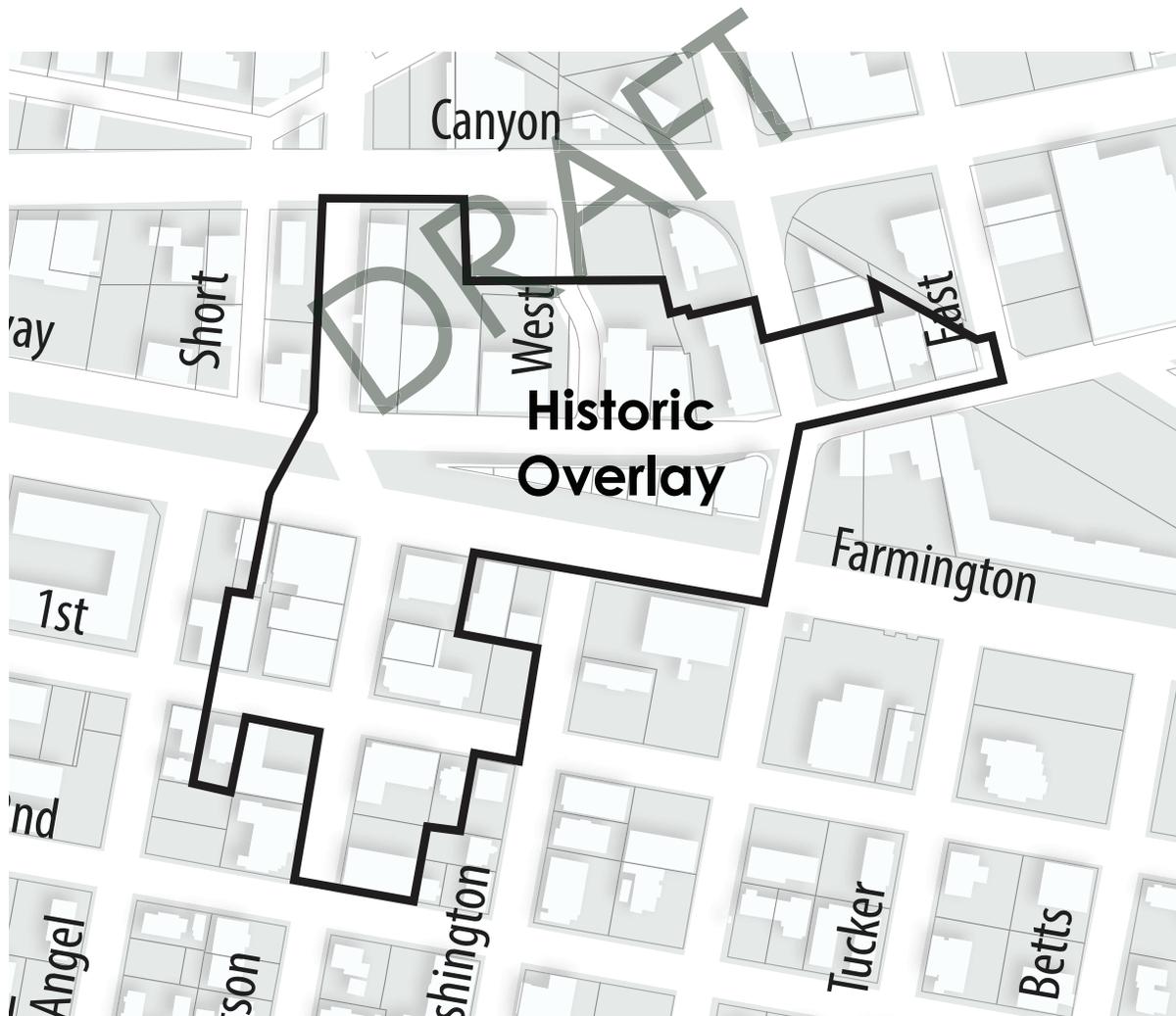
70.03.2 District Purpose and Development Standards

70.03.2.6 Historic Overlay

Purpose Statement

The Historic Overlay is intended to preserve, enhance, and perpetuate landmarks within the Downtown Historic District that represent or reflect elements of the City's cultural, social, economic, and architectural history and to promote new construction that complements existing landmarks. The following activities within the Historic Overlay are regulated by Chapter 40 of the Development Code: Alteration of Landmark, Emergency Demolition of a Landmark, and Demolition of a Landmark.

New Construction within the Historic Overlay shall be regulated by Section 70.04.2.9, and is intended to provide additional design guidelines and standards to ensure that new buildings are compatible with select abutting historic landmarks.



Disclaimer: The above map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. Please consult with Beaverton Planning staff for interpretation.

70.03.3 Street Typology

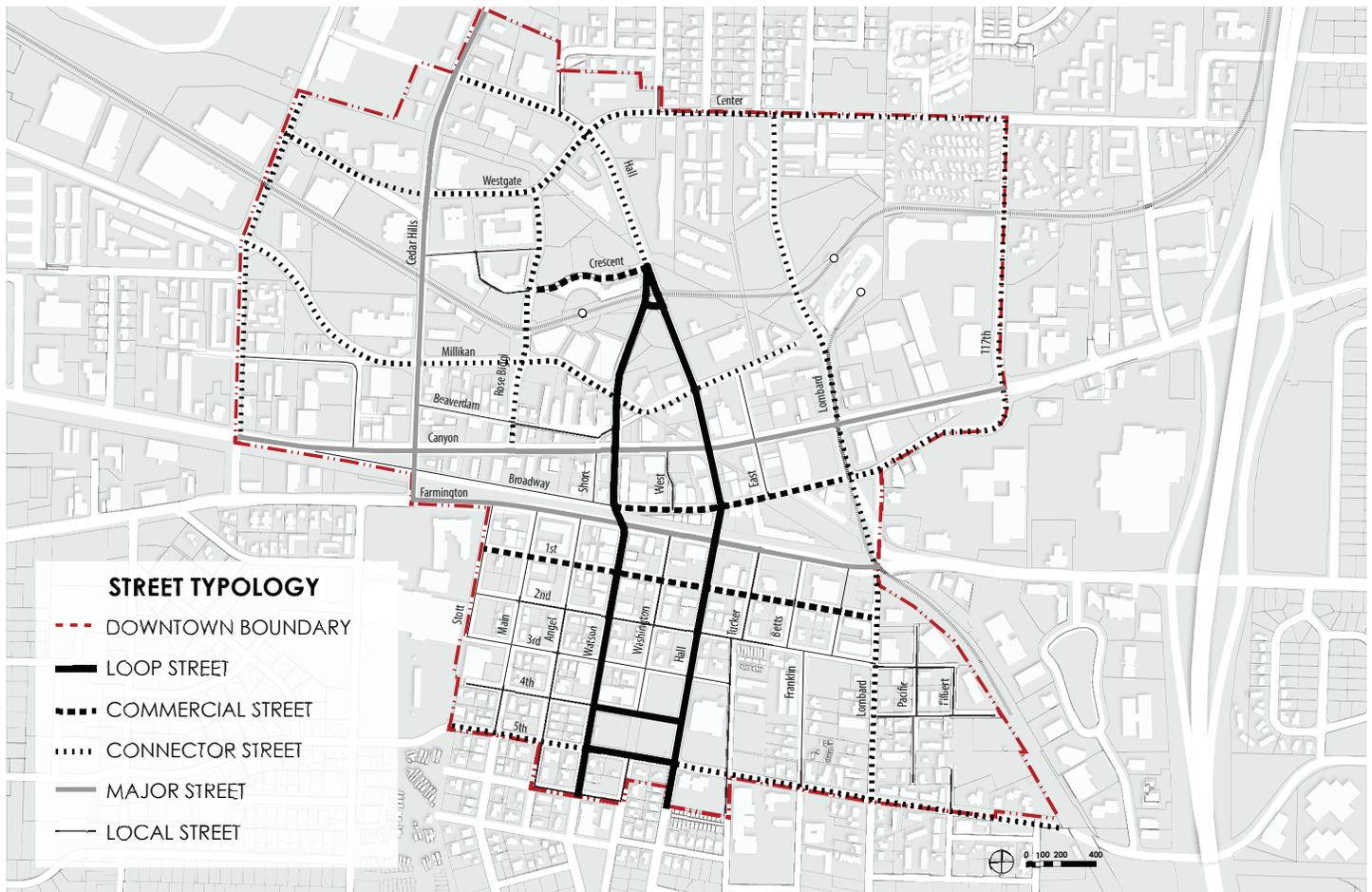


Figure 70.03.3.1 Street Typology Diagram

70.03.3 Street Typology

The Street Typology Diagram identifies street hierarchies in the Downtown Design District. Guidelines and Standards throughout the code may refer to the Street Typology Diagram regulating items including primary frontages and locating parking, loading and new curb cuts.

These Typologies do not replace or supersede the Functional Classifications as described in the Transportation System Plan.

New streets dedicated after establishment of this code shall be designated Local Streets, or as determined by the Director.

Determining Primary Frontage

For provisions of this code referring to Primary

Frontages, the Primary Frontage shall be determined as follows:

Sites with one frontage: The primary frontage shall be the street facing lot line.

Sites with multiple frontages: The primary frontage shall be the street facing lot line with the highest level typology ranked in the following order:

- Loop Street
- Commercial Street
- Connector Street
- Major Street
- Local Street

If abutting streets are designated as the same Downtown Street Type, the primary street may be determined by the applicant.

70.03.4.1 Downtown Use Regulations

70.03.4.1 Downtown Use Regulations

The following Land Uses are classified in the following three categories: Permitted (P) including their accessory uses and structures, Conditional Uses (C), or Prohibited (N) uses as identified in the table below for all four Zoning Districts. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below.

CATEGORY AND SPECIFIC LAND USES		RC-BC	RC-OT	RC-MU	RC-DT
Residential					
1. Dwelling	A. Attached	P	P	P	P
	B. Detached	N ¹	N ¹	N ¹	N ¹
	C. Home occupation	P	P	P	P
	D. Planned unit development	C	C	C	C
Commercial					
2. Animal	A. Animal care, major	N	N	N	N
	B. Animal care, minor	P	P	P	P ³
3. Care	A. Hospitals	C	C	C	C
	B. Medical clinics	P	P	P	C
	C. Child care facilities	P	P	P	C
	D. Residential care facilities	P	P	P	C
4. Commercial amusement		P	P	P	N
5. Drive-Up window facilities		N ⁸	N ⁸	N ⁸	N ⁸
6. Eating and drinking establishments		P	P	P	P ³
7. Financial institutions		P	P	P	N
8. Live/Work units		P	P	P	C
9. Meeting facilities		P	P C ²	P	N
10. Office		P	P	P	P ³
11. Parking as the principal use		C	C	C	N
12. Rental business		P	P	P	P ³
13. Rental of equipment only		N	N	N	N
14. Retail		P ⁹	P ⁹	P ⁹	P ^{3 9}
15. Personal service business		P	P	P	P ³
16. Service business / Professional services		P ¹⁰	P ¹⁰	P ¹⁰	P ¹⁰
17. Marijuana dispensaries		N	N	N	N
18. Retail and wholesale marijuana sales		N	N	N	N
19. Storage	A. Self-storage	N	N	N	N
	B. Storage yards	N	N	N	N

70.03.4.1 Downtown Use Regulations

CATEGORY AND SPECIFIC LAND USES		RC-BC	RC-OT	RC-MU	RC-DT
20. Temporary living quarters/hotels		P	P	P	C ⁴
21. Vehicles	A. Automotive service, major	N	N	N	N
	B. Automotive service, minor	N	N	N	N
	C. Bulk fuel dealerships	N	N	N	N
	D. Sales or lease	N	N	N	N
	E. Rental	C ⁷	C ⁷	C ⁷	N
22. Food cart pods ⁵		P	P	P	N
23. Education	A. Commercial schools	P	P	P	N
	B. Educational institutions	P	P	P	C
24. Places of worship		P	P C ²	P	P
25. Public buildings, services and uses		P	P	P	P
26. Railroad tracks and facilities	A. Passenger	P	P	P	P
	B. Freight	P	P	P	N
27. Recreation	A. Public parks, parkways, playgrounds, and related facilities	P	P	P	P
	B. Public Dog Parks or Dog Runs	P	P	P	P
	C. Recreational facilities	P	P	P	P ¹²
	D. Community Gardens	P	P	P	P
28. Social organizations		P ²	P ²	P ²	N
29. Transit centers		P	P	P	N
30. Utilities	A. Utility substations and related facilities other than transmission lines.	C	C	C	C
	B. Transmission lines	P	P	P	P
Industrial					
31. Manufacturing, fabricating, assembly, processing, and packing ¹³		P C ⁶	P C ⁶	P C ⁶	N
32. Marijuana processing		N	N	N	N
33. Warehousing ¹¹		P	P	P	N
34. Laboratory ¹³		P	P ³	P	N

1. Detached dwellings in existence as of September 19, 2002, are Permitted. Replacement of detached dwelling permitted.
2. Buildings larger than 10,000 square feet are subject to approval of a Conditional Use.
3. Uses limited to 10,000 square feet per site.
4. Limited to uses of Boarding, Rooming, and Lodging House.

70.03.4.1 Downtown Use Regulations

5. Food Cart Pods are exempt from the Site Development Standards of 70.03 but are subject to regulations in 60.11 of the Development Code.
6. Uses up to 10,000 square feet are permitted. Uses larger than 10,000 square feet are subject to a Conditional Use Permit.
7. Only as an accessory uses with no on-site storage of vehicle inventory.
8. Drive-through uses are Prohibited; walk-ups Permitted.
9. This activity is conducted wholly within an enclosed structure. Accessory open air sales or display related to the principal use may be permitted, provided that the outdoor space devoted to these uses does not occupy an area greater than the equivalent of 15 percent of the gross floor area. No outdoor sales or outdoor storage of animals or livestock are allowed with this use.
10. 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 percent of the total square footage of the development.
11. As an accessory use, not to exceed 25 percent of the primary use.
12. Indoor uses are limited to 10,000 square feet per site.
13. Uses subject to additional restrictions below.
 - Outdoor manufacturing activity, including but not limited to testing of products or processes, is prohibited.
 - Outdoor storage is prohibited, including both raw materials and finished products.
 - Movement of heavy equipment on and off the site, except truck deliveries, is prohibited.
 - Exterior display or storage of industrial equipment, such as tools, equipment, vehicles, products, materials, or other objects that are part of or used for the business operation is prohibited.
 - Processes involving live animals or the waste or by product of dead animals is prohibited.
 - Electrical disturbances that interfere with the normal operation of equipment or instruments on adjacent properties are prohibited.
 - Processes involving highly combustible, explosive or hazardous materials or waste is prohibited.
 - Potential nuisances are subject to Beaverton Code Chapter 5.05.IV Nuisances Affecting Public Health.

70.03.4.1 Downtown Use Regulations

CATEGORY AND SPECIFIC LAND USES		RC-BC	RC-OT	RC-MU	RC-DT
Wireless Communications Facilities (WCF)					
35. New WCF	A. Tower Construction	W3	W3	W3	W3
	B. Attachment to existing or new building or structure not using stealth design	W3	W3	W3	W3
	C. Replacement tower to provide collocation opportunity	W1	W1	W1	W1
	D. Attachment of a new WCF to buildings or structures and utilize stealth design	W1	W1	W1	W1
	E. Attachment of WCF to existing structures, tower or pole structures	W1	W1	W1	W1
36. Collocation	A. New WCF on existing WCF tower	W1	W1	W1	W1
	B. New WCF inclusive of antennas on existing WCF tower exceeding height standard	W2	W2	W2	W2
37. Antennas	A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W1	W1	W1	W1
38. Satellite Antennas and Direct to Home Satellite Service	A. DHSS antennas >1 m. in diameter	W1	W1	W1	W1
	B. Up to 2 antennas >2 m. in diameter	W1	W1	W1	W1
	C. Up to 5 antennas >2 m. in diameter	W2	W2	W2	W2
	D. More than 5 antennas >2 m. in diameter	W3	W3	W3	W3
Wireless Communications Facilities (WCF) in the Right of way					
39 New or Collocation of WCF in the Right-of Way	A. Tower Construction using stealth design	W3	W3	W3	W3
	B. Tower Construction not utilizing stealth design	N	N	N	N
	C. Attachment to existing or new building or structure utilizing stealth design	W2 / W3	W2 / W3	W2 / W3	W2 / W3
	D. Attachment to existing or new building or structure not using stealth design	W2 / W3	W2 / W3	W2 / W3	W2 / W3
	E. Attachment of WCF to existing tower or pole structures and utilizing stealth design	W2 / W3	W2 / W3	W2 / W3	W2 / W3
	F. Attachment of WCF to existing tower or pole structures and not utilizing stealth design	N	N	N	N
	G. Replacement tower to provide collocation opportunity utilizing stealth design	W2 / W3	W2 / W3	W2 / W3	W2 / W3
	H. Replacement tower to provide collocation opportunity not utilizing stealth design	N	N	N	N
	I. Attachment of WCF to traffic signal light pole	N	N	N	N

Downtown Design Guidelines and Standards

The Design Guidelines and Standards provide a framework for the implementation of the Downtown Design Principles. Design Guidelines and Standards are organized under two main categories - Site Design and Building Design - which further address relevant topics and sub-topics. For each topic, an Intent Statement and list of applicable Design Principles are provided, along with one or more Guideline and Standard for each sub-topic. Each Design Guideline is a discretionary criterion that describes a design concept and/or design goal. The corresponding Design Standard is a clear and objective criterion that provides a measurable path to meet the design concept and/or design goal.

70.04.1 Site Design

Purpose

The Site Design Guidelines and Standards along with the Development Standards set the location of buildings, frontage character, and landscaping.

Topics

- Block Design (70.04.1.1)
- Building Frontage and Placement (70.04.1.2)
- Setback Design (70.04.1.3)
- Pedestrian Circulation (70.04.1.4)
- Parking, Loading and Service Areas (70.04.1.5)
- Landscaping (70.04.1.6)
- Lighting (70.04.1.7)

70.04.2 Building Design

Purpose

The Building Design Guidelines and Standards along with the Development Standards set the building massing, facade articulation, usable open space requirements, and design details that are required.

Topics

- Massing and Articulation (70.04.2.1)
- Facade Design (70.04.2.2)
- Gateways (70.04.2.3)
- Active Ground Floor Design (70.04.2.4)
- Usable Open Space (70.04.2.5)
- Roof Elements (70.04.2.6)
- Structured Parking (70.04.2.7)
- Materials (70.04.2.8)
- Historic Overlay Design (70.04.2.9)

70.04.1 Site Design

70.04.1.1 Block Design

Intent

To ensure walkability, connectivity, and appropriately scaled buildings through creating pedestrian-scaled blocks with streets, paths, and open spaces for people to gather and connect throughout the district.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
4. Consider Development Context
5. Provide Safe and Comfortable Connectivity

Design Guideline

Block Size

G1. Streets or public paths shall be constructed consistent with Figure 70.04.1.1.1 unless the decision-making authority determines that an applicant has demonstrated that walkability, connectivity and pedestrian-scaled blocks on identified blocks has been achieved through existing connections or that the proposed project achieves connectivity goals in another manner that meets the intent of this section.

G2. Design Standard S2 must be met.

G3. Design Standard S3 must be met.

Design Standard

Block Size

S1. Streets or public paths shall be constructed consistent with Figure 70.04.1.1.1 Future Connections.

S2. Public streets and multi-use paths shall be dedicated as right of way.

S3. New public streets shall be classified as local streets unless otherwise determined by the Transportation System Plan, and the design shall be consistent with the Engineering Design Manual, unless an Engineering Design Manual Exception is granted by the City Engineer.

70.04.1.1 Block Design

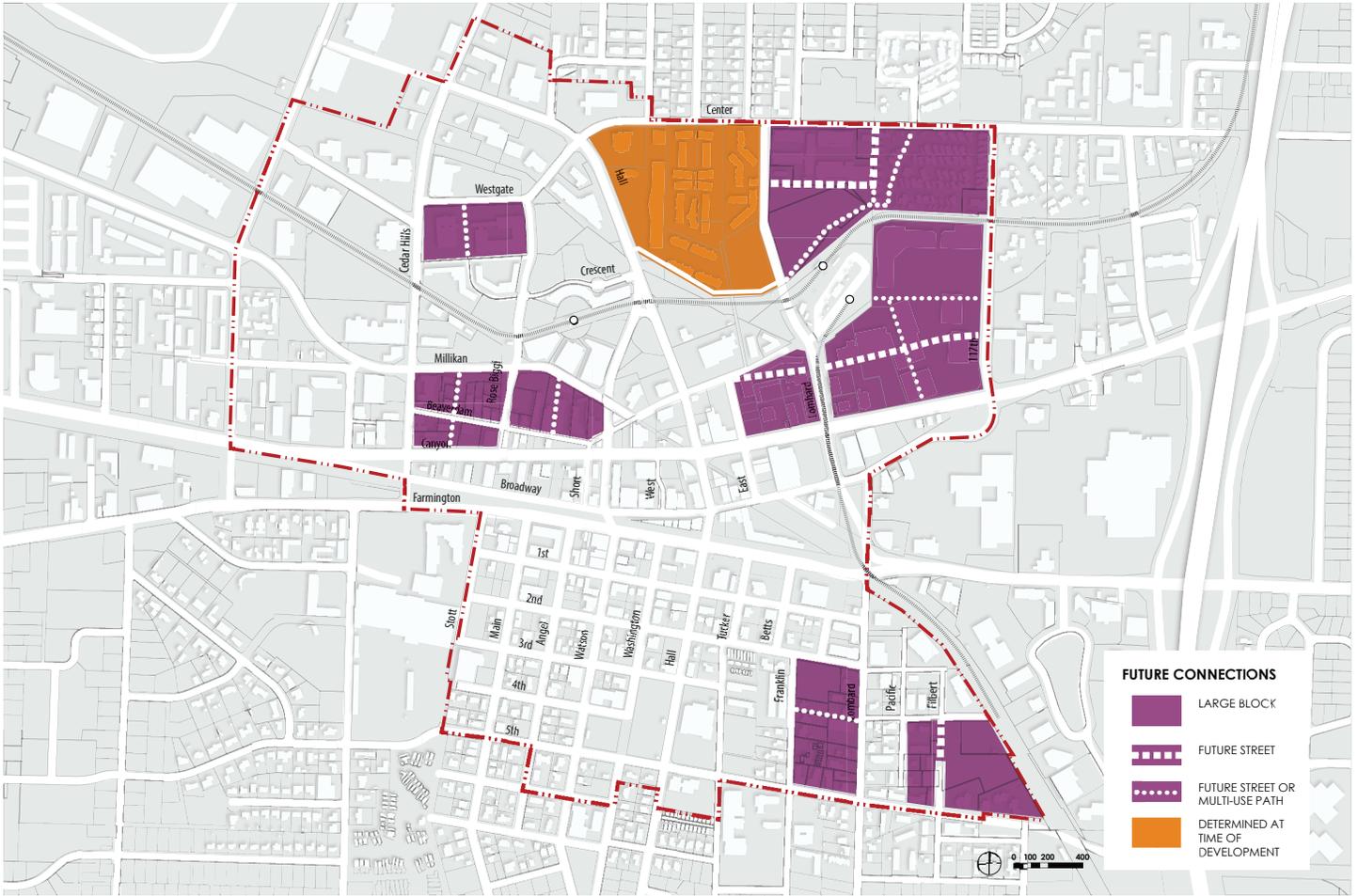


Figure 70.04.1.1.1 Future Connections

G4. New multi-use paths shall provide generous, unobstructed space for active transportation through the site, provide clear indication that the facility allows passage through the block and have sufficient room for landscaping and/or pedestrian amenities along its length.

S4. New multi-use paths shall be a minimum of 14 feet wide unobstructed, located within a minimum 20-foot-wide right of way.

G5. through G9. The Design Standard must be met.

S5. New public streets and multi-use paths shall be aligned with existing or planned intersections. Where there is no planned or existing intersection to align with, the connection shall be within 25 feet of the location identified on the map.

70.04.1.1 Block Design

- S6.** Where new connections follow property lines, the new connection shall have the full width constructed abutting the property line. Exceptions include:
- a.** Where development is proposed on only one side of the property line, the applicant shall dedicate and construct:
 - i.** For public streets, half-street improvements, plus sufficient width for opposite direction vehicle travel.
 - ii.** Multi-use paths shall be constructed at the width described in S4.
 - iii.** For both connection types, more or all of the connection width may be located on the abutting property if authorized by the abutting property owner. In this case, the full width must be dedicated and improved with development.
- S7.** Where a new connection follows a stream corridor, buried or daylit, the new connection may be located on either side of the stream corridor. Additionally:
- a.** If the stream is daylit, the stream-side edge of path shall be no greater than 50 feet horizontal from the path side two year ordinary high water mark.
 - b.** If the stream is underground, the path centerline shall be no greater than 25 feet from the stream centerline.
- S8.** The location of the Millikan Way extension shall be consistent with Transportation System Plan.
- S9.** The location, design and classification of new connections in the area bounded by SW Center, SW Hall, SW Lombard, and Beaverton Creek shall be regulated by the applicable policies of the Transportation System Plan and the Engineering Design Manual.

70.04.1 Site Design

70.04.1.2 Building Frontage and Placement

Intent

To promote quality site design that reinforces the urban character of Downtown by making buildings more prominent by siting buildings near streets and ensuring attractive, comfortable and convenient areas for pedestrians to wait near Major Street intersections.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
4. Consider Development Context
5. Provide Safe and Comfortable Connectivity
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

Minimum Building Frontage Along Streets

G1. and G2. Sufficient building facades shall be present near each street frontage to promote a continuous street wall and limit gaps in pedestrian interest while allowing necessary site access. The amount of building frontage shall be greatest on the highest level streets as identified in Figure 70.03.3.1 Street Typology Diagram. Buildings may be set back to accommodate plazas, outdoor dining, entry forecourts or similar spaces provided that pedestrian interest along the frontage is incorporated into the design of these spaces.

Design Standard

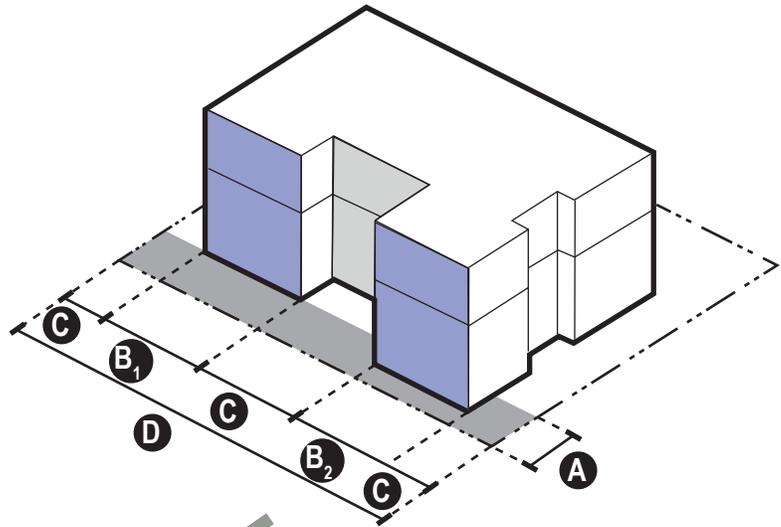
Minimum Building Frontage Along Streets

- S1.** Buildings shall occupy a minimum percentage of the site frontage between the minimum setback and the maximum setback. Minimums are based on street typology as identified in Figure 70.03.3.1 and as described below:
- a.** Loop Streets:
 - i.** Hall and Watson North of Canyon: 75 percent; and
 - ii.** Hall and Watson between Canyon and Fourth Street: 90 percent; and
 - iii.** Hall and Watson south of Fourth Street: 75 percent; and
 - iv.** Fourth Street and Fifth Streets: 75 percent; and
 - b.** Commercial Streets: 90 percent; and
 - c.** Major streets:
 - i.** Canyon between Rose Biggi and East: 70 percent; and
 - ii.** Farmington between Main and Tucker: 70 percent; and
 - iii.** Cedar Hills between Beaverton Creek and Millikan: 60 percent; and
 - iv.** All other Major Street frontages: 50 percent.
 - d.** Connector Streets:
 - i.** Millikan between Cedar Hills and East: 75 percent; and
 - ii.** All other Connector Street frontages: 60 percent.
 - e.** Local Streets: 75 percent.

70.04.1.2 Building Frontage and Placement

Figure 70.04.1.2.1 Street Wall Diagram

- A** Site area between minimum and maximum setback
- B₁** Site frontage occupied by building facade between minimum and maximum setback
- B₂** Site frontage not occupied by building facade between minimum and maximum setback
- C** Site frontage length
- D** Site frontage length



$$\frac{(B_1 + B_2 + \text{other features in Section 70.04.2.2.S1.f})}{(D - \text{subtractions in Section 70.04.1.2.S1.g})} \times 100 = \text{Percentage of building facade length in the setback}$$

- f. In addition to the amount of building facade between the minimum and maximum setback, the following features also can be applied toward the minimum building frontage requirement:
 - i. The linear frontage of recesses incorporated to comply with facade articulation requirements in Sections 70.04.2.1 and 70.04.2.2 if the recesses do not exceed 2 feet beyond the maximum setback; and
 - ii. On all streets types except Major Streets, publicly accessible paths with widths satisfying Section 70.04.1.1 Block Size requirements and required Publicly Accessible Open Space (PAOS) may count toward a combined maximum 10 percent of the frontage requirement. Publicly Accessible Open Spaces shall only be eligible to count toward the building frontage requirement if they are between the right of way and a building facade, as long as the building facade is not more than 40 feet from the right of way.
- g. The following shall be subtracted from the calculation of total street frontage:
 - i. The width of driveway throats occupying the frontage (except for attached units with separate garage entries for each unit); and
 - ii. Areas determined to be unbuildable due to sight clearance and sight distance requirements in the Engineering Design Manual.

70.04.1.2 Building Frontage and Placement

Design Guideline

Minimum Building Separation for Residential-only Buildings

G3. Adequate separation shall be provided between buildings where ground floor residential units have exterior entries to provide usable space between the buildings and avoid narrow, dark passageways.

Pedestrian Enhancements Adjacent to Major Intersections

G4. Pedestrian enhancements that provide refuge while waiting to cross Major Streets shall be integrated into the site design at key intersections identified in the S3 standard.

Design Standard

S2. If the development has multiple frontages, the minimum percentage of street frontage required to be occupied by a building facade shall be met on the primary frontage but may be reduced by 25 percent on one non-primary street frontage, except if the non-primary frontage is a Major Street. For example, a requirement that 75 percent of the frontage shall be occupied by a building facade could be reduced to 50 percent of the frontage on one non-primary street frontage.

Minimum Building Separation for Residential-only Buildings

S3. New buildings containing ground-floor dwelling units shall be set back 10 feet from other buildings on the site that contain ground-floor dwelling units.

Pedestrian Enhancements Adjacent to Major Intersections

S4. Pedestrian enhancements shall be integrated into the site and building design at key pedestrian connections across major streets. The pedestrian enhancements shall front Watson, Hall, Millikan and Westgate and provide areas of refuge for pedestrians as they wait to cross major streets. Pedestrian enhancements shall be provided at the following intersections:

- Canyon and Watson
- Canyon and Hall
- Farmington and Watson (south side only)
- Farmington and Hall (south side only)
- Cedar Hills and Canyon
- Cedar Hills and Millikan
- Cedar Hills and Westgate/Dawson
- Cedar Hills and Hall

70.04.1.2 Building Frontage and Placement

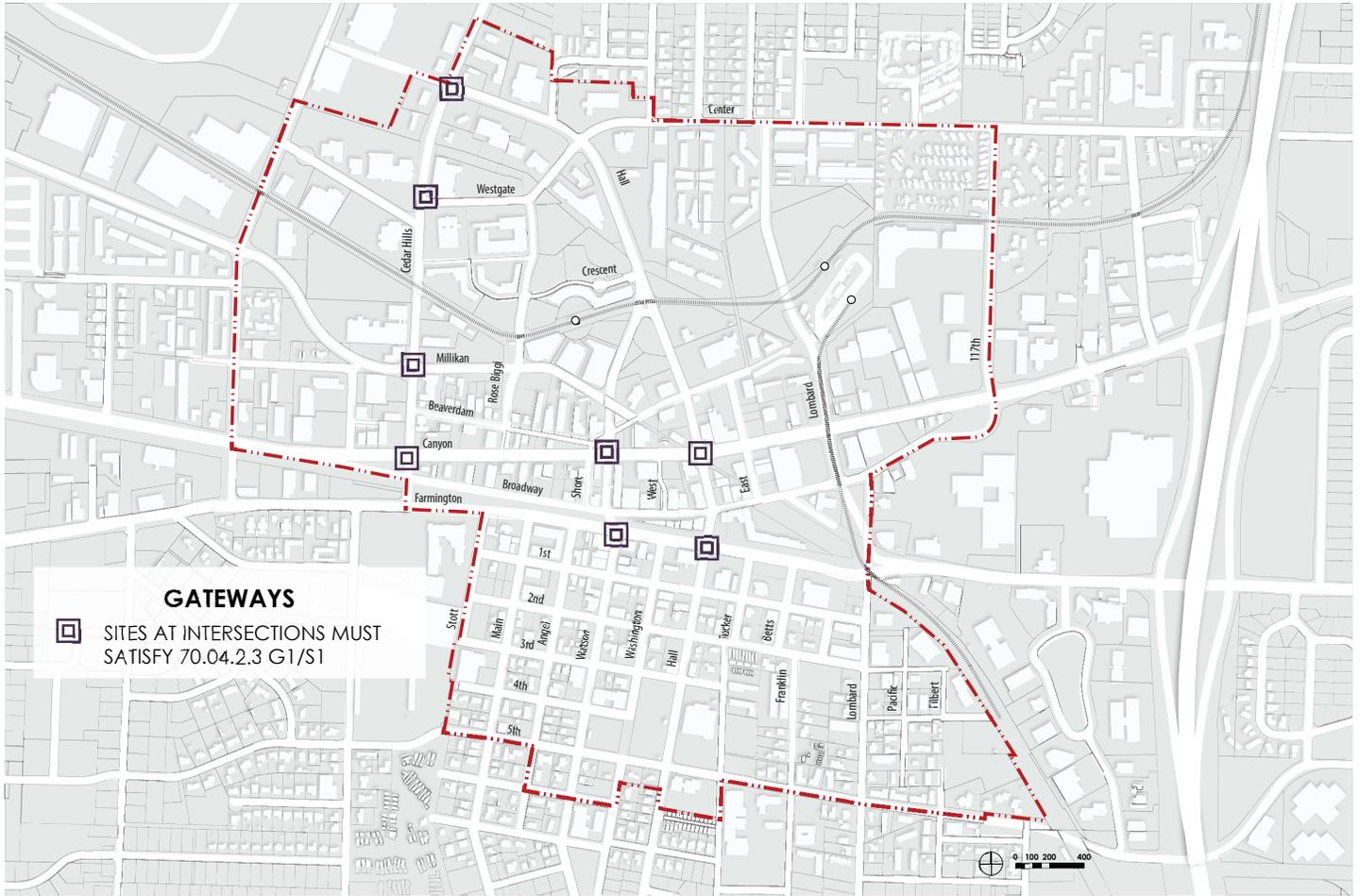


Figure 70.04.1.2.1 Enhanced Pedestrian Connections

Pedestrian enhancements shall include at least one of the following:

- a. A hardscaped area, excluding asphalt, at the intersection, no smaller than 10 feet by 10 feet measured from the property corner, and a footprint of 400 square feet including the immediately abutting sidewalk in the right of way.
- b. Publicly Accessible Open Space (PAOS) that meets the Standards in 70.04.2.5 placed at the intersection corner.
- c. A setback, chamfer, ground-floor cutout or other method that ensures a 20-foot distance between any building and the curb at the intersection corner. The on-site area shall be hardscaped, excluding asphalt, and accessible to the public.

70.04.1 Site Design

70.04.1.3 Setback Design

Intent

To promote setback areas designed to add pedestrian interest; create safe, attractive and varied areas between buildings and sidewalks; and ensure setback areas are appropriate for and supportive of the adjacent ground-floor building uses.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
6. Preserve, Enhance and Engage Nature
7. Incorporate Sustainability and Resiliency
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

Setback Design

- G1.** Where there is space between the building facade and the right of way, the space shall be designed with paving, landscaping, and other design elements appropriate for the ground-floor building use. Setback spaces shall incorporate one or more of the following to provide quality connections from the building to the street while providing an appropriate transition between the public realm and the private realm:
- Provide an extension of the sidewalk for use by pedestrians;
 - Provide additional space for building entries;
 - Increase frontage activity with outdoor seating or terraces;
 - Provide opportunities for landscaping.

Design Standard

Setback Design

- S1.** Where the building facade is between the minimum and maximum setback from the right of way, the area between the building facade and the property line shall be designed in the following manner:
- a.** For ground-floor building facades designed for non-residential occupancy with an entry or entries that face the street:
 - i.** The setback area between any entry doors and public rights of way shall be paved; and
 - ii.** If the area between the building facade and right of way is less than 18 inches, the setback area shall be paved; or
 - iii.** If the area between the building facade and lot line is greater than 24 inches, at least 50 percent of the setback area shall be paved. Any areas not paved in the setback area shall be landscaped with:
 - 1.** A combination of shrubs, ground cover and perennials. A minimum of one 3-gallon shrub for every 3 lineal feet of plant bed must be provided. Ground cover must fully cover the remainder of the landscaped area; or
 - 2.** Raised landscape planters a minimum of 18 inches in height and a maximum of 30 inches in height with a minimum horizontal depth of 2 feet that contain living plant material. Raised planters shall not reduce the pedestrian way to narrower

70.04.1.3 Setback Design



**Extension of public realm
(Walnut Creek, CA)**

Deeper building setback along a commercial storefront facade allows for wider sidewalks and opportunities pedestrian amenities.



**Residential Setback Character
(Portland, OR)**

A transition between the public sidewalk and private residential unit is created with landscape plantings, stoop entries and terraced planters.

than 5 feet and shall not obstruct Americans with Disabilities Act access; or

3. Some combination of 1 and 2.
- iv. One of the following pedestrian amenities must be provided for each 100 sq ft of hardscape between the building and the street - Bench, tree, planter, drinking fountain
- b. For ground-floor building facades designed for non-residential occupancy with no entries facing the street, setback areas greater than 24 inches in depth shall have a minimum of 20 percent landscaping. Landscaping shall include:
 - i. A combination of shrubs, ground cover and perennials. A minimum of one 3-gallon shrub for every 3 lineal feet of plant bed must be provided. Ground cover must fully cover the remainder of the landscaped area; or
 - ii. Raised landscape planters a minimum of 18 inches in height and a maximum of 30 inches in height with a minimum horizontal depth of 2 feet that contain living plant material. Raised planters shall not reduce the pedestrian way to narrower than 5 feet and shall not obstruct Americans with Disabilities Act access; or
 - iii. Some combination of i and ii.
- c. For ground-floor building facades designed for residential uses that have individual unit entries facing the street not subject to Section 70.04.2.4 Active Ground-floor Design Regulations, the setback area shall have a minimum of 60 percent landscaping. Landscaping shall include
 - i. A combination of shrubs, ground cover and perennials. A minimum of one 3-gallon shrub for every 3 lineal feet of plant bed must be provided. Ground cover must fully cover the remainder of the landscaped area; or
 - ii. Raised landscape planters a minimum of 18 inches in height and a maximum of 30 inches in height with a minimum horizontal depth of 2 feet that contain living plant material. Raised planters shall not reduce the pedestrian way to narrower than 5 feet and shall not obstruct Americans with Disabilities Act access; or
 - iii. Some combination of i and ii.
- d. For building facades designed for ground-floor residential uses that have individual unit entries facing the street

70.04.1.3 Setback Design

Design Guideline

Setback Area - Allowed Encroachments

G2. Buildings and landscape elements may encroach within setback areas between the building facade and right of way to enhance the pedestrian experience and increase activity along building frontages.

Fences Adjacent to Streets

G3. Fencing along public streets shall allow for views into the site and shall not detract from the pedestrian experience along site frontages.

Design Standard

that are subject to the rules of Section 70.04.2.4 Active Ground-floor Design, those provisions shall be met.

- e.** For building facades designed for ground-floor residential uses that do not have individual unit entries, a minimum of 60 percent of the setback area shall be landscaped consistent with Section 70.04.1.6.S1 Site Landscaping.

Setback Area - Allowed Encroachments

- S2.** The following elements are allowed to encroach within the setback areas between building facades and right of way:
- a.** Architectural projections, building modulations, occupiable projections, , or other similar features approved by the decision-making authority. The bottom of the architectural feature shall be no lower than eight feet above on-site pedestrian walkways to allow for pedestrian clearance. No more than 50% of the facade may have these elements project into the setback;
 - b.** Weather protection structures such as canopies, sunshades or other similar features approved by the decision-making authority. The bottom of the architectural feature shall be no lower than eight feet above sidewalk grade to allow for pedestrian clearance;
 - c.** Terraces, porches, or balconies;
 - d.** Stoops and/or stairs to building entrances;
 - e.** Handrails;
 - f.** Fences or railings meeting the requirements of 70.04.1.3.S3
 - g.** Landscape planters and low walls not exceeding 30 inches in height from sidewalk grade;
 - h.** Bicycle parking;
 - i.** Permanent seating;
 - j.** Public art;
 - k.** Other elements as approved by the decision-making authority.

Fences Adjacent to Streets

S3. Fences within 10 feet of any right of way shall be no taller than 42 inches and shall be at least 40% transparent. Retaining walls, as well as fencing utilized to satisfy screening requirements in Section 70.04.1. Parking, Loading, and Service Areas are exempt.

70.04.1 Site Design

70.04.1.4 Pedestrian Circulation

Intent

To create a safe, comfortable, well-connected pedestrian circulation network that links private development, open spaces and the public realm.

Applicable Design Principles

1. Design Places for People
3. Promote High Quality Design
5. Provide Safe and Comfortable Connectivity
6. Preserve, Enhance and Engage Nature
7. Incorporate Sustainability and Resiliency

Design Guideline

Pedestrian Connections

- G1.** On-site pedestrian connections shall provide sufficient and high-quality connections among important destinations on a site and to off-site transportation routes and facilities.
- G2.** On-site pedestrian walkways shall be of adequate width and design to provide unobstructed walking areas that accommodate the anticipated amount of pedestrian traffic, be Americans with Disabilities Act compliant, and incorporate high-quality and attractive materials that promote sustainability and reduce heat island effect.

Design Standard

Pedestrian Connections

- S1.** At least one pedestrian connection to the public street network shall be provided for every 300 feet of street frontage. On-site pedestrian connections shall link to abutting streets, planned accessways in the Comprehensive Plan Transportation Element; multi-use paths on or adjacent to the site, including those required to meet Block Design standards identified in Figure 70.04.1.1.1 Future Connections; transit stops; building entries; automobile and bicycle parking; loading areas, solid waste facilities and similar improvements; and outdoor open spaces. Connections that are not feasible because of topographic features; buildings or other man-made structures; natural areas; or similar obstacles may be waived as approved by the decision-making authority.
- S2.** On-site pedestrian walkways shall be at least 5 feet in width with 5 feet of unobstructed clearance, shall be paved with scored concrete, modular paving material, or other high quality hard surfaced material approved by the decision-making authority, and be compliant with Americans with Disabilities Act standards. In addition, development shall incorporate one of the following sustainability features:
- a.** At least 30 percent of paving material shall be permeable pavement; or
 - b.** At least 30 percent of the paving material shall be made from recycled content; or
 - c.** At least 50 percent of the pedestrian walkway pavement shall have a solar reflective index rating of at

70.04.1.4 Pedestrian Circulation



On-site Pedestrian Walkways Shaded by Tree Canopy (Portland, OR)

Design Guideline

- G3.** Pedestrian walkways abutting parking areas shall be of adequate width and design to provide unobstructed walking areas and accommodate the anticipated amount of pedestrian traffic.
- G4.** Pedestrian walkways that cross driveways or vehicular access aisles shall meet standards S4.
- G5.** Pedestrian connections through parking lots shall be evenly spaced and separated from vehicles. Parking lots with six or fewer spaces are exempt.
- G6.** Fences between buildings and creeks shall be designed and installed to allow views of the creeks and/or creekside natural areas from ground-
- least 29; or
- d.** Provide shading for at least 50 percent of the total pedestrian walkway surfaces on the site. Shade can be provided by current or proposed buildings that shade the paving material at 3 p.m. June 21 and current or proposed trees, with the amount of shade included for each planted tree to be measured by the diameter of the mature crown cover stated for the species of the tree.
- e.** Walkways or other pedestrian connections within 25 feet of a creek as measured from top of bank shall meet Section 70.04.1.4.S2.d and one of the sustainability features in 70.04.1.4.S2.a through c.

Design Standard

- S3.** Pedestrian walkways that abut the head of vehicle parking spaces shall be 7 feet wide unless wheel stops or curbs are used to ensure a minimum unobstructed width of 5 feet.
- S4.** Where a pedestrian walkway crosses driveways or vehicular access aisles, a continuous 5-foot walkway shall be provided and shall be composed of a different paving material that utilizes texture, color, or both, to contrast visually from the adjoining driving/parking surface. Paint may not be used to satisfy this requirement.
- S5.** Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic through the use of curbs, landscaping, trees and lighting, if not otherwise provided in the parking lot design. Parking lots with six or fewer spaces are not required to physically separate connections from vehicle parking and circulation but they must comply with the rules of Section 70.04.1.4.S4.
- S6.** Fences between buildings and creeks shall not be taller than 4 feet in height and shall be at least 70 percent transparent to allow views of creeks and natural areas from building fenestration and pedestrian circulation areas between the building and the creek.

70.04.1.4 Pedestrian Circulation

Design Guideline

floor viewpoints on buildings (including doors and windows) and allow views from pedestrian circulation areas between buildings and the creek.

G7. The project must meet the Design Standard.

Design Standard

S7. Sidewalks are required along all streets. Except where approved through a Sidewalk Design Modification, the sidewalk shall be at least 10 feet wide, and provide an unobstructed path at least 5 feet wide.

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70.04.1 Site Design

70.04.1.5 Parking, Loading and Service Areas

Intent

To minimize the visual impact of parking, loading and service areas, support pedestrian interest along public rights of way and other pedestrian ways, and minimize conflicts between pedestrians and vehicles along key streets.

Applicable Design Principles

1. Design Places for People
3. Promote High Quality Design
5. Provide Safe and Comfortable Connectivity

Design Guideline

Vehicle and Parking Access

- G1.** Curb cuts shall meet S1.
- G2.** Driveways accessed from public streets shall be minimized in order to promote pedestrian safety and walkability, ensure safe vehicle maneuvering, and maximize on-street parking.
- G3.** Sites with multiple frontages shall construct driveways in locations that result in significant lengths of site frontage occupied by buildings and other active uses along key streets.

Design Standard

Vehicle and Parking Access

- S1.** Curb cuts permitted under this section are subject to the applicable minimum standards within the adopted Engineering Design Manual.
- S2.** No additional driveways accessed from public streets shall be permitted, except where the Development Code requires the development to provide on-site parking or on-site loading, or where structured parking is provided.
- S3.** Sites with multiple frontages shall construct driveways on the lower hierarchy street, based on the street typology identified in Figure 70.03.3.1 Street Typology. Hierarchy is determined by the list of streets below, with streets listed first higher in the hierarchy:
- Major Street
 - Loop Street
 - Commercial Street
 - Connector Street
 - Local Street

Where frontages are of equal hierarchy, the applicant may select the single frontage to take access from. Sites with frontage directly adjacent to both streets at the below intersections are exempt from complying with this standard:

- SW Lombard and SW 1st; and
- SW Lombard and SW Broadway

70.04.1.5 Parking, Loading and Service Areas

Design Guideline

Sight Clearance

G4. S4 shall be met.

Surface Parking

G5. The visual impact of surface parking and vehicles on the pedestrian experience shall be minimized by locating parking in less prominent locations on site.

G6. Surface parking shall be screened and landscaped to reduce the impact on the pedestrian experience.

G7. Surface parking along creekside paths shall be landscaped with a minimum width and density of landscape materials to minimize the visual impacts to users of the creekside path.

Design Standard

Sight Clearance

S4. To ensure visibility at intersections and driveways, all improvements adjacent to public streets, accessways, and driveways shall comply with BDC 60.55.35.3 Intersection Standards.

Surface Parking

S5. Surface parking shall be located as follows:

- a.** Surface parking shall not be located along the primary frontage between the building facade and the street.
- b.** Surface parking shall not be located within any front minimum setback area.
- c.** Surface parking shall be set back a minimum 5 feet from all property lines.
- d.** Alley frontages are exempt from Section 70.04.1.5.S5.a through 70.04.1.5.S5.c above.

S6. Surface parking shall be screened from view of the right of way as follows:

- a.** Evergreen shrubs that will grow to a minimum height of 30 inches within two years and form continuous screening. Areas within the vision clearance triangle shall include plantings that do not exceed 3 feet; and
- b.** One tree for every 30 linear feet; and
- c.** Evergreen ground cover shall cover the remaining landscape area.
- d.** A minimum 30 inch tall architecturally treated wall may be substituted for the evergreen shrubs required by 70.04.1.5.S6.a. Trees and ground cover required in 70.04.1.5.S6.b and 70.04.1.5.S6.c must be provided.
- e.** Alley frontages are exempt from Section 70.04.1.5.S6.a through 70.04.1.5.S6.d above .

S7. Surface parking along creekside paths shall be screened as follows:

- a.** One tree for every 30 linear feet between the path and the parking lot, spaced evenly, and
- b.** Evergreen shrubs that will grow to a minimum height of 30 inches within two years and form continuous screening, planted between the path and the parking lot, and
- c.** Evergreen ground cover planted at a density that will cover the entire area within two years of planting, and

70.04.1.5 Parking, Loading and Service Areas

- d. Where the parking lot is designed so parked cars face the creek, an architecturally treated wall between 30 and 36 inches in height. Required landscaping shall be located on the side of the wall closest to the creekside path.

Utility, Loading and Service Areas

G8. Utilities, loading, and service areas shall be screened, integrated into building and landscape design and/or located in less prominent locations to minimize the visual impact on the pedestrian experience.

Utility, Loading and Service Areas

- S8.** Utilities and service areas shall be designed to minimize impact on the pedestrian experience by following the standards below:
- 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.
 - b. Screening from public view for service areas, loading docks, loading zones and outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be fully sight-obscuring, shall be constructed a minimum of one foot higher than the feature to be screened, and shall be accomplished by one or more of the following methods:
 - i. Solid screen wall constructed of primary exterior finish materials utilized on primary buildings,
 - ii. Evergreen hedge wall that will grow one foot taller than the feature to be screened and reach 95 percent opacity within two years.
 - iii. Solid wood fence
 - c. 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. Screening of loading zones may be waived in 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 operations of the expected businesses during business hours.

70.04.1.5 Parking, Loading and Service Areas

- G9.** Ramps constructed in the right of way for purposes of solid waste container access shall minimize impacts to the pedestrian environment by promoting pedestrian safety and walkability, and ensure there are limited impacts to on-street parking.
- S9.** Ramps constructed in the right of way to accommodate solid waste container access shall be allowed if all of the following thresholds are met:
- a.** The proposed ramp is no wider than 5-feet; and
 - b.** The site does not have off-street parking or off-street loading facilities (whether required in BDC 60.25 Off Street Loading and 60.30 Off Street Parking, or not); and
 - c.** The site does not have direct and reasonably access to an alley; and
 - d.** The solid waste containers needed to serve the proposed developed are 1-cubic yard or larger; and
 - e.** There are no existing ramps or driveways with 150-feet along the same block face. For the purposes of this threshold, pedestrian ramps at cross-walks or intersections are not considered existing ramps.

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70.04.1 Site Design

70.04.1.6 Landscaping

Intent

To use landscape design to create character and identity; enhance the appearance and function of outdoor spaces; encourage pedestrian activity; promote social interaction; enhance or integrate new natural systems; add shade to the urban environment; and provide stormwater management. Landscaping should feasibly further sustainability goals and incorporate solutions that are appropriate to the climate, region and local conditions.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
5. Provide Safe and Comfortable Connectivity
6. Preserve, Enhance and Engage Nature
7. Incorporate Sustainability and Resiliency
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

Site Landscaping

- G1.** Sites shall be landscaped with live plantings to soften the edges of buildings and paved areas, add visual interest, and increase the attractiveness of the development. Landscaped areas may be at-grade or integrated with structures, and shall provide options for storm water management and/ or provide shade to on-site landscaped areas. Sites one acre and larger in particular shall ensure a balance of hardscape and landscape features where structures are not present.
- G2.** Landscaped areas shall be fully planted or hardscaped to create sustainable, attractive developments that are consistent with the uses on site, prevent erosion and preserve and enhance nature. Mulch

Design Standard

Site Landscaping

- S1.** Sites one acre and larger shall have landscaped areas with live plantings equal to 10 percent of the site area. Up to 50 percent of the landscaping required by this provision may be met by areas with live plantings provided to satisfy the requirements of 70.04.2.5 Usable Open Space and 70.04.2.6 Roof Elements. Landscaping with plantings that is provided to meet other requirements of this code, including, but not limited to, screening requirements, buffering requirements, parking lot island requirements, and setback design requirements, may be used to meet up to 100 percent of the landscaping required by this provision. Sites under one acre do not have minimum landscaping requirement, but must still meet all other applicable provisions of this code.
- S2.** All site areas not planted with trees, shrubs or other vegetated landscaping and also not occupied by structures, hardscaped areas (including paved areas), and sensitive natural areas shall be planted with live ground cover plants or other plants identified 70.04.1.7 S4 Planting Specifications, subsection e-f, as well as turf grasses. Mulch, as a ground cover, shall be composed of a naturally

70.04.1.6 Landscaping

Design Guideline

shall be used sparingly, and shall have a material and color that is appropriate for the uses on site and contributes to site aesthetics.

Establishment

G3. Irrigation shall be provided as appropriate, based on plant species and site conditions, to ensure proper establishment of plantings in all landscaped areas.

Plant specifications

G4. Standard S4 shall be met.

Design Standard

occurring material, have a natural color, and confined to areas underneath plants and within areas expected to be underneath plants at maturity. Much is not a substitute for ground cover plants.

Establishment

S3. Irrigation shall be provided to ensure plants will survive their establishment period. Applications shall provide establishment period irrigation through one of the following options or a combination of options as long as the options cover all site plantings:

- a. A permanent, in-ground irrigation system with an automatic controller.
- b. An irrigation system designed and certified by a licensed landscape architect this is part of a landscape plan that provides sufficient water to ensure that the plants will become established. The system does not have to be permanent if a licensed landscape architect certifies that the plants chosen can survive.
- c. Irrigation by hand for a maximum of 500 square feet per site.

Plant specifications

S4. Unless specified elsewhere in Chapter 70, all landscaping shall be planted at sizes no less than the following (measures shall be taken based on the American Standard for Nursery Stock ANSI standards). In the case of a code conflict, the higher requirement shall be met.

- a. Deciduous canopy trees shall be a minimum of 2-inch caliper size, balled and burlapped; and
- b. Deciduous ornamental trees shall be a minimum of 2-inch caliper size, balled and burlapped; and
- c. Evergreen trees shall be a minimum of 8 feet in height, balled and burlapped; and
- d. Evergreen and deciduous shrubs shall be a minimum of 24 inches high from finished grade and a minimum of 1 gallon in size, except dwarf shrubs such as boxwood, which have no minimum size; and
- e. Ferns and perennials shall be at least 1 gallon in size; and
- f. Ground-covers plants including ornamental grasses shall be at least 4-inch pot size.

70.04.1.6 Landscaping

Design Guideline

Plant variety and density

G5. Site landscaping shall be planted with a variety that provides visual interest, including in color, seasonal color and scale, and shall be planted at a density that provides sufficient opportunities for shade and fully cover areas not occupied by structures, paving or hardscaped areas.

Design Standard

Plant variety and density

- g.** Areas subject to Clean Water Services regulations including stormwater facilities, vegetated corridors, and sensitive natural areas shall be planted consistent with Clean Water Services requirements.

- S5.** Unless specified by other requirements in this Code, landscaped areas will be planted based on the following specifications:
- a.** Landscaped areas will include plants from the following categories at the specified densities:
 - i.** Deciduous or evergreen trees that are able to reach a height 20 feet and a canopy width of 20 feet at maturity. If 25 square feet of surface soil area is not available for each tree, or if an existing or proposed structure would prevent full canopy width growth at maturity, ornamental, dwarf, columnar and similar species are permitted as determined by the decision-making authority.
 - 1.** Sites under one acre shall provide one tree per 1,000 square feet of site area not occupied by a structure.
 - 2.** Sites one acre and greater shall provide one tree per 3,000 square feet of total site area.
 - 3.** All trees planted or preserved on-site to meet any provisions of this code may count toward the density requirements of this sub-section, providing that they meet the size requirements of this subsection.
 - ii.** Shrubs and perennials.
 - iii.** Ground cover, including ornamental grasses, shall be planted at a density such that the plants will cover the entire area within two years of planting. Applicants shall provide an objective source of information about the plant's spacing requirements.
 - b.** Plant diversity:
 - i.** If more than 10 trees are provided on a site, no more than 40 percent of the trees can be of one species; and
 - ii.** If more than 25 shrubs are provided on a site, no more than 75 percent can be of one species.

70.04.1.6 Landscaping

Design Guideline

G6. Drought-resistant landscaping shall be incorporated where possible to reduce the need for irrigated water.

Tree planting and preservation

G7. Existing trees on-site that provide shade or visual interest shall be preserved where possible.

G8. Standard S8 shall be met.

Residential Zone Buffers

G9. Development on sites that abut a residentially zoned property located outside of the Regional Center shall provide a landscape buffer consisting of trees, shrubs, and ground cover along the shared property line to provide screening and horizontal separation.

Design Standard

S6. A minimum of 25 percent of landscape plantings shall be drought-resistant species.

Tree planting and preservation

S7. Existing Surveyed Trees that are preserved in the proposal may be counted as two required site trees when calculating required trees in 70.04.1.6.S5.a.i. For Surveyed Trees to be counted toward the site tree requirement, they shall be confirmed as healthy as determined by a certified arborist or city arborist.

S8. New trees shall be supported (by use of stakes, wires or similar material) for at least one year. Trees may be staked for less than one year if based on the recommendation of a certified arborist.

Residential Zone Buffers

S9. Development on sites that abut a residentially zoned property located outside of the Regional Center shall provide a 10 foot landscape buffer, measured from the shared property line. Only landscaping shall be allowed in the landscape buffer area. The buffer areas shall extend the length of the shared property line.

- a.** The buffer shall consist of the following:
 - i.** Live ground cover consisting of low-height plants, or shrubs, ornamental grasses, or turf; and
 - ii.** 1 evergreen tree having a minimum planting height of 8 feet, and that will reach 20 feet in height and a canopy width of 20 feet at maturity, for every 30 lineal feet of buffer width; and
 - iii.** Evergreen shrubs which reach a minimum height of 4 feet within 2 years of planting, planted evenly between the required evergreen trees.
 - iv.** Ground cover and shrubs shall be spaced and located dependent on the mature spread of the selected vegetation to create a fully vegetated screen at maturity. Bare gravel, rock, bark or other similar materials may be used, as a ground cover,

70.04.1.6 Landscaping

Design Guideline

Surface Parking Landscaping

G10. Surface parking areas shall be landscaped to provide shade, afford permeable areas for water runoff management, and reduce continuous areas of parking.

Design Standard

but shall be confined to areas underneath plants and within areas expected to be underneath plants at maturity, and is not a substitute for ground cover plants.

- b.** The buffer standards shall not apply to the following:
 - i.** Single-family buildings on individual parcels.
 - ii.** Areas where emergency access is required.
 - iii.** Areas where a public utility easement exists. This exemption only applies to trees and does not exempt the requirement of shrubs and ground cover.
 - iv.** Areas 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.

Surface Parking Landscaping

S10. Surface parking shall be landscaped according to the following provisions.

- a.** Landscape islands shall be provided at a rate of one for every 10 contiguous parking spaces and at the end of each parking row.
- b.** The island shall have a minimum area of 70 square feet, shall be curbed, and a minimum width of 6 feet, measured from the interior curb face. Curbs separating landscaped areas from parking areas may allow stormwater runoff to pass through them. The landscaped island shall be planted with a tree having a minimum mature height of 20 feet. If a pole-mounted light is proposed to be installed within a landscaped planter island, and an applicant demonstrates that there is a physical conflict for siting the tree and the pole-mounted light together, the decision-making authority may waive the planting of the tree, provided that at least seventy-five (75) percent of the required islands contain trees.
- c.** Raised pedestrian walkways within the parking area connecting the parking spaces and on-site building(s) may be counted towards the total required number of landscaped islands, provided that the following is met:
 - i.** Trees are spaced a maximum of 30 feet on center on a minimum of one side of the sidewalk.
 - ii.** The minimum unobstructed sidewalk width is five feet.
 - iii.** The sidewalk is separated from the parking area by

70.04.1.6 Landscaping

Design Guideline

Design Standard

curbs, bollards, or other means on both sides.

- iv. Trees are located in planting area with ground cover or planted in covered tree wells.
- v. Trees within the linear sidewalk area shall constitute no more than 50 percent of the total number of trees within required landscaped islands. All remaining required trees shall be located within landscaped islands.
- d. Trees planted within required landscaped 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.
- e. Areas of parking and vehicle circulation covered by upper-floor structures are exempt from these requirements.

DRAFT

70.04.1 Site Design

70.04.1.7 Lighting

Intent

To create safe, welcoming, well-lighted areas, including building entries, pedestrian pathways and plazas, parking lots and vehicle maneuvering areas; and to minimize excessive illumination on adjoining properties.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
5. Provide Safe and Comfortable Connectivity
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

- G1.** On-site lighting shall meet the Guidelines of Development Code Section 60.05.50.

Design Standard

- S1.** On-site lighting shall meet the standards of Development Code Section 60.05.30.

DRAFT

70.04.2 Building Design

70.04.2.1 Massing and Articulation

Intent

To guide building massing to respond to the scale of people and the building's context; avoid overly massive or monolithic structures; and encourage variation on large facades to promote pedestrian interest.

Applicable Design Principles

1. Design Places for People
2. Support an Intensely Developed, Mixed-income, Mixed-use Downtown
3. Promote High-quality Design
4. Consider Development Context
7. Incorporate Sustainability and Resilience

Design Guideline

Break for Long Facades

G1. Building facades longer than 200 feet facing the right of way, any internal drive or any internal accessway shall include massing breaks and/or facade modulation to reduce the perceived length of building, reduce the bulk of the building, provide pedestrian interest, introduce architectural variety and include high quality materials.

Design Standard

Break for Long Facades

S1. All building facades longer than 200 feet facing the right of way, any internal drive or any internal accessway shall have at least one major break for every 200 feet in facade length. A major break shall be a vertical recess with a horizontal width of no less than fifteen feet and a footprint of 400 square feet. The recess shall extend from the roofline to grade or to an open space / landscaped area no greater than 5 feet above grade. If upper floors are set back a minimum of 6 feet from the primary facade plane, the major break does not have to extend through those upper floors. Major breaks shall not be within 20 feet of the horizontal facade edge.

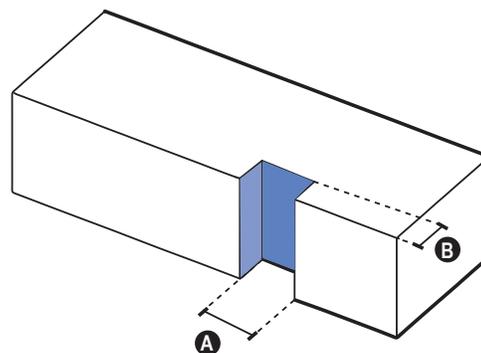


Figure 70.04.2.1.1 Break for Long Facades

- A** Minimum recess width of 15 feet
- B** Recess width shall ensure recess area is at least 400 square feet

70.04.2.1 Massing and Articulation

Design Guideline

Facade Modulation

G2. Building facades that are taller than 30 feet, measured from grade plane to eave or top of parapet, whichever is higher, and longer than 100 feet facing the right of way, any internal drive or any internal accessway shall have facade modulations that create a distinct change in facade plane to create visual interest. Variation can be achieved through a combination of vertical shifts, horizontal shifts, upper-floor step backs, ground-floor step backs, angular shifts, exposed or emphasized structural elements, or other similar approach.

Design Standard

Facade Modulation

- S2.** For buildings taller than 30 feet, measured from grade plane to eave or top of parapet, whichever is higher, facades greater than 100 feet facing the right of way, any internal drive or any internal accessway shall be modulated to provide visual interest and break up facade planes by using at least one of the following facade modulation elements:
- One or more vertical and/or horizontal recess(es) and/or projection(s) with a minimum average depth of 12 inches that changes the primary plane of the facade for a minimum of 20 percent of the facade. Ground-floor and upper-floor step backs, as well as major breaks used to satisfy other Design Standards, may not be used to satisfy this requirement.
 - A step back of upper-floor facades with a minimum depth of 6 feet from the primary plane of the facade for a minimum of 70 percent of the facade length. Buildings providing an upper-floor step back to satisfy 70.04.2.1.S3-S9 may not use upper floor step backs to satisfy 70.04.2.1.S2.
 - A step back of the ground-floor facade with a minimum depth of 2 feet from the primary plane of the facade for a minimum 70 percent of the length of the facade. Ground-floor step backs that exceed the maximum setback of the zone do not satisfy this standard.
 - Angular sloped or faceted surfaces that extends at least two-thirds of the height of the facade plane along a facade with a minimum average depth of 12 inches and a maximum 40 feet in length before a shift in the plane.



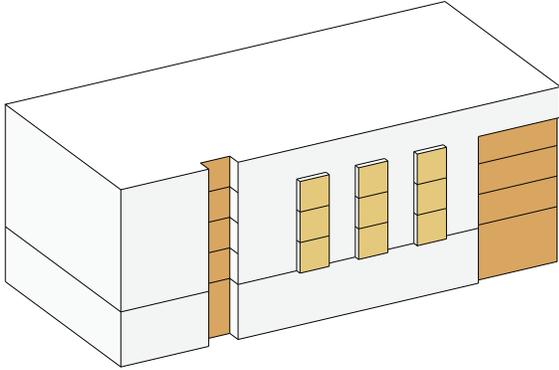
Facade Modulation

Shifting planes on the building facade provide visual interest and reduced monotony

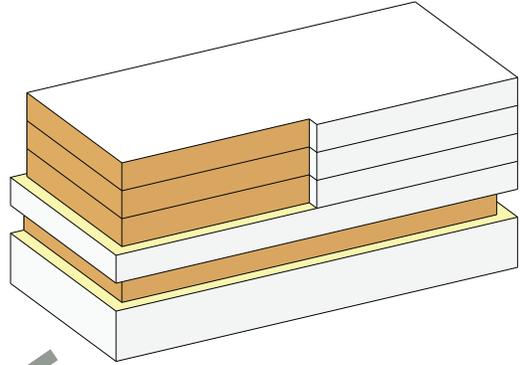
70.04.2.1 Massing and Articulation

Facade Modulation Diagrams

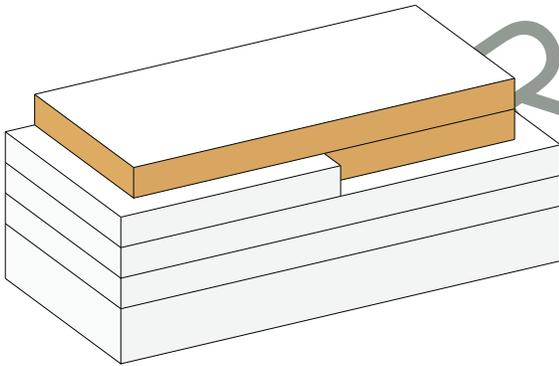
Vertical Shifts



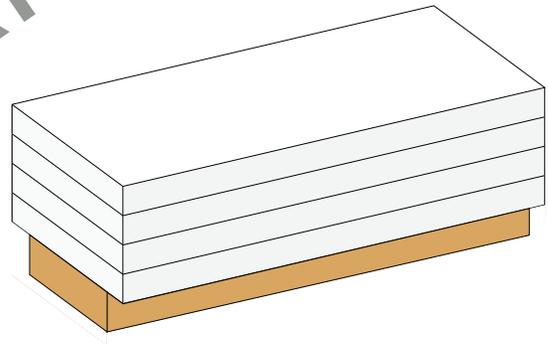
Horizontal Shifts



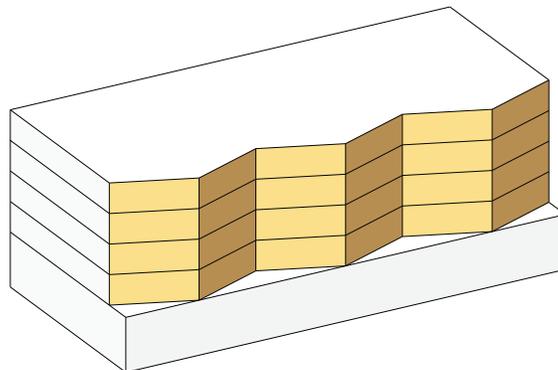
Upper-floor Step Back



Ground floor Step Back



Angular Shifts



Note: These diagrams are illustrative only.

70.04.2.1 Massing and Articulation

Design Guideline

Building Height and Massing
(RC-MU)

G7. In RC-MU, buildings greater than 55 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors.

G8. In RC-MU, buildings may exceed the 75-foot height limit, up to 120 feet, by reducing building mass on upper floors. Massing changes on upper floors shall:

- Reduce the sense of enclosure for pedestrians along at least one street;
- Increase access to light or sky views for people on abutting streets; and
- Increase access to light for people inside current or future buildings across the street from the proposed development or, if the property abuts a creek, provide on-site creek access and enhancements that improve the pedestrian experience.

Design Standard

Building Height and Massing
(RC-MU)

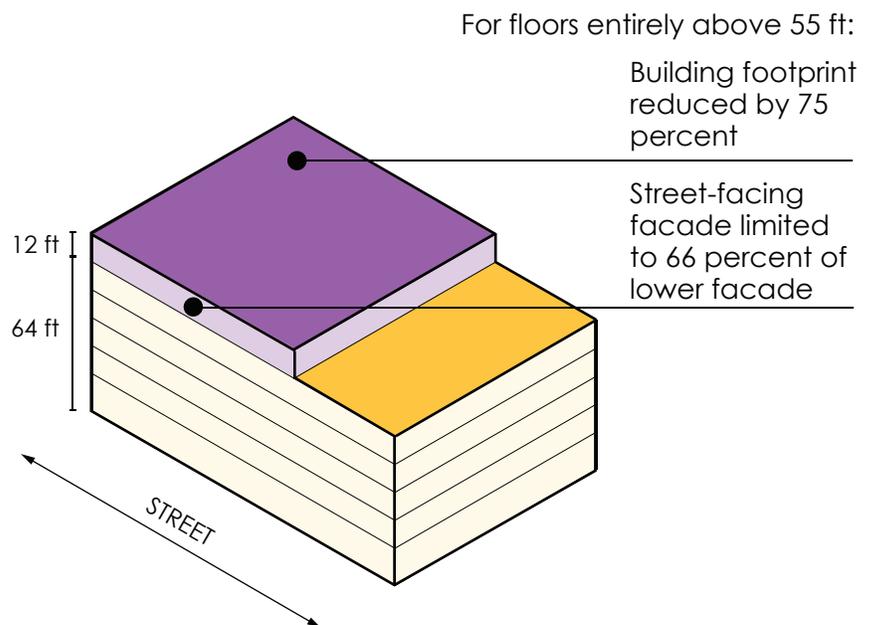
S7. In RC-MU, buildings greater than 55 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors over a certain heights by meeting the following standards:

- All building floors entirely above 55 feet in height shall have a floor area less than 75 percent of the average floor area of the floors below 55 feet; and
- Street-facing facades of floors entirely above 55 feet that are within the maximum setback shall be a maximum of 66 percent of the average facade length of the floors below 55 feet; or
- Floors entirely above 55 feet in height shall be stepped back by a minimum of 6 feet on the facade facing the primary frontage.

S8. In RC-MU, buildings exceeding the 75-foot height limit can only respond to the G8 Guideline. There is no Design Standard.

Massing Reductions in RC-MU

One approach to satisfying 70.04.2.1.S7



70.04.2.1 Massing and Articulation

Design Guideline

Regional Center - Old Town (RC-OT)

G5. In RC-OT, buildings greater than 45 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors.

G6. In RC-OT, buildings may exceed the 65-foot height limit, up to 75 feet, by reducing building mass on upper floors. Massing changes on upper floors shall:

- a. Reduce the sense of enclosure for pedestrians along at least one street; and
- b. Increase access to light or sky views for people on abutting streets.

Design Standard

Regional Center Old Town (RC-OT)

S5. In RC-OT, buildings greater than 45 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors over a certain heights by meeting the following standards:

- a. All building floors entirely above 45 feet in height shall have a floor area less than 75 percent of the average floor area of the floors below 45 feet; and
- b. Street-facing facades of floors above 45 feet that are within the maximum setback shall be a maximum of 66 percent of the average facade length of the floors below 45 feet; or
- c. Floors above 45 feet in height shall be stepped back by a minimum of 6 feet on the facade facing the primary frontage.

S6. In RC-OT, buildings exceeding the 65-foot height limit can only respond to the G6 Guideline. There is no Design Standard.

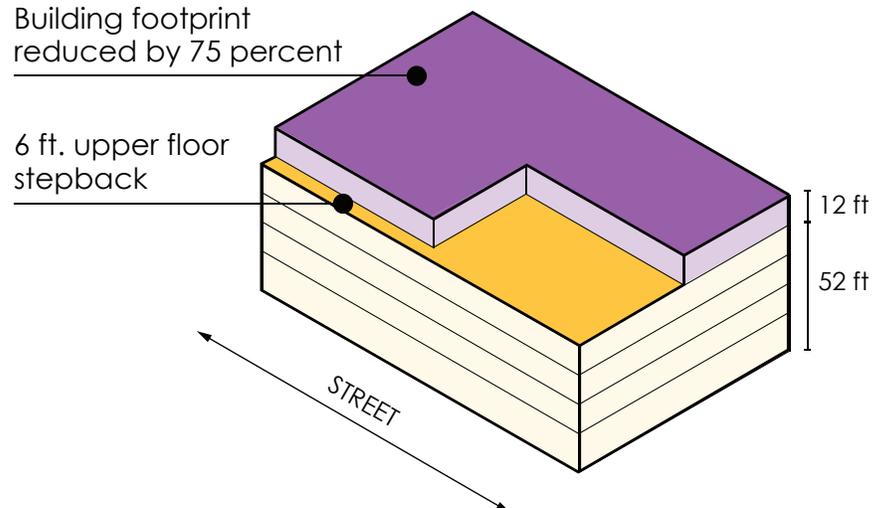
Massing Reductions in RC-OT

One approach to satisfying 70.04.2.1.S5

For floors entirely above 45 ft:

Building footprint reduced by 75 percent

6 ft. upper floor stepback



70.04.2.1 Massing and Articulation

Design Guideline

Building Height and Massing (RC-MU)

G7. In RC-MU, buildings greater than 55 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors.

G8. In RC-MU, buildings may exceed the 75-foot height limit, up to 120 feet, by reducing building mass on upper floors. Massing changes on upper floors shall:

- a. Reduce the sense of enclosure for pedestrians along at least one street;
- b. Increase access to light or sky views for people on abutting streets; and
- c. Increase access to light for people inside current or future buildings across the street from the proposed development.

Design Standard

Building Height and Massing (RC-MU)

S7. In RC-MU, buildings greater than 55 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors over a certain heights by meeting the following standards:

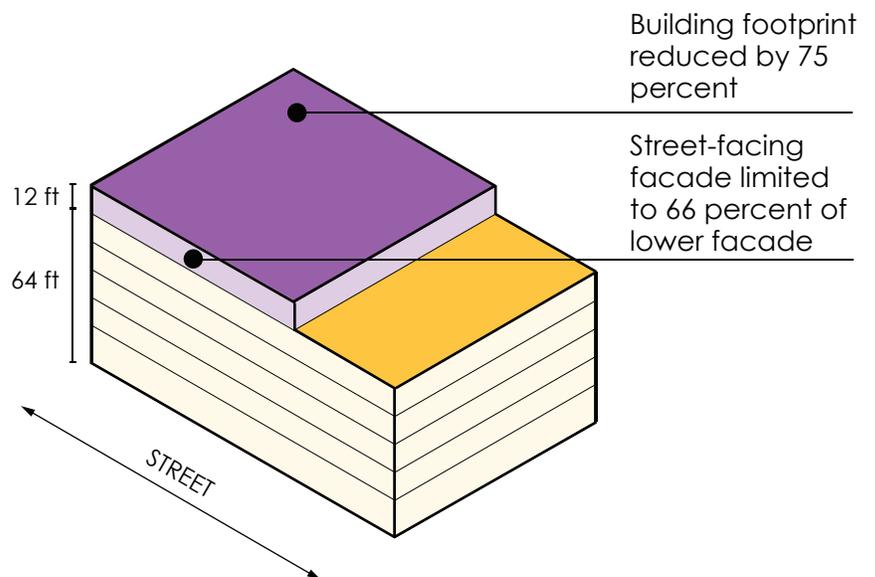
- a. All building floors entirely above 55 feet in height shall have a floor area less than 75 percent of the average floor area of the floors below 55 feet; and
- b. Street-facing facades of floors entirely above 55 feet that are within the maximum setback shall be a maximum of 66 percent of the average facade length of the floors below 55 feet; or
- c. Floors entirely above 55 feet in height shall be stepped back by a minimum of 6 feet on the facade facing the primary frontage.

S8. In RC-MU, buildings exceeding the 75-foot height limit can only respond to the G8 Guideline. There is no Design Standard.

Massing Reductions in RC-MU

One approach to satisfying 70.04.2.1.S7

For floors entirely above 55 ft:



70.04.2.1 Massing and Articulation

Design Guideline

Building Height and Massing (RC-DT)

G9. Buildings greater than 45 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors.

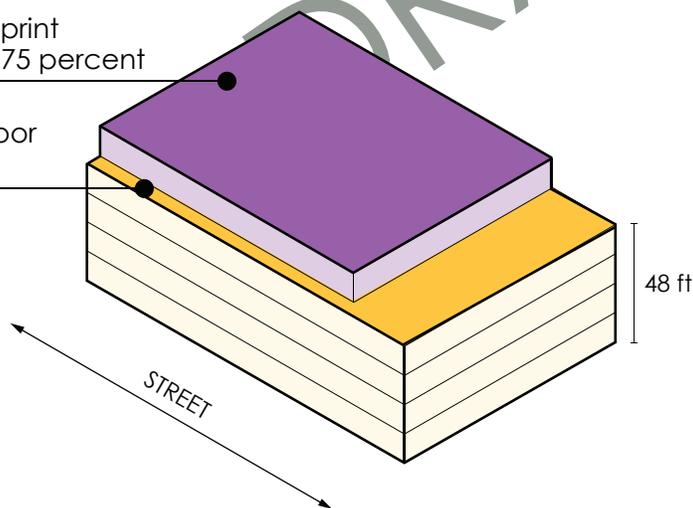
Massing Reductions in RC-DT

One approach to satisfying 70.04.2.1.S9

For floors entirely above 45 ft:

Building footprint reduced by 75 percent

6 ft. upper floor stepback



Height Transitions (All Zones)

G10. Development on lots abutting outside of the Regional Center zoned R-2, R-4, R-5, R-7, or R-10, or a comparable Washington County zone shall be stepped back to reduce the visual and solar impact on neighboring residentially zoned lots.

Design Standard

Building Height and Massing (RC-DT)

S9. Buildings greater than 45 feet in height shall reduce the overall scale and bulk of buildings and provide variety in building heights by reducing mass of upper floors over a certain heights by meeting the following standards:

- All building floors entirely above 45 feet in height shall have a floor area less than 75 percent of the average floor area of the floors below 45 feet; and
- Street-facing facades of floors above 45 feet that are within the maximum setback shall be a maximum of 66 percent of the average facade length of the floors below 45 feet; or
- Floors above 45 feet in height shall be stepped back by a minimum of 6 feet on the facade facing the primary frontage.

Height Transitions (All Zones)

S10. On the portion of a site less than or equal to 30 feet from a property line shared with a lot outside of the Regional Center zoned R-2, R-4, R-5, R-7, or R-10, or a comparable Washington County zone, the maximum building height shall be the same height of that abutting zone.

70.04.2 Building Design

70.04.2.2 Facade Design

Intent

To create cohesive and well-crafted building facades with human-scaled details that provide visual interest to pedestrians, incorporate passive green design elements, and promote high-quality design.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
4. Consider Development Context

Design Guideline

G1. All facades facing a public right of way, publicly accessible open space, or publicly accessible pathway shall meet all Guidelines in sections Section 70.04.2.2 Facade Design and 70.04.2.4 Active Ground Floor Design. Building facades built at shared property lines are exempt

Design Standard

S1. All facades facing a public right of way, publicly accessible open space, or publicly accessible pathway shall meet all Standards in sections Section 70.04.2.2 Facade Design and 70.04.2.4 Active Ground Floor Design. Building facades built at shared property lines are exempt.

Facade Articulation

G2. Building facades facing the right of way, any internal drive or any internal accessway shall be articulated using recesses, projections, balconies, or similar strategies to provide visual interest, surface relief, depth, and shadows to the facade.

Facade Articulation

S2. Building facades facing the right of way, any internal drive or any internal accessway shall utilize at least one of the following facade articulation strategies to create visual interest.

- a. Recesses and/or projections that are a minimum depth of four inches that changes the primary plane the facade for a minimum of 30 percent of the facade; or
- b. Datum lines that continue the length of the facades, including one at the top of the building and, if the building has more than one story, a datum line between the first and second floor. Datum lines shall have a minimum 4 inches in depth and height or a minimum 2 inches in depth and height with a change in material. Alternative datum line locations may be approved by the decision-making authority; or
- c. Balconies projected and/or recessed, large enough to fit a 5-foot by 6-foot rectangle inside of them on every floor above the ground-floor level for at least 50% of the

70.04.2.2 Facade Design

Design Guideline

Defined Base and Top

G3. For buildings taller than 30 feet, measured from grade plane to eave or top of parapet, with ground-floor commercial uses, building facades facing the right of way, any internal drive or any internal accessway shall be designed with a top and base that establish depth and visual interest, are visually distinctive, are proportional to the scale of the building, and are integrated into the building design.

A clearly defined ground-floor “base” and corniced top (Portland, OR)



Design Standard

Defined Base and Top

units or tenant spaces on that facade, or a minimum of one balcony for every 50 linear feet of building on each floor, whichever is greater. Each balcony shall have direct access via a door from at least one dwelling unit or tenant space on that floor.

S3. For buildings taller than 30 feet, measured from grade plane to eave or top of parapet, with ground-floor commercial and upper-floor residential or office, building facades facing the right of way, any internal drive or any internal accessway shall be designed to have a defined base and a defined top, as described below.

- a.** A building will meet the requirement of a defined base by meeting one of the following strategies:
 - i.** Floor-to-floor height of the ground floor is a minimum of 3 feet taller than the average of the remainder of the floor-to-floor heights.
 - ii.** Ground-floor level is set back a minimum of 2 feet from the primary building facade for 70 percent of the street facing facade.
 - iii.** All floors above the ground-floor level are set back a minimum of 2 feet from the ground floor level for 70 percent of the street facing facade.
 - iv.** A datum line that is provided between the ground floor and second floor. The datum line may project or be recessed. The datum line shall be a minimum of 4 inches in depth and height. The datum line shall be a minimum of 2 inches in depth and height if the predominant exterior building material, excluding windows, changes between the first and second floor.
- b.** A building will meet the requirement of a defined top by meeting one of the following strategies:
 - i.** A cornice that projects between 1 foot and 2 feet from the primary facade plane with a height of no less than 2 feet; or
 - ii.** The top is set back a minimum of 2 feet from the primary building facade for 70 percent of the street-facing facade for a minimum height of 2 feet. At least 50% of the top element must be visible from

70.04.2.2 Facade Design

Design Guideline

Fenestration

G4. Windows shall be appropriately recessed or trimmed to create shadow and highlight fenestration.

G5. Facades visible from a right of way, primary internal drive, or primary accessway shall provide adequate levels of clear glazing to ensure articulation on the facade, daylighting of interior spaces, and visibility into the street. Street-level glazing shall be inviting and enhance the pedestrian experience. Buildings abutting pedestrian walkways shall provide views of the walkway to promote pedestrian safety. Building facades built at shared property lines are exempt.

Design Standard

a viewpoint of five feet above grade plane at a distance of 50 feet away, measured from the primary facade plane; or

- iii. A change in material with a minimum height of 2 feet, located at or above the top floor; or
- iii. A sloped roof with a slope of 4:12 or greater with eaves that project at least 12 inches.

Fenestration

S4. All fenestration shall meet the following standards:

- b. Windows shall be recessed a minimum of 2 inches. Facades or portions of facades utilizing a curtain wall are exempt from this standard.
- c. Windows that are flat or "flush" with the facade are prohibited unless applied to a portion of a building that is part of a recessed facade modulation with a minimum 4 inches in depth. Facades or portions of facades utilizing curtain walls are exempt from this standard.

S5. Facades visible from a public street or primary internal drive shall meet the minimum glazing requirements below. Building facades built at shared property lines are exempt.

- a. Non-residential uses:
 - i. Ground-floor: Unless another standard requires greater glazing, a minimum of 40% of the ground-floor facade shall be glazed; and
 - ii. Upper-floors: Unless another standard requires greater glazing, minimum of 25% of the upper-floor facade area shall be glazed, excluding roof shapes and parapets.
- b. Residential uses:
 - i. Unless another standard requires greater glazing, a minimum of 25% of the ground floor facade and 25% of the total facade shall be glazed, excluding roof shapes and parapets.

70.04.2.2 Facade Design

Design Guideline

- G6.** Facades not visible from a street or internal drive or internal accessway shall provide sufficient transparency to ensure daylighting of interior spaces and visual interest on the facade, but may provide lower levels of transparency than street-facing facades.
- G7.** Buildings abutting pedestrian walkways shall provide views of the walkway to promote pedestrian safety.
- G8.** Window treatments shall be incorporated to reduce the likelihood of bird collisions.

Building Entries

- G9.** Primary building entries shall be placed in a prominent location toward a public street or other pedestrian way.

Design Standard

- S6.** For all facades not visible from a public street or primary internal drive, a minimum of 20% of the total facade area shall be glazed. Building facades built at shared property lines are exempt.
- S7.** Unless another standard requires greater glazing, facades within 15 feet of an on-site pedestrian connection shall a minimum of 20% of the ground floor facade and 20% of the total facade area shall be glazed, excluding roof shapes and parapets.
- S8.** Windows up to 60 feet above the ground floor shall be treated with one of the following bird-safe design techniques:
- a. Fritted glass
 - b. Etched glass
 - c. UV coated glass
 - d. Permanent stencil or frosting
 - e. Exterior apparatus

Building Entries

- S9.** Buildings entries shall be provided as follows:
- a. At least one primary building entrance shall face the primary frontage. Primary frontage is determined by the following hierarchy using Figure 70.03.3.1 Street Typology, with the streets listed first being higher priority than the streets listed after:
 - i. Loop Street
 - ii. Commercial Street
 - iii. Connector Street
 - iv. Major Street
 - v. Local Street

If all abutting streets are of the same typology, the primary street may be determined by the applicant.

70.04.2.2 Facade Design

Design Guideline

G10. Building entries shall be easily identifiable, scaled proportionally to the number of people served (amount of floor-area or number of units accessed), and integrated into the overall facade composition.

Blank Walls

G11. Where ground floor facades have gaps between doors and/or windows greater than 40 feet in horizontal length, articulation methods shall be included to enhance the blank wall, including trellises, landscape screening, living green walls, decorative tile work, metal work, wood work, or concrete work, or other similar methods as approved by the decision-making authority. Building facades built at shared property lines are exempt.

Design Standard

S10. Primary building entrances shall be at or above the back of sidewalk grade. Building entries shall be located on a public right of way, open space, internal drive, or internal accessway. Building entries inclusive of doorway, framing, and accompanying fenestration shall meet the following minimum dimensions:

- a. Individual residential entries: 5 feet in width
- b. Shared residential entries: 10 feet in width
- c. Individual non-residential entries serving tenants spaces less than 5,000 square feet.: 6 feet in width
- d. Shared non-residential entries and Individual non-residential entries serving tenants spaces greater than 5,000 square feet : 20 feet in width

Blank Walls

S11. Where ground floor facades have gaps between doors and/or windows greater than 40 feet in horizontal length, a minimum of one of the following shall be incorporated throughout the length of the blank wall. Building facades built at shared property lines are exempt from this standard.

- a. A trellis or trellises that covers the blank wall with vines planted that will grow vertically of sufficient density, height and width so that they provide coverage of 40 percent of the blank wall within two years. The plantings shall be at least 4 feet tall or cover at least 50 percent of each trellis at time of planting.
- b. Landscape screening incorporating the following:
 - i. Ornamental or other short trees every 10 feet along the blank wall section
 - ii. Evergreen shrubs planted 3 feet on center between the trees with a minimum of 2 feet in height at time of planting.

This option shall only be available if there is 4 feet of space to plant the trees between the building facade and the sidewalk or other hardscaped area or sufficient width as determined by a licensed landscape architect to ensure that the plantings will not encroach into the abutting pedestrian walkways.

- c. Decorative tile work, composed of ceramic, stone, or similar material that covers at least 40 percent of the

70.04.2.2 Facade Design

Design Guideline

Design Standard

blank wall of the ground floor story.

- d. Decorative metal work or metal panels that covers at least 40 percent of the blank wall of the ground floor story.
- e. Decorative brickwork that projects or is recessed at least one inch, which covers at least 25 percent of the blank wall of the ground floor story.
- f. A green living wall that covers 40 percent of the blank wall of the ground floor story. The green living wall shall be fully planted at construction.

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70.04.2 Building Design

70.04.2.3 Gateways

Intent

To create a sense of arrival in Downtown at key intersections with site or building design elements to help identify the intersection as an entry to the Downtown Core.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
4. Consider Development Context
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

Gateway/Design Elements

- G1.** A design element or strategy that signifies a gateway to Downtown shall be integrated with the site and building design at the intersections specified in S1.

Design Standard

Gateway/Design Elements

- S1.** Sites located at the corners of each intersection described below shall incorporate design elements into site and building design that signify the importance of the intersection as a gateway to Downtown:

- Millikan and Rose Biggi
- Millikan and Lombard
- Canyon and Rose Biggi
- Canyon and Lombard

Site subject to this standard shall:

- a. Locate building massing at the corner or within 30 feet of the corner along either street frontage with one double-door entry entirely within the first 20 feet of the building's facade as measured from the point closest to the intersection; and
- b. New buildings shall include at least two of the following:
 - i. Provide overhang canopy or awning above the main double-door entry or provide a recessed entry;
 - ii. Provide a minimum building height of at least 45 feet with occupiable building floor area for at least 20 feet along each street frontage within 50 feet of the intersection;
 - iii. Provide windows within 30 feet of the corner of the building closest to the intersection that are at least one-third larger pane than the rest of the ground level-facade windows;
 - iv. Provide Publicly Accessible Open Space (PAOS) at the corner that meets the Standards in Section 70.04.2.5.S4.

70.04.2.3 Gateways

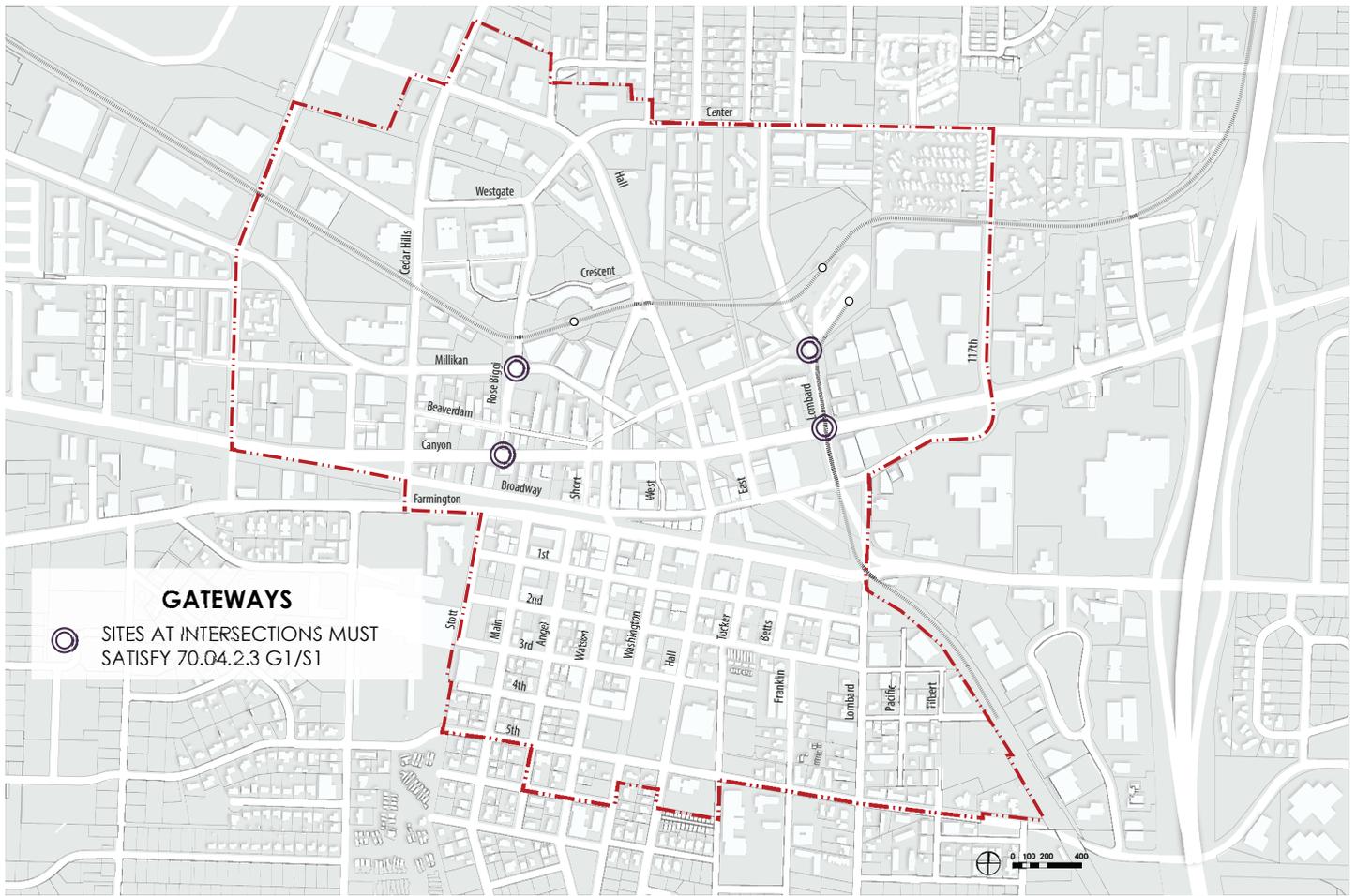


Figure 70.04.2.3.1 Gateways

70.04.2 Building Design

70.04.2.4 Active Ground Floor Design

Intent

To create inviting and interesting ground floors that enhance the pedestrian realm and to create places for people to gather and spend time outdoors.

Applicable Design Principles

1. Design Places for People
2. Support an Intensely Developed, Mixed-income, Mixed-use Downtown
3. Promote High-quality Design
4. Consider Development Context
5. Provide Safe & Comfortable Connectivity
8. Integrate Places to Gather & Spend Time Outdoors

Design Guideline

Non-Residential Active Ground Floor Design

- G1.** Buildings subject to the Active Ground-floor Design rules as identified in Figure 70.04.2.4.1 Active Frontages Map shall be designed to create an interesting and inviting environment for people.
- a.** Floor heights shall be adequate to accommodate multiple allowed non-residential uses
 - b.** Window transparency shall be adequate to create visibility between the building and publicly accessible paths, streets and open spaces.
 - c.** Ground-floor designs shall provide clear and comfortable entrances for pedestrians.
 - d.** Ground-floor designs shall incorporate elements to avoid large blank wall areas, such as incorporating vegetation, trellis structures, artwork, architectural detailing, reveals, contrasting materials or other elements to provide visual interest. The

Design Standard

Non-Residential Active Ground Floor Design

- S1.** Buildings subject to the Active Ground-floor Design rules as identified in Figure 70.04.2.4.1 Active Frontages Map shall be designed to activate the public realm, create interesting and inviting ground-floor spaces, increase transparency into ground-floor spaces, and provide weather protection for ground-floor entrances, and shall meet the following requirements:
- a.** Floor Height: The minimum floor-to-floor height of the ground floor shall be 16 feet.
 - b.** Transparency: Active frontage areas shall include a minimum 60 percent transparent glazing between 2 and 10 feet in height from sidewalk or terrace grade, providing unobstructed views into the commercial space. Transparent glazing shall have minimum Visible Transmittance (VT) value of 0.60. A lighted display zone 4 feet in depth from the windows may qualify as unobstructed views into the commercial space for up to 50 percent of the combined storefront window width on each storefront on primary frontages and on the entirety of secondary frontages.
 - c.** Entrances: Primary ground-floor entrances serving active uses shall include weather protection that is a minimum 6 feet wide and 4 feet deep by recessing the entry, providing an awning or other projecting element, or using a combination of those methods.

70.04.2.4 Active Ground Floor Design

elements shall be used in a manner consistent with the building's design and other facade composition elements.

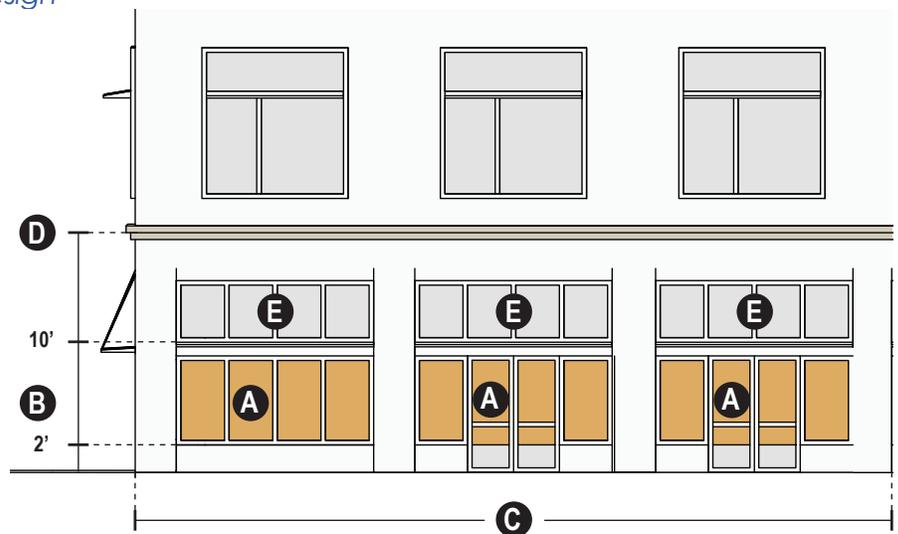
- e. Awnings shall be integrated into the building design and provide regularly spaced shade and weather protection.
 - d. Blank Walls: Walls without fenestration or doors shall not exceed 15 feet in length.
 - e. Awnings, canopies and weather protection, where provided:
 - i. When transom windows are above display windows, awnings, canopies and similar weather protection elements shall be installed between transom windows and display windows to allow for light to enter the storefront through the transom windows and allow the weather protection feature to shade the display window.
 - ii. Awnings may be fixed or retractable.

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Figure 70.04.2.4.1 Active ground floor design

- A Transparent glazing area
- B 8 ft transparent zone between 2 ft and 10 ft from sidewalk grade
- C Active frontage length
- D Minimum floor-to-floor height
- E Transom windows

$$\left(\frac{A}{C \times 8}\right) > 60\% = \text{Transparent Glazing}$$



70.04.2.4 Active Ground Floor Design

Design Guideline

Active Ground-floor Residential Design

G2. Buildings subject to the Active Ground-floor Use rules as identified in Figure 70.03.4.2.1 Active Frontages Map with ground floor residential uses shall enhance the pedestrian experience; give individual identity to ground-floor units; define the transition between public and private space; provide spaces for people to gather and spend time outdoors; and provide adequate level of resident privacy.

Active Ground-floor Residential Unit Entry Types

G3. Private entries into ground-floor residential units shall be designed to provide human-scaled detailing; enhance the pedestrian experience; define the transition between public and private space; provide spaces for residents to gather and spend time outdoors; and provide adequate level of resident privacy.

Diagram of Stoop



Design Standard

Active Ground-floor Residential Design

S2. Ground floor residential units subject to the Active Ground-floor Use rules as identified in Figure 70.03.4.2.1 Active Frontages Map shall be designed to provide an adequate level of privacy to the unit while providing pedestrian interest and the opportunity for interaction between the public and private realms by complying with the following requirements:

- a.** Ground-floor units, shall provide one of the Active Ground Floor Residential Unit Entry Types consistent with Section 70.04.2.3.S3.
- b.** Ground floor height shall be a maximum four feet floor height above sidewalk grade.
- c.** The ground floor shall have a minimum floor-to-floor height of 12 feet.

Active Ground-floor Residential Unit Entry Types

S3. Where Active Ground Floor Residential Private Entry Types are required, one or more of the following entry types shall be provided.

- a.** Stoop:
 - i.** Stoops shall provide entry access for a maximum of two units; and
 - ii.** Stoop entry landings shall be large enough so a four-foot by four-foot square can fit inside of the stoop for each unit served; and
 - iii.** Stoop entry landings shall be a minimum of twenty-five square feet for each unit served
 - iv.** The minimum stoop height from the back of sidewalk grade shall be two feet; and
 - v.** The maximum stoop height from the back of sidewalk grade shall be four feet.

70.04.2.4 Active Ground Floor Design

Design Guideline

Diagram of Porch



Diagram of Patio



Design Standard

- b. Porch:
 - i. Porches shall provide entry access for a maximum of one unit; and
 - ii. Porches shall be large enough so a six-foot by six-foot square can fit inside of a porch for each unit; and
 - iii. The minimum porch height from the back of sidewalk grade shall be two feet; and
 - iv. The maximum porch floor height from the back of sidewalk grade shall be four feet.
- c. Patio:
 - i. Patios shall provide entry access for a maximum of one unit; and
 - ii. Patios shall provide accessible access between the street or pedestrian path and the unit's front door via a route that does not have any stairs between it and the street lot line. The slope of the route shall not exceed 1:8; and
 - iii. The Patio shall include at least one of the following features to define the transition between public and private space:
 1. A row of shrubs not exceeding 30 inches in height located between the sidewalk and the patio that assists with defining the edge between public and private space. Shrubs shall be at least one gallon in size and be planted a maximum of three feet on center; or
 2. A fence not to exceed 30 inches in height located between the sidewalk and the patio that assists with defining the edge between public and private space, with a gate or fence opening to provide access to the pedestrian route between the pedestrian way and the front door; or
 3. A metal, wood or stone wall not to exceed 30 inches in height located between the sidewalk and the patio that assists with defining the edge between public and private space with a gate or wall opening to provide access to the pedestrian route between the pedestrian way and the front door. A minimum 18-inch landscape strip shall be located between the wall and the abutting pedestrian way and entirely landscaped with ground cover, shrubs or other landscape living

70.04.2.4 Active Ground Floor Design

Diagram of Terrace



Diagram of Frontage Court



- plant material;
- iv. The Patio shall have a different paving material, paving color, paving pattern and/or paving texture from the paving used in the adjacent or abutting pedestrian way (street, private street or required pedestrian path); and
- v. Shall be large enough to fit a 6-foot wide by 8-foot deep rectangle inside of it, including the screening required in subsection S3.c.iii above.
- d. Terrace:
 - i. A Terrace may serve multiple unit entries; and
 - ii. The maximum Terrace height shall be 30 inches above the grade of the back of the adjacent sidewalk or accessway; and
 - iii. Walls, fences and hedges on Terraces shall be a maximum of 42 inches tall and have a minimum transparency of 40 percent; and
- e. Frontage Court:
 - i. A Frontage Court may serve multiple unit entries; and
 - ii. The minimum Frontage Court width along a primary frontage shall be 25 feet; and
 - iii. The maximum Frontage Court width along a primary frontage shall be 50 percent of the facade length or 80 feet, whichever is less; and
 - iv. The minimum Frontage Court depth shall be 20 feet; and
 - v. The maximum Frontage Court depth shall be 50 feet; and;
 - iii. The maximum Frontage Court height shall be 30 inches above the grade of the back of the adjacent sidewalk or accessway.

70.04.2.4 Active Ground Floor Design

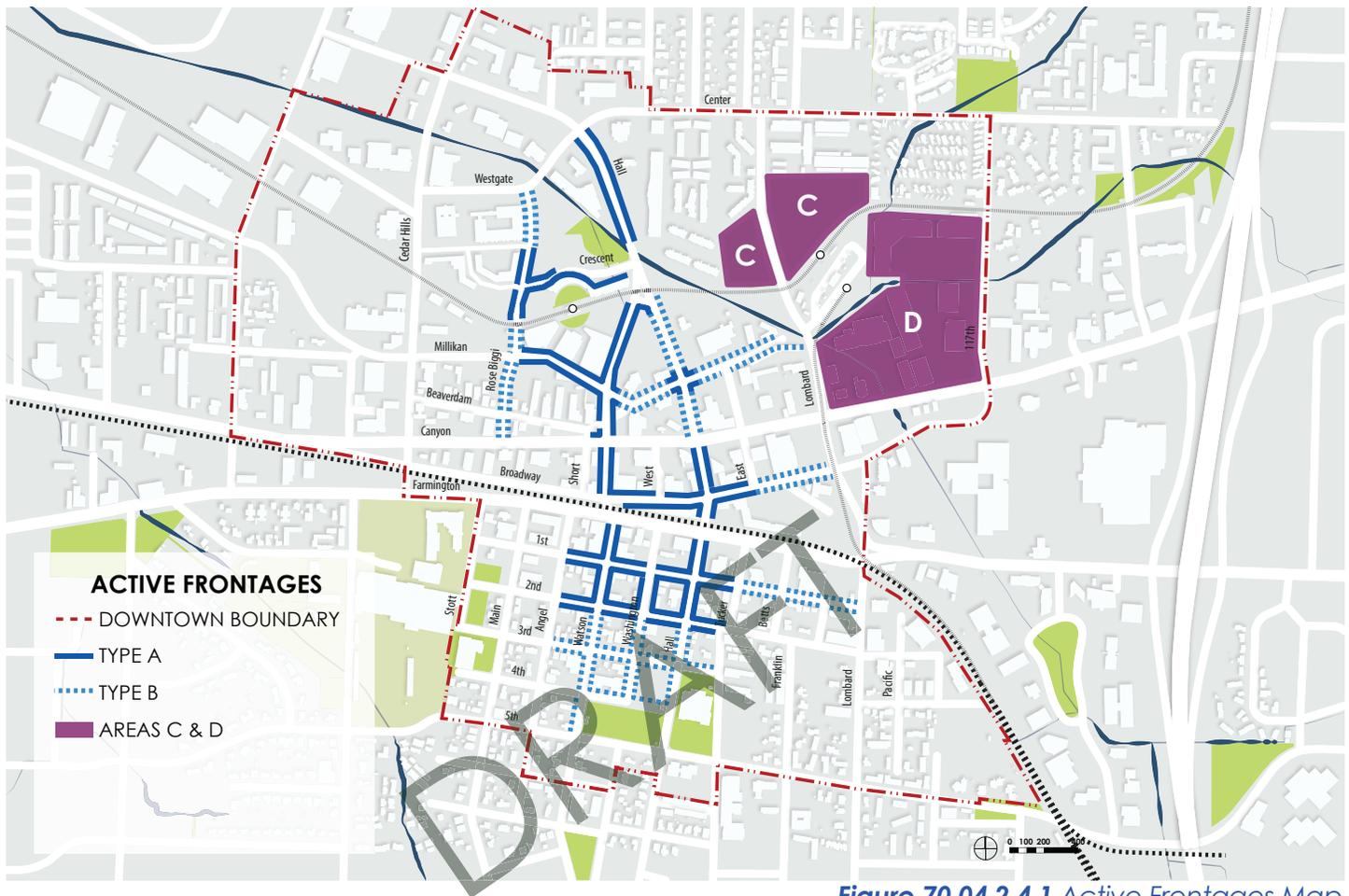


Figure 70.04.2.4.1 Active Frontages Map

70.04.2.4.1 Applicability of Active Ground Floor Design Regulations

Building facades fronting on streets identified in Figure 70.04.4.2.1 shall meet the design rules of 70.04.2.4. Only building facades fronting the designated streets shall be subject to these rules. For a building to be considered fronting a street, the facade must be located within the minimum and maximum setback as defined by the underlying zone. Building facades not fronting on streets designated in Figure 70.03.4.2.1, are exempt for these rules.

Frontages identified as Type A must comply with the Non-residential Active Ground Floor Design regulations specified in 70.04.2.4 G1/S1.

Frontages identified as Type B may either comply with the Non-residential Active Ground Floor Design specified in 70.04.2.4 G1/S1, or the Residential Active Ground Floor Design regulations specified in 70.04.2.4 G2/S2 and G3/S3.

Sites lacking internal street networks, identified as Areas C and D in Figure 70.04.2.4.1, shall comply with the following Active Ground Floor Design rules:

- a. Area C: Tax lots 1S110CC00400, 1S110CC01300, and 1S110CC01303. At the time of development, a Type A frontage must be assigned along a public right of way or other publicly accessible space visible from the right of way on the site that is equal in length to 1/2 of the longest diagonal measurement of the site.
- b. Area D: Tax lots 1S110CD00900, 1S110CD01300, 1S110CD00790, 1S110CD01301, 1S115BB00203, and 1S115BB00200. When dedicated, the future extension of SW Millikan Way shall be designated a Type A frontage.

70.04.2 Building Design

70.04.2.5 Usable Open Space

Intent

To ensure that employees, visitors, and residents have adequate access to usable open space and common facilities that enhances the experience of living, working, and visiting in Downtown Beaverton.

Applicable Design Principles

1. Design Places for People
2. Support an Intensely Developed, Mixed-income, Mixed-use Downtown
6. Preserve, Enhance and Engage Nature
7. Incorporate Sustainability and Resiliency
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

Usable Open Space

G1. Non-residential buildings shall give users access to high-quality Usable Open Space appropriate for the size, density of uses and tenants on the site.

Design Standard

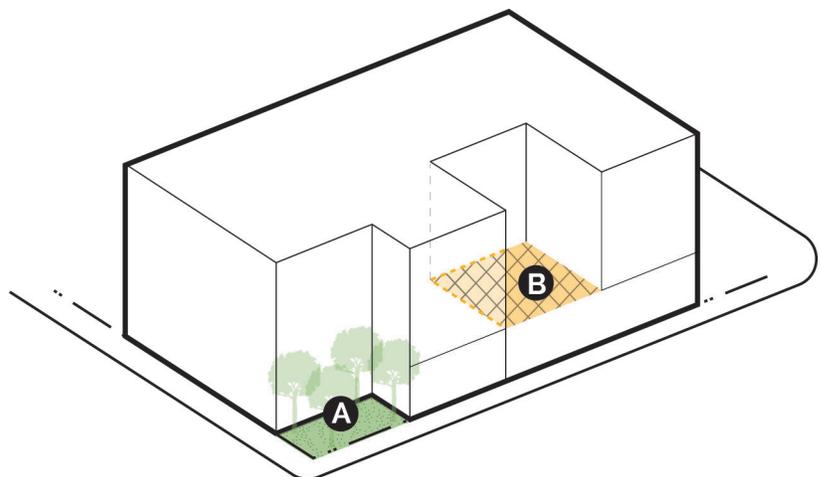
Usable Open Space

S1. Non-residential buildings shall provide a minimum of 5 percent of the site area as Usable Open Space that may be met through any combination of the following open space types.

- a. Publicly Accessible Open Spaces (PAOS. Each square foot of a PAOS counts as 1.33 square per toward the total requirement.
- b. Shared Open Space.

Figure 70.04.2.5.1 Usable Open Space: Non-Residential Uses

- A** Publicly Accessible Open Space (PAOS)
- B** Shared Open Space



70.04.2.5 Usable Open Space

Design Guideline

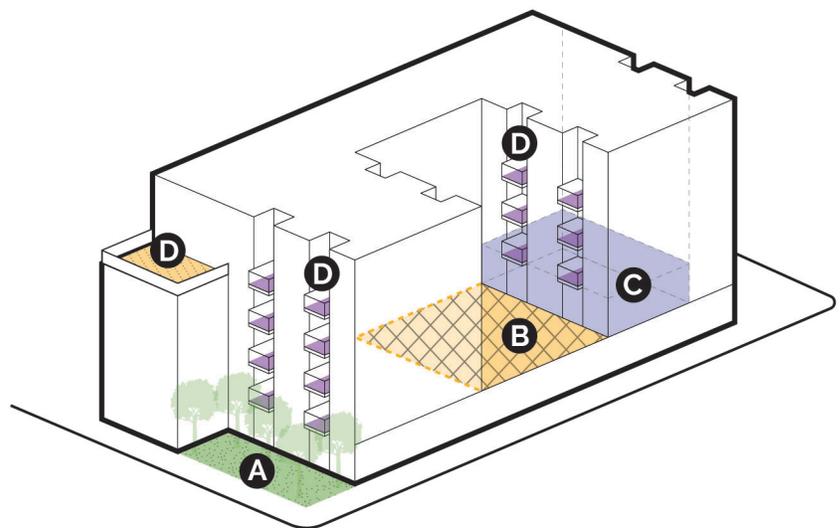
G2. Residential-only buildings shall provide residents access to high-quality, usable open spaces that provides areas to gather, and may include a combination of PAOS, Shared Open Spaces, Private Open Spaces, and Common Community Room.

Design Standard

- S2.** All residential-only buildings shall provide a minimum area of Usable Open Space equal to 48 square feet per residential unit.
- a.** For sites with 11 units or fewer, the minimum requirement shall be met by complying with one of the following:
 - i.** Shared Open Space; or
 - ii.** Private Open Space; or
 - iii.** Some combination of Shared Open Space and Private Open Space.
 - b.** For sites with 12 units or more, the minimum requirement shall be met by complying with one of the following:
 - i.** Publicly Accessible Open Spaces (PAOS). Each square foot of a PAOS counts as 1.33 square per toward the total requirement; or
 - ii.** Shared Open Space; or
 - iii.** Common Community Room that abuts and is accessible from a Shared Open Space, PAOS, or public street (a Common Community Room cannot be counted for more than 20 percent of the required Usable Open Space); or
 - iv.** Private Open Space; or
 - v.** Some combination of b1 through b4.

Figure 70.04.2.5.2 Usable Open Space: Residential Uses

- A** Publicly Accessible Open Space (PAOS)
- B** Shared Open Space
- C** Common community room opening into Shared Open Space
- D** Private open space (e.g. balconies, roof, etc.)



70.04.2.5 Usable Open Space

Design Guideline

G3. Mixed use buildings that contain residential uses shall provide tenants and residents access to high-quality, usable open spaces that provides areas to gather, and may include a combination of PAOS, Shared Open Spaces, Private Open Spaces, and Common Community Room.

Design Standard

S3. Mixed-use buildings that contain residential uses shall provide a minimum area of Usable Open Space equal to 10 percent of parcel area or 48 square feet per residential unit, whichever is greater. The minimum Usable Open Space area shall be met by complying with one of the following:

- a.** Publicly Accessible Open Spaces (PAOS). Each square foot of a PAOS counts as 1.33 square per toward the total requirement; or
- b.** Shared Open Space; or
- c.** Common Community Room that abuts and is accessible from a Shared Open Space, PAOS, or public street (a Common Community Room cannot be counted for more than 20 percent of the required Usable Open Space); or
- d.** Private Open Space; or
- e.** Some combination of a through d.

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70.04.2.5 Usable Open Space

Design Guideline

Publicly Accessible Open Spaces (PAOS)

G4. Publicly Accessible Open Spaces (PAOS) shall be designed to create usable open space for public use. PAOS may include pedestrian paths, pedestrian refuge area, landscaped gardens, places to rest and relax, places to play, and places to gather and socialize.

Design Standard

Publicly Accessible Open Space (PAOS)

- S4.** Publicly Accessible Open Spaces (PAOS) shall be designed to create usable open space for public use. PAOS shall:
- a.** Be large enough to fit a 20-foot by 20-foot square inside of it; and
 - b.** If located between a building and public sidewalk, be bordered on two sides by building facades with some combination of commercial uses, primary residential entrances or primary office entrances with at least one door and windows facing the PAOS and providing the ability to view the PAOS from inside the building; and
 - c.** Provide at least 60 percent of the total PAOS area as open to the sky free of permanent weather protection; and
 - d.** Include at least one bench or ledge at seating height per 200 square feet that can seat two people side by side; and
 - e.** Include landscaping on at least 20 percent of its area. Spaces 800 square feet or larger shall provide one tree per 800 square feet of open space; and
 - f.** Be directly accessible from a public right of way; and
 - g.** Be publicly accessible for a minimum of 12 consecutive hours per day.

PAOS Example (Hillsboro, OR)

A publicly accessible plaza creates a special corner element with landscaping and permanent seating.



70.04.2.5 Usable Open Space

Design Guideline

G5. Shared Open Spaces shall be open to the sky and be designed to be usable for tenants for a variety of communal activities and uses. Shared Open Spaces may include pedestrian paths, landscaped gardens, places to rest and relax, places to play, and places to gather and socialize. Shared Open Spaces shall be open to the sky and be designed to be usable for residents for a variety of communal activities and uses. Shared Open Spaces may include pedestrian paths, landscaped gardens, places to rest and relax, places to play, and places to gather and socialize.

Design Standard

- S5.** Shared Open Spaces, such as courtyards, rooftop open spaces, terraces and frontage Courts, shall:
- a.** Be large enough to fit a 20-foot by 20-foot square inside of it if enclosed on three sides or fewer and be large enough to fit a 40-foot by 40-foot square inside of it if enclosed on four sides. If enclosed on all four sides, the space does not qualify as a Shared Open Space if all walls bordering the open space have a building height more than 1.5 times the Shared Open Space perpendicular to that wall; and
 - b.** Provide at least 60 percent of the total Shared Open Space area as open to the sky free of permanent weather protection; and
 - c.** Include at least one bench or ledge at seating height per 200 square feet that can seat two people side by side; and
 - d.** Include landscaping on at least 20 percent of its area. Spaces at grade that are 500 square feet or larger shall provide one tree per 500 square feet of open space.

70.04.2.5 Usable Open Space

Design Guideline

Common Community Room

G6. Common Community Rooms shall be easily accessible by building occupants and designed to serve as gathering places and accessory spaces to Shared Open Spaces or PAOS. Common Community Rooms may include lounges, fitness rooms, shared kitchens, dining areas, co-working spaces, game rooms, or other spaces that provide opportunities for shared experiences

Private Open Spaces

G7. Private Open Spaces shall be designed to create usable outdoor space for residents to spend time outdoors.

Design Standard

Common Community Room

S6. Common Community Rooms shall be accessible to building occupants and designed to serve as gathering places. Common Community Rooms may include lounges, fitness rooms, shared kitchens, dining areas, co-working spaces, game rooms, or other spaces that provide opportunities for shared experiences. Common Community Rooms shall meet the following standards:

- a.** Common Community Rooms shall be large enough so a 15-foot by 15-foot square will fit inside it; and
- b.** The Common Community Room shall have a minimum floor-to-floor height of 12 feet; and
- a.** The Common Community Room shall have one wall along an exterior facade of the building and shall have 30% glazing measured from the interior; or
- d.** Common Community Rooms shall have direct access to a shared open space or PAOS.

Private Open Spaces

S7. Private Open Spaces shall meet the following design standards:

- a.** Shall be attached to and directly accessible from an individual residential unit; and
- b.** Shall be large enough to fit a 5-foot by 6-foot rectangle inside of it; and
- c.** Shall be screened a minimum 50% from abutting units to provide privacy; and
- d.** Shall have a minimum clear height dimension of 8 feet 6 inches.

70.04.2 Building Design

70.04.2.6 Roof Elements

Intent

To create rooftops that integrate sustainability features and, screen mechanical equipment.

Applicable Design Principles

3. Promote High-quality Design
4. Consider Development Context
6. Preserve, Enhance and Engage Nature
7. Incorporate Sustainability and Resiliency
8. Integrate Places to Gather and Spend Time Outdoors

Design Guideline

Rooftop Equipment and Screening

G1. Roofs on new buildings larger than 20,000 square feet in total floor area shall include sustainability features while allowing other rooftop uses essential to the building function and tenant needs.

G2. Views of roof-mounted mechanical, electrical and communications equipment, except wireless communications facilities, and components shall be located and screened to minimize views from public rights of way near the building.

Design Standard

Rooftop Equipment and Screening

S1. On new buildings larger than 20,000 square feet of total floor area, roof areas with less than or equal to a 2:12 slope shall incorporate at least one of the following:

- a. A roofing material with a Solar Reflectance Index of 78 or higher on 90 percent of the roof, except for space dedicated to mechanical systems, vents, elevator enclosures, Eco-Roof, solar energy systems, skylights, tenant amenity areas (such as patios or recreational activity areas).
- b. A Eco-Roof or Rooftop Garden surface comprising a minimum of 30 percent of the total roof area.
- c. Solar energy panels comprising an area equivalent to a minimum of 30 percent of the total roof area.
- d. A system that collects rainwater for reuse from a minimum of 50 percent of the total roof area.

S2. Rooftop mechanical, electrical and communications equipment and components shall be screened and/or located so it is not visible from the ground-level public rights of way that are within 100 feet of the site.

- a. Screening shall be made of a primary exterior finish material allowed in Section 70.04.2.8 and used on other portions of the building; architectural grade wood or masonry; or metal.
- b. Other rooftop elements, including solar panels, wind generators, roof access and elevator or green roof features are exempt from rooftop screening requirements.

70.04.2.6 Roof Elements

Design Guideline

Design Standard

- c. Roof access, weather protection for rooftop open spaces, and elevator equipment shall not exceed 16 feet in height above the roof structure.
- d. Wireless telecommunications facilities are exempt from this standard and shall meet applicable requirements of Section 60.70: Wireless Communications

Rooftop Garden Example (Portland, OR)

Rooftop gardens can reduce the urban heat island effect and detain storm water runoff.

© City of Portland, courtesy Bureau of Environmental Services



70.04.2 Building Design

70.04.2.7 Structured Parking

Intent

To ensure parking structures are efficient in design and integrated into the urban fabric of Downtown Beaverton, add visual interest into the pedestrian experience, include human-scaled details, and minimize the impact of vehicles on the public right of way and adjacent buildings.

Applicable Design Principles

1. Design Places for People
2. Support an Intensely Developed, Mixed-income, Mixed-use Downtown
3. Promote High-quality Design

Design Guideline

Structured Parking

G1. Structured parking facing rights of way and multi-use paths way are discouraged. Below grade and structured parking spaces above ground level are encouraged. Parking facilities shall be placed toward the rear or interior of the property. Where structured parking is located adjacent to street, the street facing facades shall provide ground-floor active uses, whether residential or commercial, especially at corners, or be sufficiently screened to minimize visual impacts to pedestrians.

Design Standard

Structured Parking

- S1.** The location of structured parking shall be limited to the following:
- a.** Parking structures subject to the Active Ground-floor Design rules as identified in Figure 70.04.2.4.1 Active Frontages Map shall:
 - i.** Be constructed with a finished ceiling entirely underground or have the parking area's lowest floor 12 feet or more above grade; or
 - ii.** Provide ground-floor facades on the street facing elevations that comply with the provisions of 70.04.2.4 Active Ground Floor Design for at least 50% of the width of the facade.
 - b.** On other streets, structured parking shall:
 - i.** Provide ground-floor facades on the street facing elevations that comply with the provisions of 70.04.2.4 Active Ground Floor Design for at least 50% of the width of the facade; or
 - ii.** Provide a building a minimum 5-foot building setback from all street-facing property lines and provide the following landscaping within that setback:
 - 1.** One 1.5-inch caliper tree for every 15 linear feet from the Beaverton's approved street tree list, with trees of different sizes being acceptable; and
 - 2.** Evergreen shrubs a maximum of 30 inches high from finished grade and a minimum 1 gallon in size planted next to each other to form a screen. Additional shrubs in excess of those necessary to form a screen are allowed; and
 - 3.** Ground cover plants shall fully cover the remainder of the landscaped areas.

70.04.2.7 Structured Parking

Design Guideline

- G2.** Parking structures shall be designed to minimize light trespass from vehicle headlights and interior lighting when viewed from public rights-of-way and adjacent buildings.
- G3.** Parking structures facades facing the right of way, any internal drive or any internal accessway shall provide facade modulations and articulation that create visual interest, surface relief, depth, and shadows to the facade. Upper floors facing streets shall meet the guidelines corresponding to the standards required in S3 a through f:
- a.** Section 70.04.2.2. G10; and
 - b.** Section 70.04.2.2 G11; and
 - c.** Section 70.04.2.3 G1 through G3; and
 - d.** Section 70.04.2.5 G2; and
 - e.** Section 70.04.2.7 guidelines; and
 - f.** Section 70.04.2.8 guidelines.

Design Standard

- S2.** Screening shall be designed to minimize light trespass on adjacent public rights-of-way and buildings:
- a.** Solid screening and/or building walls shall extend a minimum 3 feet from top of parking slab so vehicle headlights do not trespass beyond the building facade.
 - b.** Interior building lighting shall be screened and directed away from exterior walls to reduce light trespass and glare.
- S3.** Structured parking on upper floors facing the right of way, any internal drive or any internal accessway are exempt from Section 70.04.2 Building Design guidelines and standards except for the following standards.
- a.** Section 70.04.2.2. S10; and
 - b.** Section 70.04.2.2 S11; and
 - c.** Section 70.04.2.3 S1 through S3; and
 - d.** Section 70.04.2.5 S2; and
 - e.** Section 70.04.2.7 standards; and
 - f.** Section 70.04.2.8 standards.
 - g.** In addition, parking structures shall provide facade modulation and architectural interest through:
 - i.** Vertical and/or horizontal recess(es) and/or projection(s) with a minimum average depth of 12 inches that changes the primary plane of the facade at a minimum of one recess or projection every 50 feet distributed in a consistent pattern along the facade; and
 - ii.** One of the following:
 - 1.** Prominent emphasis of vertical stairwells or elevator columns that incorporate at least two of the following features:
 - A.** Change of material from the primary material used on the facade; or
 - B.** The entire elevator column or stairwell projects at least 2 feet from the rest of the facade.
 - C.** Windows or openings provide at least 60 percent transparency; or
 - 2.** Parking garage decorative metal screening that cover at least 40 percent of the facade and does not obscure more than 50 percent of any opening that allows visibility into areas where cars will be parked.

70.04.2 Building Design

70.04.2.8 Materials

Intent

To promote the use of high quality, durable, and attractive materials that exhibit a sense of permanence and contribute to the aesthetic quality of the development and to the urban design fabric of the community.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
4. Consider Development Context
7. Incorporate Sustainability and Resiliency

Design Guideline

G1. Refer to Table 70.04.2.8 Materials:

- a. The predominant building material(s) shall be high quality, durable, and attractive.
- b. The predominant building material(s) may be complemented with other secondary materials that may not be appropriate on large areas of the facade.
- c. Accent materials that would generally not be acceptable on large areas of the facade may be used in limited areas of the facade to highlight architectural features.

G2. Standard S2 shall be met.

Design Standard

S1. Refer to Table 70.04.2.8 Materials:

- a. Buildings shall utilize primary materials for no less than 65 percent of each building facade.
- b. Secondary materials are prohibited as primary cladding on building facades and shall not be allowed on more than 35 percent of each building facade.
- c. Accent materials are permitted on no greater than 5 percent of each facade as trims or accents (e.g. flashing, projecting features, ornamentation, etc.).
- c. Buildings 30 feet and shorter, measured from grade plane to eave or top of parapet, whichever is higher, with elevations 50 feet or narrower may utilize any secondary material as a primary material.

S2. Materials identified as prohibited in Table 70.04.2.8 shall not be used.

70.04.2.8 Materials

Table 70.04.2.8 Materials

P = Primary material

S = Secondary Material

A = Accent Material

N = Prohibited Material or Fencing Type

Material	Commercial, Industrial, Institutional, or Mixed-Use	Multifamily and Single Family Attached
Brick (full dimensional)	P	P
Stone/masonry	P	P
Stucco	S ¹	P
Glass (transparent, spandrel)	P	P
Finished wood, wood veneers, and wood siding	P	P
Factory or naturally finished flat, profiled, fluted, or ribbed metal panels	P	P
Fiber reinforced cement siding and panels	S ¹	P
Concrete blocks with integral color (ground, polished, or glazed finishes)	S ¹	S ¹
Concrete (poured in place or precast)	P	P
Concrete blocks with integral color (split face finish)	S ¹	S ¹
Ceramic tile	S ¹	S ¹
Standing seam metal	S ¹	S ¹
Other material as approved by the Planning Commission	P/S	P/S
Glass block	A	A
Corrugated metal	A	A
Vegetated wall panels or trellises	A	A
Vinyl siding	N	N
T-111 Plywood	N	N
Exterior Insulation Finishing System (EIFS)	N	N
Plastic or vinyl fencing	N	N
Chain link fencing ²	N	N

¹ Smaller scale buildings may use this as a primary material. See 70.04.2.8.S1.d² Existing chain link fencing may be replaced on sites 10,000 square feet and smaller

70.04.2 Building Design

70.04.2.9 Historic Overlay Design

Intent

To encourage new development that is compatible with existing historic resources in the Downtown Beaverton Historic District that have identified historic architectural elements.

Applicable Design Principles

1. Design Places for People
3. Promote High-quality Design
4. Consider Development Context

Context

Beaverton's Downtown Historic District contains historic resources designated by the 1984 Historic Resources Inventory. Several of these buildings have been identified as being appropriate precedents for informing building design. Buildings developed adjacent to these historic structures shall respond to specific design elements in these buildings. The identified buildings include:

1. Rossi Building, 12505 SW Broadway
2. Fisher Building, 12440 - 12580 SW Broadway
3. Thrifty Market, 12408 SW Broadway
4. Keils & Holbrook, 12400 SW Broadway
5. Cady Building, 12610 SW Broadway
6. Beaverton Post Office, 4545 SW Watson
7. Dr. Mason Building, 4590 SW Watson

Applicability

Subsection 70.04.2.9 shall apply to construction of new buildings on properties identified in Figure 70.04.2.9.1 where any portion of the building is within 20 feet of the historic building identified in this section and the buildings share a street frontage. The design standards and guidelines in Section 70.04.2.9 shall only apply to facades on new buildings that share the same street frontage as the historic building.

If a new building is subject to design rules of two historic landmarks as described above, the applicant shall choose which historic landmark to respond to. In that case, the standards and guidelines related to the historic landmark not chosen would not be applicable to that new building.

Modifications of Historic Landmark, Demolition of Historic Landmarks, and Emergency Demolition of Historic Landmarks shall be subject to the provisions of in Chapter 40.35 Historic Review..

70.04.2.9 Historic Overlay Design

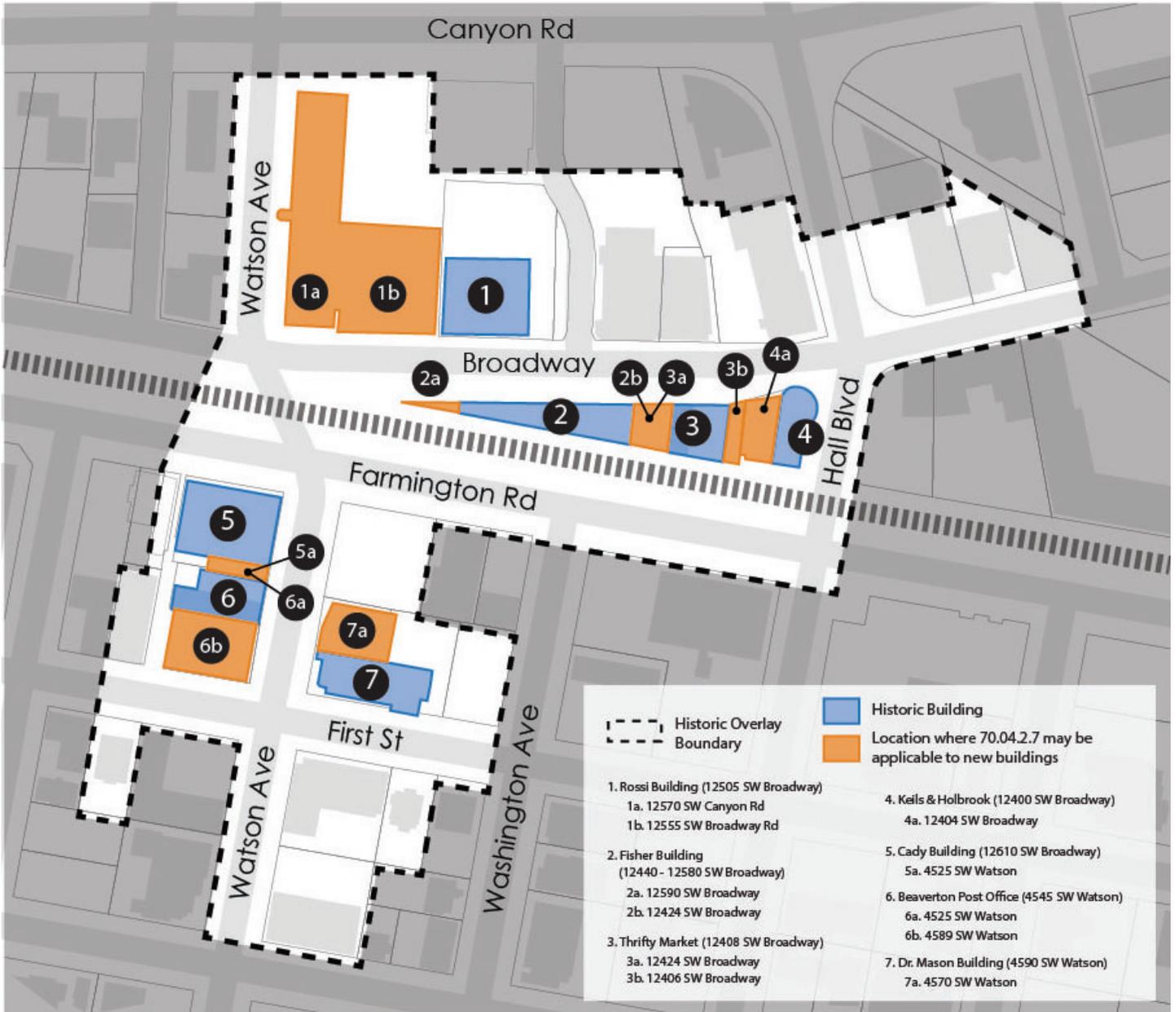


Figure 70.04.2.9.1 Applicable Historic Resources and Lots Where Overlay Standards for New Construction Standards May Apply

70.04.2.9 Historic Overlay Design

1. Rossi Building (12505 SW Broadway)

New construction west of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

G1. New buildings shall architecturally respond to the Rossi Building through architectural facade rhythm and pattern, including through architectural expressions that address the Rossi Building's column expression and spacing on the Broadway facade and by acknowledging the horizontal datum of the Rossi Building's canopy.

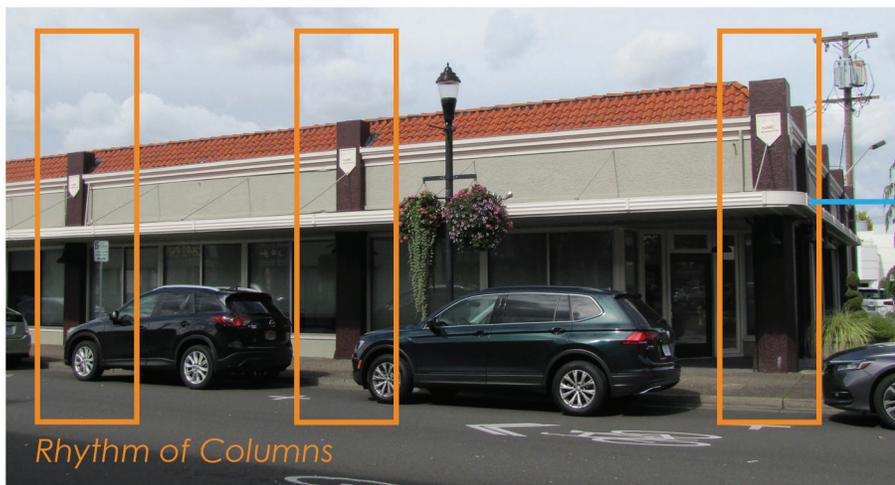
Design Standard

Facade Rhythm and Pattern

S1. New buildings shall use facade articulation and modulation strategies consistent with the Broadway facade of the Rossi Building as follows:

- a.** Column placement. Columns shall be expressed on the building facade; and
- b.** Column spacing. Columns shall be spaced 25 to 35 feet on center in a consistent fashion for the length of the facade; and
- c.** Horizontal datum. A horizontal datum shall be incorporated on the new structure to line up with the Rossi Building's canopy using one of the following methods:
 - i.** The horizontal line of a canopy; or
 - ii.** The top of transom windows; or
 - iii.** The bottom of an awning; or
 - iv.** Other horizontal datum as approved by the decision-making authority.

Figure 70.04.2.8.91 Rossi Building



Rhythm of Columns

Southern Facade

Horizontal datum of canopy

70.04.2.9 Historic Overlay Design

2. Fisher Building (12440 - 12580 SW Broadway)

New construction east and west of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

- G1.** New buildings along Southwest Broadway shall be placed to contribute to and extend the street wall established by the Fisher Building along SW Broadway.
- G2.** Buildings shall use facade articulation and modulation strategies consistent with the Fisher Building and acknowledge the horizontal datum established by the tops of the transom windows or metal cornice of the Fisher Building.

Design Standard

Facade Rhythm and Pattern

- S1.** New buildings along Southwest Broadway shall be placed in line with the Fisher Building facade along Southwest Broadway.
- S2.** New buildings shall establish one horizontal datum to line up with the Fisher Building's metal cornice and one horizontal datum to line up with the top of the Fisher Building's transom windows.

Figure 70.04.2.9.2 Fisher Building



70.04.2.9 Historic Overlay Design

3. Thrifty Market (12408 SW Broadway)

New construction east and west of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

- G1.** New buildings shall be placed to contribute to and extend the street wall established by the Thrifty Market building along Southwest Broadway.
- G2.** Buildings shall use facade articulation and modulation strategies consistent with the Thrifty Market building and acknowledge the horizontal datum established by the Thrifty Market building's sign band. Buildings shall ensure that the also design of ground-floor facades to acknowledges the rhythm of recessed entries and storefront windows on the Thrifty Market building.

Design Standard

Facade Rhythm and Pattern

- S1.** New buildings shall be placed to line up with the Thrifty Market building facade along Southwest Broadway.
- S2.** New buildings shall use facade articulation and modulation strategies consistent with the Thrifty Market building by incorporating a horizontal datum on a new structure to line up with the Thrifty Market building's sign band using one of the following methods:
 - a.** A sign band; or
 - b.** A cornice; or
 - c.** The top of transom windows; or
 - d.** Other horizontal datum as approved by the decision-making authority.

Figure 70.04.2.9.3 Thrifty Market Building



70.04.2.9 Historic Overlay Design

4. Keils & Holbrook Building (12400 SW Broadway)

New construction west of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

G1. New buildings shall use facade articulation and modulation strategies consistent with the Keils & Holbrook building by lining up with a horizontal line or lines established by the Keils & Holbrook building's display windows and including a horizontal datum that acknowledges important horizontal features of the historic building.

Design Standard

Facade Rhythm and Pattern

S1. New buildings shall use facade articulation and modulation strategies on Southwest Broadway facades consistent with the Keils & Holbrook building's as follows:

- Display windows on new buildings shall line up with both the bottom and the top of the Keils & Holbrook Building's display windows. Once this standard is satisfied, additional windows, such as transom windows, are allowed above the display windows; and
- A horizontal datum shall be established to line up with the top of the Kiel & Holbrook Building's curved parapet wall.

Figure 70.04.2.9.4 Keils & Holbrook Building



70.04.2.9 Historic Overlay Design

5. Cady Building (12610 SW Broadway)

New construction south of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

G1. New buildings shall use facade articulation and modulation strategies consistent with the Cady Building that acknowledge a horizontal element or elements of the building, such as the upper cornice, the upper edge of the transom windows, or the datum line separating the first floor from the second floor.

Design Standard

Facade Rhythm and Pattern

S1. New buildings shall use facade articulation and modulation strategies consistent with the Cady Building by establishing horizontal data that line up with a minimum of two of the following features on the Cady Building: upper cornice, upper edge of transom windows, datum line separating the first floor from the second floor. Each datum shall be established using one of the following features:

- a. For the top of the transom window or datum line separating the first floor from the second floor: a sign band, a datum line between floors, the top of transom windows; or other horizontal datum as approved by the decision-making authority; or
- b. For the upper cornice on top of the Cady building, a cornice, a datum line between floors, the top of a parapet wall, or other horizontal datum as approved by the decision-making authority.

Figure 70.04.2.9.5 Cady Building



Eastern Facade

70.04.2.9 Historic Overlay Design

6. Beaverton Post Office (4545 SW Watson)

New construction north or south of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

G1. New buildings shall use facade articulation and modulation strategies consistent with the Beaverton Post Office building that acknowledge a horizontal element or elements of the building, such as the roof cornice, upper edge of the transom window line or upper edge of the display windows.

Design Standard

Facade Rhythm and Pattern

S1. New buildings shall use facade articulation and modulation strategies consistent with the Beaverton Post Office building by establishing horizontal data that line up with a minimum of one of the following features on the Beaverton Post Office Buildings: roof cornice, upper edge of transom window line, upper edge of the display windows. Each datum shall be established using one of the following features:

- a. For the top of the transom window or top of the display windows: a sign band, a horizontal datum line between floors, the top of transom windows; or other horizontal datum as approved by the decision-making authority; or
- a. For the upper cornice, a cornice, a datum line between floors, or other horizontal datum as approved by the decision-making authority.

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Figure 70.04.2.9.6 Beaverton Post Office



Upper Course of Hidden Transom Windows

Upper Course of Display Windows

70.04.2.9 Historic Overlay Design

7. Dr. Mason Building (4590 SW Watson)

New construction north and east of this building shall be subject to the design guidelines and standards in this section.

Design Guideline

Facade Rhythm and Pattern

G1. Buildings shall use facade articulation and modulation strategies to acknowledge the curved parapet of the Dr. Mason building.

Design Standard

Facade Rhythm and Pattern

S1. New buildings shall use facade articulation and modulation strategies consistent with the Dr. Mason Building by incorporating a horizontal datum on a new structure to line up with curved roof cornice using one of the following methods:

- a. A cornice; or
- b. A datum line between two floors of a new building; or
- c. The top of transom windows; or
- d. Other horizontal datum as approved by the decision-making authority.

Figure 70.04.2.9.7 Dr. Mason Building



Top of Curved
Parapet

Top of Curved
Canopy

Western Facade



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

TA 2020-0002

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 AMENDMENTS TO CHAPTER 10 OF THE BEAVERTON DEVELOPMENT CODE
 REGARDING THE DOWNTOWN DESIGN PROJECT

The Development Code is amended as follows:

Proposed Text Amendment		Staff Comments																																																						
Chapter 10.25 – Classification of Zoning Districts																																																								
10.25	<p>Classification of Zoning Districts. The City is divided into the following zoning districts, each of which shall include a suffix letter designator with its map symbol to indicate its classification:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">ZONING DISTRICT</th> <th style="text-align: left;">ABBREVIATION</th> </tr> </thead> <tbody> <tr> <td colspan="2">Residential Districts</td> </tr> <tr> <td>Urban High Density (1,000)</td> <td>R1</td> </tr> <tr> <td>Urban Medium Density (2,000)</td> <td>R2</td> </tr> <tr> <td>Urban Medium Density (4,000)</td> <td>R4</td> </tr> <tr> <td>Urban Standard Density (5,000)</td> <td>R5</td> </tr> <tr> <td>Urban Standard Density (7,000)</td> <td>R7</td> </tr> <tr> <td>Urban Low Density (10,000)</td> <td>R10</td> </tr> <tr> <td colspan="2">Commercial Districts [ORD 3352; January 1984]</td> </tr> <tr> <td>Neighborhood Service Center</td> <td>NS</td> </tr> <tr> <td>Community Service</td> <td>CS</td> </tr> <tr> <td>Corridor Commercial</td> <td>CC</td> </tr> <tr> <td>General Commercial</td> <td>GC</td> </tr> <tr> <td colspan="2">Industrial Districts</td> </tr> <tr> <td>Office Industrial</td> <td>OI</td> </tr> <tr> <td>Office Industrial – Nike Campus</td> <td>OI-NC</td> </tr> <tr> <td>Industrial</td> <td>IND</td> </tr> <tr> <td colspan="2">Multiple Use Districts</td> </tr> <tr> <td>Regional Center – Transit Oriented</td> <td>RC-TO</td> </tr> <tr> <td><u>Regional Center – Mixed Use</u></td> <td><u>RC-MU</u></td> </tr> <tr> <td><u>Regional Center – Beaverton Central</u></td> <td><u>RC-BC</u></td> </tr> <tr> <td>Regional Center—Old Town</td> <td>RC-OT</td> </tr> <tr> <td><u>Regional Center – Downtown Transition</u></td> <td><u>RC-DT</u></td> </tr> <tr> <td>Regional Center—East</td> <td>RC-E</td> </tr> <tr> <td>Office Industrial—Washington Square</td> <td>OI-WS</td> </tr> <tr> <td>Commercial—Washington Square</td> <td>C-WS</td> </tr> <tr> <td>Town Center—Multiple Use</td> <td>TC-MU</td> </tr> </tbody> </table>	ZONING DISTRICT	ABBREVIATION	Residential Districts		Urban High Density (1,000)	R1	Urban Medium Density (2,000)	R2	Urban Medium Density (4,000)	R4	Urban Standard Density (5,000)	R5	Urban Standard Density (7,000)	R7	Urban Low Density (10,000)	R10	Commercial Districts [ORD 3352; January 1984]		Neighborhood Service Center	NS	Community Service	CS	Corridor Commercial	CC	General Commercial	GC	Industrial Districts		Office Industrial	OI	Office Industrial – Nike Campus	OI-NC	Industrial	IND	Multiple Use Districts		Regional Center – Transit Oriented	RC-TO	<u>Regional Center – Mixed Use</u>	<u>RC-MU</u>	<u>Regional Center – Beaverton Central</u>	<u>RC-BC</u>	Regional Center—Old Town	RC-OT	<u>Regional Center – Downtown Transition</u>	<u>RC-DT</u>	Regional Center—East	RC-E	Office Industrial—Washington Square	OI-WS	Commercial—Washington Square	C-WS	Town Center—Multiple Use	TC-MU	<p>This language is proposed to strike the Regional Center – Transit Oriented zoning district which is being removed and add the Regional Center – Mixed Use, Regional Center – Beaverton Central, Regional Centre – Downtown Transition, and Historic Overlay zones for conformance with Chapter 70 for the for Downtown Design District zones.</p>
ZONING DISTRICT	ABBREVIATION																																																							
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<p>Town Center—High Density Residential TC-HDR Station Community—Multiple Use SC-MU Station Community—High Density Residential SC-HDR Station Community—Sunset SC-S Station Community—Employment Sub Area 1ZZ & 3 SC-E1 & 3</p> <p><u>Overlays</u> <u>Historic Overlay</u></p>	
Chapter 10.95. – Development Review Participants	
<p>10.95.2.B Planning Commission; Responsibilities and Authority</p> <p>***</p> <p>2. The Planning Commission shall act on the behalf of the City on the following applications: Major Adjustment, Major Modification of a Conditional Use, New Conditional Use, Planned Unit Development, Design Review Three, <u>Downtown Design Review Three</u>, Flexible Setback for Individual Lot Without Endorsement, Alteration of a Landmark, Demolition of a Landmark, New Construction in a Historic District, Tree Plan Three, Variance, Wireless Facility Three, and appeals of some decisions of the Director.</p> <p>***</p>	<p>Staff proposes to add three Downtown Design Review applications. Design Review Three will be the decision making authority of Planning Commission. Staff also proposes to eliminate the New Constructions in a Historic District application, and instead rely on Design Guidelines in Section 70.4.9.</p>
<p>10.95.3 Facilities Review Committee</p> <p>***</p> <p>B. Powers and Duties. The Facilities Review Committee shall review and shall make the necessary recommendations to the Director concerning technical aspects of the proposals based upon the technical criteria listed in Section 40.03. of this Code for the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, <u>Downtown Design Review Two, Downtown Design Review Three</u>, all Land Division, Public Transportation Facility, and Street Vacation. The Facilities Review Committee shall review and shall make recommendations to the Director based on the applicable approval criteria for all other Type 2 land use applications.</p>	<p>Staff proposes to add three Downtown Design Review applications. Design Review Two and Three will be subject to review by the Facilities Review Committee.</p>

<p>The Facilities Review Committee may review and may make recommendations to the Director based on the applicable approval criteria for all other Type 3 and Type 4 land use applications.</p>	
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Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

TA 2020-0002

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 AMENDMENTS TO CHAPTER 20 OF THE BEAVERTON DEVELOPMENT CODE
 REGARDING THE DOWNTOWN DESIGN PROJECT

The Development Code is amended as follows:

Proposed Text Amendment	Staff Comments
Chapter 20. 20 – Multiple Use Land Use Districts	
<p>20.20.05. Multiple Use Areas. The areas of the City that are designated as Multiple Use implement the policies of the City’s Comprehensive Plan and are identified on the City’s Zoning Map. Full urban services are to be provided.</p> <p>Multiple Use zoning districts establish varied levels of residential and commercial uses, supporting transit and pedestrian oriented development with minimum density and intensity requirements. Multiple Use areas include: the Downtown Beaverton and Washington Square Regional Centers, Town Centers, and Station Communities.</p> <p><u>Downtown Design District zoning districts are in Chapter 70. They are Regional Center – Beaverton Center, Regional Center- Old Town, Regional Center – Mixed Use and Regional Center – Downtown Transit.</u></p>	<p>This language is proposed to direct code users to Chapter 70 for Downtown Design District zones because standards related to the design districts are proposed for a new Chapter 70. . RC-E is proposed to remain in Chapter 20.</p>
<p>20.20.10. Purpose.</p> <p>1. RC TO Downtown Regional Center Transit Oriented District The RC-TO District is intended to promote a transit-supportive multiple-use land-use pattern and to create over time a pedestrian-oriented commercial center within approximately a quarter mile of light rail and commuter rail transit stations while supporting existing and future businesses in moving toward and achieving the vision of the Regional Center.</p> <p>2. RC OT Downtown Regional Center Old Town District The RC-OT District encompasses the City of</p>	<p>Section 20.20.10.1 is proposed for deletion because zones are changing and moving to Chapter 70.</p> <p>Section 20.20.10.2 is proposed for deletion because zones are changing and moving to Chapter 70.</p>

~~Beaverton's original downtown, and is intended to maintain the mix of uses, scale of development, and appearance that are characteristic of this historically significant area while supporting existing and future businesses in moving toward and achieving the vision of the Regional Center.~~

1. Multiple Use zoning districts and associated purpose statements for the Downtown Design District are in Chapter 70.

2.3 RC-E Downtown Regional Center—East District

The RC-E District adjacent to Highway 217 and located generally more than a quarter-mile from the nearest light rail station, is intended to support existing and future businesses and accommodate automobile oriented uses and lower intensity uses which are inappropriate in either the RC-TO or RC-OT Districts while still maintaining pedestrian linkages to the transit stations and transit-served land uses.

Reminder that purpose statements for Downtown Design District zones are proposed to move to Chapter 70.

Renumbered to reflect deletions above. This is shown to remind readers that RC-E is proposed to remain in Chapter 20. All other purpose statements after this will be renumbered as well.



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

Commentary: The RC-TO and RC-OT columns are proposed for deletion because standards for those zoning districts are being moved to Chapter 70. Footnote 3 is proposed for deletion because it only applies to RC-TO, which is proposed for deletion from this chapter.

20.20.15. SITE DEVELOPMENT STANDARDS

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012] [ORD 4706; May 2017]

Development Standards Superscript Refers to Footnotes	RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
A. Parcel Area												
1. Minimum	None	None	None	None	7,000	None	None	None	None	None	None	None
2. Maximum	None	None	None	None	None	None	None	None	None	None	None	None
B. Residential Density	Refer to Sections 20.25.05. and 20.25.15.											
1. Minimum for residential only project (per acre)	20	12	12	N/A	N/A	24	24	30 ¹ 24	30 ¹ 24	30 ¹ 24	N/A	N/A
2. Maximum for residential only projects (per acre)	60	4017	40	N/A	N/A	40	36	None	None ²	None	N/A	N/A
C. Floor Area Ratio (FAR)	Refer to Sections 20.25.10. and 20.25.15.											
1. Minimum	0.603	0.35	0.30	0.40	0.30	0.50	0.30	0.40	0.40	0.60	0.35	None
2. Minimum with a PUD or DRBCP	0.45	0.25	0.20	0.30	0.20	0.35	0.20	0.30	0.30	0.0	0.25	0.0
3. Maximum	None	None	1.00 ⁴	None	None	1.00	0.60	1.20 ⁵ 1.00	1.20 ⁵ 1.00	None	2.00	0.50
4. Maximum with a PUD or DRBCP	None	None	None	None	None	2.00	1.00	None	None	None	None	None
D. Lot Dimensions												
1. Minimum Width	None	None	None	None	70	None	None	None	None	None	None	None
2. Minimum Depth	None	None	None	None	100	None	None	None	None	None	None	None

- 30 units within 400 feet of LRT station platform, 24 beyond 400 feet
- Within 120 feet of Washington County R5 zoning, the maximum residential density is 12 units per acre [ORD 4547; July 2010]
- ~~To accommodate smaller lot sizes in the RC-TO zone, refer to Section 20.25.20.A.1.~~
- Maximum FAR for multiple use development involving residential use in RC-E zone, refer to Section 20.25.20.A.2.



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 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

Commentary: Footnote 17 is proposed for deletion because it only applies to RC-OT and standards for that zone were moved to Chapter 70.

5. Maximum FAR 1.20 within 400 feet of LRT station platform, 1.00 beyond 400 feet

~~17. The maximum density is not applicable to a development within RC-OT if the development is within the areas where the maximum height is 40 feet (see footnote 11 of Section 20.20.15 and Figure A) and the proposed development can demonstrate compliance with additional requirements found in Section 60.05.15.10 Design Review Standards or Section 60.05.35.10 Design Review Guidelines if the proposal is subject to a Type 3 Design Review application.~~

Development Standards Superscript Refers to Footnotes	RC- T0	RC- E1	RC- E	OI- WS	C- WS	TC- MU	TC- HDR	SC- MU	SC- HDR	SC- S	SC- E1	SC- E3
E. Yard Setbacks												
1. Front Minimum	0	0	0	10	0	0	0	0 ⁶	0 ⁶	0	None	None
2. Front Maximum On Major Pedestrian Route ⁷	Refer to Footnote Reference 7											
3. Front Maximum Not On Major Pedestrian Route												
With Ground Floor Residential	20	20	20	N/A	N/A	5	10	20	20	10	N/A	N/A
Without Ground Floor Residential	10	10	20	10	20	20	20	10	10	20	N/A	N/A
4. Side Minimum	None	None	None	10	10	None	None	None ⁶	None ⁶	None	None	None
5. Side Maximum	None	None	None	None	None	None	None	None	None	None	None	None
6. Rear Minimum	None	None	None	None	None	None	None	None ⁶	None ⁶	None	None	None
7. Minimum Side or Rear Yards Abutting Property Zoned Residential ⁸	20	20	20	75 ⁹	20	20	20	Abut Res / MU ¹⁰	Abut Res / MU ¹⁰	20	Abut Res ⁹	Abut Res ⁹
F. Building Height												
1. Minimum	Refer to 60.05.15.7. or 60.05.35.7., as applicable: Building Scale on MPR											
2. Maximum	120	75 11 40	80	60	50 ¹² 60	60	50	100 ¹³ 60	100 ¹³ 60	120	100	40

6. Where detached dwellings and duplexes on lots fronting common greens and shared courts are proposed, the following setbacks shall apply: Minimum front yard setback- 3 feet / Minimum side yard setback- 3 feet / Minimum alley width is 24 feet between buildings.



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

Commentary: Footnote 7 is proposed to be modified to exempt Downtown Design District zones because those zones are proposed to be in Chapter 70, which has its own standards. Footnote 11 is proposed for deletion because it only applies to RC-OT and that district was moved to Chapter 70.

7. Under the conditions outlined in Section 60.05.15.6. of this Code, buildings in multiple use zones, except for multiple use zones in the Downtown Design District regulated by Chapter 70, located on parcels that front on a designated Major Pedestrian Route shall be exempt from minimum and maximum setbacks. Front yard setbacks for parcels located on Major Pedestrian Routes shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and corresponding Design Review Guideline.
8. Rear yard setback is applicable to only the portion of the rear yard which abuts a residential zone; otherwise the minimum rear yard setback is 0 feet.
9. 75 feet if abutting a residentially developed property, otherwise 20 feet.
10. Side or rear yards abutting Residential or Multiple Use zoning where the Multiple Use zoning designation allows residential development, the minimum setback shall equal the abutting zoning district's required rear yard setback.
- ~~11. 75 feet permitted in areas within a block of SW Canyon Road, SW Farmington Road, SW Hall Boulevard, SW Watson Avenue, and SW Lombard Avenue between SW Canyon Road and SW 2nd Street; 40 feet permitted in other areas of the zoning district.~~
12. Maximum height is 50 feet. Where residential use is above ground floor commercial, maximum height is 60 feet.
13. 100 feet permitted within 400 feet of LRT station platform, 60 feet permitted beyond 400 feet

Development Standards Superscript Refers to Footnotes	RC- TO	RC- OT	RC- E	OI- WS	C- WS	TC- MU	TC- HDR	SC- MU	SC- HDR	SC- S	SC- E1	SC- E3
G. Maximum Height												
1. WCF ¹⁴	80	80	80	80	80	80	80	80	80	80	80	80
2. WCF in the Right-of-Way ¹⁴	30	30	30	30	30	30	30	30	30	30	30	30
3. Equipment Shelter ¹⁵	12	12	12	12	12	12	12	12	12	12	12	12
4. Roof Mounted Antenna	Shall not extend above maximum height of underlying zone or increase the height of any building which is nonconforming due to height.											
H. Yard Setbacks¹⁶												
1. Requirements	Shall comply with underlying zoning district requirements											
2. Other	Refer to 60.70.35.14.A and B											

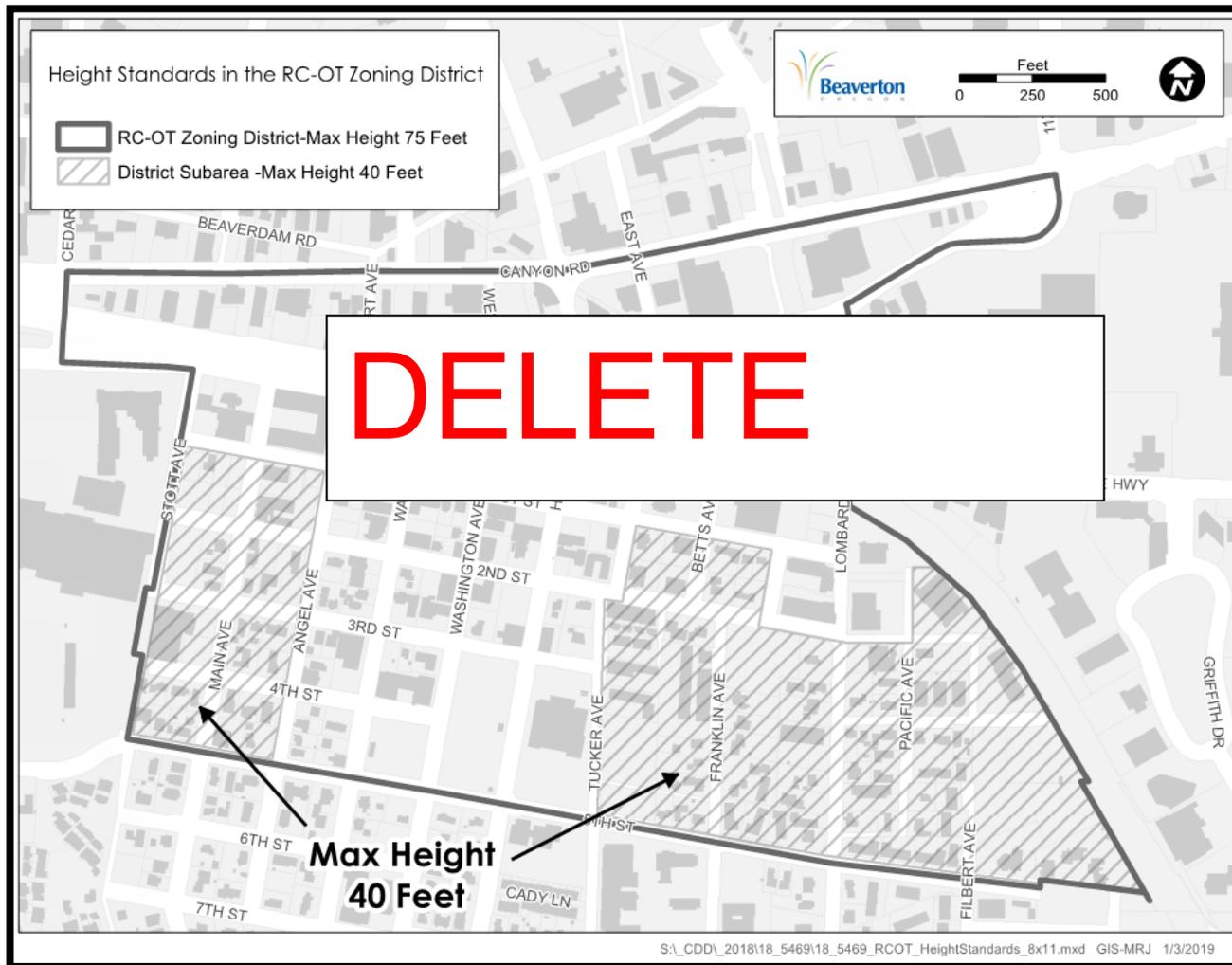
All Dimensions are in Feet.

14. Inclusive of antenna.
15. At-grade equipment shelters.
16. Applicable to all WCF towers, antenna arrays, and ground and/or roof-mounted equipment shelters

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Commentary: This map and associated footnote are deleted because the height regulations for Downtown Design District zones have been moved to Chapter 70.

Figure A:





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 Proposed deleted language is ~~stricken~~.

Commentary: RC-TO and RC-OT are proposed for deletion because standards related to the Downtown Design District are proposed to be moved to Chapter 70.

20.20.20. LAND USES

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Multiple Use zoning districts. All superscript notations refer to applicable Use Restrictions Section 20.20.25. [ORD 4576; January 2012] [ORD 4578; March 2012] [ORD 4706; May 2017]

Category and Specific Use Superscript Refers to Use Restrictions		RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
		P: Permitted			C: Conditional			N: Prohibited					
Residential													
1. Dwellings	A. Attached	P⁺	P	P C ¹	P ²	P ³	P	P	P ⁴	P ⁴	P ⁶⁶	N	N
	B. Detached	P^{5,6}	P⁶	P ⁶	N	N	P ⁶	P ⁶	P ⁶	P ⁶	N	N ⁵	N ⁵
	C. Home Occupation	P	P	P	P	P	P	P	P	P	P	N	N
	D. Planned Unit Development	C	C	C	C	C	C	C	C	C	C ⁶⁶	C	C
Commercial													
2. Animal	A. Animal Care, Major	N	N	N	N	N	N	N	N	N	N	N	N
	B. Animal Care, Minor	P	P	P	P	P	P	P	P	P	P	P	P
3. Care	A. Hospitals	C	P	P	P	C	C	N	P	C	P	N	N
	B. Medical Clinics	C	P	P	P	P	P ⁷	P ⁸	P	P ⁸	P	P ^{9,10}	P ^{9,10}
	C. Child Care Facilities	P	P	P	P	P	P	P	P	P	P	P ⁹	P ⁹
	D. Residential Care Facilities	P	P	P	P	P	P	P	P	P	P	N	N
4. Commercial Amusement	P-C¹¹	P-C¹¹	P C ¹¹	N	P C ¹²	C	C	C ¹³	C ¹³	P	N	N	



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 Proposed deleted language is ~~stricken~~.

Category and Specific Use		RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
Superscript Refers to Use Restrictions		P: Permitted C: Conditional N: Prohibited											
5. Drive-Up Window Facilities ¹⁴		N³⁰	N³⁰	C	N p ¹⁶	P	C	C	C	N ¹⁰	N P C ¹⁷ ₁₈	N ¹⁰	N ¹⁰
6. Eating and Drinking Establishments		<u>P</u>	<u>P</u>	P	p ¹⁹	P	P	p ^{9 13}	p ⁹	p ^{10 13}	P	p ^{9 10}	p ^{9 10}
7. Financial Institutions		<u>P</u>	<u>P</u>	P	p ²⁰	P	P	P	P	P	P	p ^{9 10}	p ^{9 10}
8. Live / Work Uses		<u>P</u>	<u>P</u>	C	C	C	P	P	P	P	P	N	N
9. Meeting Facilities		C P²¹	C P²¹	C P ²¹	C P ²¹	C P ²¹	C P ²¹	N	C P ²¹	N	C P ²¹	C P ²¹	C P ²¹
10. Office		<u>P</u>	<u>P</u>	P	P	P	p ²²	p ^{8 23}	P	p ⁸	P	P	P
11. Parking as the Principal Use		C	C	C	C	C	C N ²⁴	C	C	C	C	C N ²⁴	C N ²⁴
12. Rental Business		<u>P</u>	<u>P</u>	P	P	p ²⁵	p ^{7 22 26}	p ^{26 27}	p ²⁷	p ²⁷	p ^{28 29}	p ²⁵	N
13. Rental of Equipment Only		N	N	N	p ⁶¹	N	N	N	N	N	N	N	N
14. Retail	A. Retail Trade	p^{9, 26 30 31}	p^{9, 26 30 31}	P ^{9, 26 30 31}	P C ³²	P ^{9, 25}	N P ^{9, 22 26 33}	P ^{13 26}	P ^{9 25 34}	P ^{13 25}	P ^{9, 25}	P ^{9 28}	P ^{9 28}
	B. Bulk Retail	N	N	N	N	N	N	N	N	N	N	N	N
15. Service Business / Professional Services		<u>p^{9 36}</u>	<u>p^{9 36}</u>	p ^{9 36}	p ³²	p ²⁵	N P ^{22 26 33}	p ^{13 26}	p ^{8 9}	p ⁹	P	p ^{9 10 28}	p ^{9 10 28}
16. Marijuana Dispensaries		N	N	N	N	N	N	N	N	N	N	N	N
17. Retail and Wholesale Marijuana Sales		N	N	N	N	N	N	N	N	N	N	N	N
18. Storage	A. Self-Storage	N	N	N	N	p ³⁷	N	N	N	N	N	N	N
	B. Storage Yards	N	C³⁸	C ³⁸	N	N	N	N	N	C ³⁹	N	N	p ⁴⁰
19. Temporary Living Quarters		<u>P⁴¹</u>	<u>C⁴¹</u>	C ⁴¹	N	P	C ⁴¹	C ⁴¹	p ⁴¹	C ⁴¹	C ⁴²	C ⁴²	C ⁴²
20. Vehicles	A. Automotive Service, Major	N	N	C ²⁵	N	N	C N ⁴³	N	N	N	N	N	N
	B. Automotive Service, Minor	P C⁴⁴	<u>P</u>	P	N	C	C	C ²⁵	N P C ¹⁷	C ²⁵	N P C ¹⁷	N	N
	C. Bulk Fuel Dealerships	N	N	N	N	N	N	N	N	N	N	N	N
	D. Sales or Lease	C⁴⁵	C⁴⁵	C ⁴⁵	N	N	C ^{9 22 26}	N	p ^{9 28}	p ^{9 46}	p ^{28 47}	N	N
	E. Rental	C⁴⁵	C⁴⁵	C ⁴⁵	N	N	C ^{9 22 26}	N	p ^{9 28}	p ^{9 46}	p ²⁸	P	P



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 Proposed deleted language is ~~stricken~~.

Category and Specific Use Superscript Refers to Use Restrictions	RC-	RC-	RC-	OI-	C-	TC-	TC-	SC-	SC-	SC-	SC-E1	SC-E3
	TO	OT	E	WS	WS	MU	HDR	MU	HDR	S		
P: Permitted C: Conditional N: Prohibited												
21. Food Cart Pods ⁶⁸	<u>P</u>	<u>P</u>	P	P	P	P	N	P	N	P	N	N

Category and Specific Use Superscript Refers to Use Restrictions	RC-	RC-	RC-	OI-	C-	TC-	TC-	SC-	SC-	SC-	SC-E1	SC-E3
	TO	OT	E	WS	WS	MU	HDR	MU	HDR	S		
P: Permitted C: Conditional N: Prohibited												

Civic													
22. Education	A. Commercial Schools	<u>P</u>	<u>P</u>	P	C	P	<u>P C N³³₄₈</u>	<u>p¹³</u>	P	P	P	<u>p⁹</u>	<u>C⁹</u>
	B. Educational Institutions	<u>P</u>	<u>P</u>	P	<u>C P⁶⁷</u>	P	P	P	P	P	P	<u>p⁹</u>	<u>C⁹</u>
23. Places of Worship		<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>
24. Public Buildings, Services and Uses		<u>€</u>	<u>€</u>	C	P	C	C	C	C	C	C	<u>C P⁴⁹</u>	<u>C P⁴⁹</u>
25. Railroad Tracks and Facilities	A. Passenger	<u>p⁵⁰</u>	<u>p⁵⁰</u>	<u>p⁵⁰</u>	P	P	P	P	P	P	P	P	P
	B. Freight	<u>P</u>	<u>P</u>	P	<u>p⁵¹</u>	P	N	N	N	N	N	<u>p⁵¹</u>	<u>p⁵¹</u>
26. Recreation	A. Public Parks, Parkways, Playgrounds, and Related Facilities	<u>€</u>	<u>€</u>	C	<u>p⁵²</u>	P	P	P	P	P	P	<u>p⁵³</u>	<u>p⁵³</u>
	B. Public Dog Parks or Dog Runs	<u>€</u>	<u>€</u>	C	C	C	C	C	C	C	C	C	C
	C. Recreational Facilities	<u>p¹¹</u>	<u>p¹¹</u>	<u>p¹¹</u>	<u>p¹³</u>	P	C	C	<u>C⁵⁴</u>	<u>C⁵⁴</u>	P	N	N
27. Social Organizations		<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>p⁴⁸</u>	N	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	<u>P C⁴⁸</u>	P	C	C
28. Transit Centers		<u>€</u>	<u>€</u>	N	P	P	C	C	C	C	P	P	P



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Category and Specific Use Superscript Refers to Use Restrictions		RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
		P: Permitted			C: Conditional			N: Prohibited					
29. Utilities	A. Utility Substations and Related Facilities other than Transmission Lines.	C	C	C	C	C	C	N	C	C	C	C	C
	B. Transmission Lines	<u>P</u>	<u>P</u>	P	P	P	P	P	P	P	P	P	P

Category and Specific Use Superscript Refers to Use Restrictions		RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
		P: Permitted			C: Conditional			N: Prohibited					
Industrial													
30. Manufacturing, Fabricating, Assembly, Processing, and Packing		P ⁵⁵	P ⁵⁵	P ⁵⁵	p ^{56 57}	N	p ⁶⁰	N	p ²⁸	N	p ²⁸	p ^{56 57}	p ^{56 57}
31. Marijuana Processing		N	N	N	N	N	N	N	N	N	N	N	N
32. Warehousing ⁵⁸		<u>P</u>	<u>P</u>	P	P	P	P	P	N	N	P	p ⁵⁹	p ⁵⁹



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Category and Specific Use Superscript Refers to Use Restrictions		RC- TO	RC- OT	RC- E	OI- WS	C- WS	TC- MU	TC- HDR	SC- MU	SC- HDR	SC- S	SC- E1	SC- E3
		W1: WCF Type 1 W2: WCF Type 2 W3: WCF Type 3 N: Prohibited											
Wireless Communication Facilities (WCF)													
33. New WCF	A. Tower Construction	W³	W³	W3	W3	W3	W3	W3	W3	W3	W3	W3	W3
	B. Attachment to existing or new building or structure not using stealth design	W³	W³	W3	W3	W3	W3	W3	W3	W3	W3	W3	W3
	C. Replacement tower to provide collocation opportunity ⁶²	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W1	W1
	D. Attachment of a new WCF to buildings or structures and utilize stealth design ⁶³	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W1	W1
	F. Attachment of WCF to existing structures, tower or pole structures ⁶⁴	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W1	W1



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Category and Specific Use Superscript Refers to Use Restrictions		RC- TO	RC- OT	RC- E	OI- WS	C- WS	TC- MU	TC- HDR	SC- MU	SC- HDR	SC- S	SC- E1	SC- E3
		W1: WCF Type 1		W2: WCF Type 2		W3: WCF Type 3		N: Prohibited					
34. Collocation	A. New WCF on existing WCF tower	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W1	W1
	B. New WCF inclusive of antennas on existing WCF tower exceeding height standard	W²	W²	W2	W2	W2	W2	W2	W2	W2	W2	W2	W2
35. Antennas	A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W1	W1
36. Satellite Antennas and Direct to Home Satellite Service	A. DHSS antennas >1 m. in diameter	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W1	W1
	B. Up to 2 antennas >2 m. in diameter	W¹	W¹	W1	W1	W1	W1	W1	W1	W1	W1	W11	W1
	C. Up to 5 antennas >2 m. in diameter	W²	W²	W2	W2	W2	W2	W2	W2	W2	W2	W2	W2
	D. More than 5 antennas >2 m. in diameter	W³	W³	W3	W3	W3	W3	W3	W3	W3	W3	W3	W3
Wireless Communication Facilities (WCF) in the Right-of-Way													
37.	A. Tower Construction	W³	W³	W3	W3	W3	W3	W3	W3	W3	W3	W3	W3



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 Proposed deleted language is ~~stricken~~.

Category and Specific Use Superscript Refers to Use Restrictions		RC- TO	RC- OT	RC- E	OI- WS	C- WS	TC- MU	TC- HDR	SC- MU	SC- HDR	SC- S	SC- E1	SC- E3
		W1: WCF Type 1		W2: WCF Type 2		W3: WCF Type 3		N: Prohibited					
New or Collocation of WCF in the Right-of-Way	using stealth design												
	B. Tower Construction not utilizing stealth design	N	N	N	N	N	N	N	N	N	N	N	N
	C. Attachment to existing or new building or structure utilizing stealth design ⁶⁵	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W3
	D. Attachment to existing or new building or structure not using stealth design ⁶⁵	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3
	E. Attachment of WCF to existing tower or pole structures and utilizing stealth design ⁶⁵	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3
37. New or Collocation of WCF in the Right-of-Way	F. Attachment of WCF to existing tower or pole structures and	N	N	N	N	N	N	N	N	N	N	N	N



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

Category and Specific Use Superscript Refers to Use Restrictions		RC- TO	RC- OT	RC- E	OI- WS	C- WS	TC- MU	TC- HDR	SC- MU	SC- HDR	SC- S	SC- E1	SC- E3
		W1: WCF Type 1		W2: WCF Type 2		W3: WCF Type 3		N: Prohibited					
	not utilizing stealth design												
	G. Replacement tower to provide collocation opportunity utilizing stealth design ⁶⁵	W2 W3	W2 W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3
	H. Replacement tower to provide collocation opportunity not utilizing stealth design	N	N	N	N	N	N	N	N	N	N	N	N
	I. Attachment of WCF to traffic signal light pole	N	N	N	N	N	N	N	N	N	N	N	N

[ORD 4595; Feb 2013] [ORD 4648; Nov 2014] [ORD 4662; Sept 2015] [ORD 4674; Feb 2016] [ORD 4702; Jan 2017]

Proposed Text Amendment	Staff Comments
Chapter 20. 25 – Density Calculations	
<p>Chapter 20.25.05 Minimum Residential Density</p> <p>A. New residential development in all Residential, Commercial, and Multiple Use districts which permit residential development must achieve at least the minimum density for the zoning district in which they are located.</p> <p><u>Except for projects in the Downtown Design District, P</u>projects proposed at less than the minimum density must demonstrate on a site plan or other means, how, in all aspects, future intensification of the site to the minimum density or greater can be achieved without an adjustment or variance. If meeting the minimum density will require the submission and approval of an adjustment or variance application(s) above and beyond application(s) for adding new primary dwellings or land division of property, meeting minimum density shall not be required.</p> <p>For the purposes of this section, new residential development <u>in all zones</u> shall mean intensification of the site by adding new primary dwelling(s) or land division of the property. New residential development is not intended to refer to additions to existing structures, rehabilitation, renovation, remodeling, or other building modifications or reconstruction of existing structures.</p> <p>Minimum residential density <u>for zoning districts that regulate residential density by minimum land area required per dwelling</u> is calculated as follows:</p> <ol style="list-style-type: none"> 1. Refer to the definition of Acreage, Net. Multiply the net acreage by 0.80. 2. Divide the resulting number in step 1 by the minimum land area required per dwelling for the applicable zoning district to determine the minimum number of dwellings that must be built on the site. 	<p>The Downtown Design District is proposed for exception because projects in this central location near transit should meet minimum density to contribute to activity and vibrancy.</p> <p>The words “in all zones” are proposed to be added to clarify that the Downtown Design District exception in the paragraph above does not apply to this paragraph.</p> <p>These words are proposed to be added to clarify that this section does not apply to zones that require a minimum number of units per acre (and do not regulate minimum density by minimum land area required per dwelling).</p>

3. If the resulting number in step 2 is not a whole number, the number is rounded to the nearest whole number as follows: If the decimal is equal to or greater than 0.5, then the number is rounded up to the nearest whole number. If the decimal is less than 0.5, then the number is rounded down to the nearest whole number.

Proposed Text Amendment	Staff Comments
Chapter 20.25 – Density Calculations	
Chapter 20.25.10 Floor Area Ratio	
<p>A. Floor Area Ratio requirements. Floor Area is dependent upon whether residential development is involved or not. Residential only development is governed by minimum and maximum densities. Mixed Use Development (as defined in Chapter 90) and non-residential development are governed by minimum and maximum Floor Area Ratios. Floor Area Ratio (FAR) is the amount of gross floor area in relation to the amount of net site area, expressed in square feet. Residential-only development is governed by <u>minimum and maximum densities.</u> For Mixed Use Developments, no maximum limitation shall be placed on the number of dwelling units permitted. Multiple Use Developments with single-use residential buildings are governed by residential density and FAR provisions, as calculated by 20.25.10.C, below. [ORD 4584; June 2012]</p> <p>B. Permitted Density. Except as otherwise approved through the Final Planned Unit Development process, phased development may be proposed so long as each phase complies with the minimum density.</p> <p style="text-align: center;">***</p> <p>C. Method of Calculating <u>Development Intensity for Multiple Use Development with Single-use Residential Buildings.</u> Floor Area Intensity. Required minimum FARs shall be calculated on a net acre basis, as defined by Acreage, Net. [ORD 4584; June 2012]</p> <p>For Multiple Use Developments with single use residential buildings, residential densities and non-residential FARs shall be implemented as follows: [ORD 4584; June 2012]</p> <p style="text-align: center;">Net buildable acres multiplied by the percentage of proposed residential use, = land available to residential development, multiplied by minimum residential</p>	<p>A. First sentence proposed for deletion because it is not accurate. The definition of floor area does not distinguish between residential floor area and other floor area. Second sentence is proposed to be moved so the paragraph can begin with a full explanation of Floor Area and Floor Area ratios and then the clarifying statement about how residential-only buildings are treated in intensity calculations. Parenthetical "(as defined in Chapter 90)" is proposed for deletion because capitalized terms are assumed to be in the Definitions chapter.</p> <p>C. Title proposed for change to more accurately reflect the content of this subsection. Floor Area Intensity statement deleted because it repeats information in (A) and within definitions.</p>

~~density,
 _____ = minimum number of dwelling
 units required.~~

~~Net buildable acres multiplied by the
 percentage of proposed non-residential use,
 = land available to non-residential
 development,
 multiplied by the minimum FAR,
 = minimum number of non-
 residential square footage
 required.~~

Example of Density and Floor Area Ratio
 Estimates for a Multiple Use Development

District	DELETE	TC-MU	
Net Buildable Acres	DELETE	5 acres	
Residential Acreage	DELETE	1 acre (20%)	
Minimum Dwelling Units	DELETE	24 Units	
Retail Acreage	DELETE	4 acres	
Minimum Retail Square Footage (4 acres * 43,560 sq. ft./acre * 0.5 FAR)	DELETE	87,120 sq. ft.	

[ORD 4584; June 2012]

Indented calculation instructions and example table are proposed for deletion and replacement by content that conveys the same message in a clearer way that is easier to use for code readers.

RESIDENTIAL-ONLY CALCULATION

Net buildable acres	X	Percentage of proposed residential use	X	Minimum residential density	=	Minimum dwelling units required
5 acres		20%		TC-MU = 24 units per acre		24 units

NON-RESIDENTIAL CALCULATION

Net buildable acres	X	Percentage of proposed non-residential use	X	Square feet in an acre (43,560)	X	Minimum Floor Area Ratio	=	Minimum non-residential square footage
5 acres		80%		174,240 square feet		TC-MU = 0.5 FAR		87,120 square feet

Gray text provides an example calculation for a 5-acre site in the TC-MU zone.

Calculation instructions proposed for insertion to replace difficult to read and understand content proposed for deletion above.

Proposed Text Amendment	Staff Comments																																											
Chapter 20. 25 – Density Calculations																																												
<p>Chapter 20.25.20 Supplemental Multiple Use Density Standards</p> <p>A. Regional Center.</p> <p>1. ——— To accommodate smaller lot sizes within the RC-TO zone that existed prior to December 9, 1999, the required minimum floor area ratio for multiple use or non-residential developments may be further modified based upon lot dimensions, as follows:</p> <table border="1" data-bbox="215 840 1031 1060"> <thead> <tr> <th rowspan="2">Minimum Site Width</th> <th colspan="4">Minimum Site Depth</th> </tr> <tr> <th>0-120'</th> <th>121'-139'</th> <th>140'-175'</th> <th>176'+</th> </tr> </thead> <tbody> <tr> <td>0-100'</td> <td>0.1</td> <td>0.2</td> <td>0.25</td> <td>0.25</td> </tr> <tr> <td>101'-200'</td> <td>0.1</td> <td>0.3</td> <td>0.45</td> <td>0.45</td> </tr> <tr> <td>201'+</td> <td>0.1</td> <td>0.45</td> <td>0.45</td> <td>0.60</td> </tr> </tbody> </table> <p style="text-align: right;">[ORD 4312; July 2004] □</p> <p>When provisions are made off-site for required parking, the permissible FAR shall be governed by 20.20.15.C regardless of site dimensions.</p> <p style="text-align: center;">***</p> <p>3. ——— The minimum residential density in residential-only projects shall be restricted based upon lot dimensions, as follows:</p> <table border="1" data-bbox="414 1564 1063 1743"> <thead> <tr> <th rowspan="2">Minimum Site Width</th> <th colspan="3">Minimum Site Depth</th> </tr> <tr> <th>0-100'</th> <th>101'-139'</th> <th>140'+</th> </tr> </thead> <tbody> <tr> <td>0-150'</td> <td>9 DU/Acre</td> <td>19 DU/Acre</td> <td>**</td> </tr> <tr> <td>151'-200'</td> <td>10 DU/Acre</td> <td>24 DU/Acre</td> <td>**</td> </tr> <tr> <td>201'+</td> <td>10 DU/Acre</td> <td>**</td> <td>**</td> </tr> </tbody> </table> <p style="text-align: center;">** Governed by standards set forth in 20.20.15.B.</p> <p>When provisions are made off-site for</p>	Minimum Site Width	Minimum Site Depth				0-120'	121'-139'	140'-175'	176'+	0-100'	0.1	0.2	0.25	0.25	101'-200'	0.1	0.3	0.45	0.45	201'+	0.1	0.45	0.45	0.60	Minimum Site Width	Minimum Site Depth			0-100'	101'-139'	140'+	0-150'	9 DU/Acre	19 DU/Acre	**	151'-200'	10 DU/Acre	24 DU/Acre	**	201'+	10 DU/Acre	**	**	<p>A.1. This section is proposed for deletion because Chapter 70 now includes floor-area ratio requirements.</p> <p>Section 20.25.20.2, which applies to RC-E and remains in the code, is not shown here.</p> <p>A.3. This provision is proposed for removal because minimum densities were established based on the minimum density expected on any property. To achieve the activity and vibrancy Downtown, developments are expected to meet minimum density.</p>
Minimum Site Width		Minimum Site Depth																																										
	0-120'	121'-139'	140'-175'	176'+																																								
0-100'	0.1	0.2	0.25	0.25																																								
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201'+	10 DU/Acre	**	**																																									

~~required parking, the permissible FAR shall be governed by 20.20.15.B regardless of site dimensions.~~



Commentary is for information only.
 Proposed new language is underlined.
 Proposed deleted language is ~~stricken~~.

TA 2020-0002

DRAFT
 AMENDMENTS TO CHAPTER 40 OF THE BEAVERTON DEVELOPMENT CODE
 REGARDING THE DOWNTOWN DESIGN PROJECT

The Development Code is amended as follows:

Proposed Text Amendment	Staff Comments
<p><u>40.03. Facilities Review Committee.</u></p> <p>Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, <u>Downtown Design Review Two, Downtown Design Review Three</u>, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions.</p> <p>***</p> <p>1. All Conditional Use, Design Review Two, Design Review Three, <u>Downtown Design Review Two, Downtown Design Review Three</u> and applicable Land Division applications:</p> <p><u>C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses), or Sections 20.25 and 70.3 if located within the Downtown Design District, 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), or Sections 20.25 and 70.3 if located within the Downtown Design District.</u></p> <p>***</p>	

Chapter 40.10. – Adjustments

40.10.15. Application.

1. Minor Adjustment
 - A. Threshold. An application for Minor Adjustment shall be required when one or more of the following thresholds apply:
 1. Involves up to and including a 10% adjustment from the numerical Site Development Requirements specified in Chapter 20 (Land Uses) or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District. This threshold does not apply where credits have been earned for height increase through Habitat Friendly Development Practices, as described Section 60.12.40.4., .5., .6., and .7.

C. Approval Criteria. In order to approve a Minor Adjustment 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:

10. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses), or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District, unless applicable provisions are modified by means of one or more Adjustment, Variance, Planned Unit Development applications that already have been approved or are considered concurrently with the subject proposal.

2. Major Adjustment
 - A. Threshold. An application for Major Adjustment shall be required when one or more of the following thresholds apply:
 1. Involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Site Development Requirements specified in Chapter 20 (Land Uses) or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District. This threshold does not

<p>apply where credits have been earned for height increase through Habitat Friendly Development Practices, as described Section 60.12.40.4., .5., .6., and .7.</p> <p>***</p> <p>C. Approval Criteria. In order to approve a Minor Adjustment 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:</p> <p>***</p> <p>10. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses), <u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District</u>, unless applicable provisions are modified by means of one or more Adjustment, Variance, Planned Unit Development applications that already have been approved or are considered concurrently with the subject proposal.</p>	
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Chapter 40.25. – Downtown Design Review

<p><u>40.27.05. Purpose.</u></p> <p><u>The purpose of Downtown 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.</u></p> <p><u>To achieve this purpose, the Downtown Design Review process is divided into two major components; Design Standards and Design Guidelines. Both standards and guidelines implement Design Principles, which are more general statements that guide development of the built environment. Most Design Standards have a corresponding Design Guideline.</u></p>	<p>Updated language for purpose and explanation of Design Standards and Guidelines.</p>
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The Design Standards are intended to provide a clear and objective approach to designing a project. Depending on the design thresholds, designing a project to the standards would result in an administrative review process.

An applicant for Downtown Design Review approval can address design review requirements through a combination of satisfying applicable Design Standards, and in instances where it elects not to utilize Design Standards, satisfy the corresponding applicable Design Guidelines. In cases reviewed through a public hearing, the hearing and decision will focus on whether or not the project satisfies the requirements of the applicable Design Guidelines only.

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

40.27.10. Applicability.

1. Sites within the Downtown Design District shall be subject to Downtown Design Review. For sites outside of the Downtown Design District, refer to Section 40.20 (Design Review)

2. The scope of Downtown Design Review shall be limited to the exterior of buildings, structures, and other development and to the site on which the buildings, structures, and other development are located.

3. Considering the thresholds for the Downtown Design Review Compliance Letter, Downtown Design Review Two, or Downtown Design Review Three applications, and unless exempted by Section 40.27.10.4. (Downtown Design Review), approval shall be required for the following:
 - A. All uses listed as Permitted and Conditional Uses in the RC-BC, RC-OT, RC-MU, and RC-DT zoning districts.

 - B. Site grading.

Acknowledges new regulations Chapter 70 and geography of applicability. Otherwise, this language is not substantially different from the existing Design Review Section, except for subsection 6, see below.

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| <p><u>4. Downtown Design Review approval shall not be required for the following:</u></p> <ul style="list-style-type: none"><u>A. Maintenance of a building, structure, or site in a manner that is consistent with previous approvals.</u><u>B. Painting of any building in any zoning district.</u><u>C. Wireless communication facilities.</u><u>D. Food Cart Pods.</u> <p><u>5. Downtown Design Review approval through one of the procedures noted in Section 40.27.15. will be required for all new development where applicable. The applicable design standards or guidelines will serve as approval criteria depending on the procedure. Existing developments, and proposed additions, demolitions and redevelopments associated with them, will be treated according to the following principles:</u></p> <ul style="list-style-type: none"><u>A. Development constructed or approved prior to December 15, 2004, is not subject to Design Review standards and guidelines and is considered fully conforming to the approvals issued at the time the development was approved by the City. Existing developments constructed prior to December 15, 2004, are not considered nonconforming if they do not meet design standards. If existing development is structurally damaged or destroyed by casualty, replacement shall occur as follows:</u><ul style="list-style-type: none"><u>1. If structural damage or destruction is less than or equal to fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction can be replaced as legally existed on the site before the casualty loss.</u><u>2. If structural damage or destruction is more than fifty percent (50%) of</u> | |
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<p><u>the existing gross floor area of the existing development, the area of damage or destruction must meet the provisions of this Code in every regard unless otherwise authorized by the provisions of this Code.</u></p> <p><u>B. Proposed new free-standing building(s) within an existing development will be subject to all applicable design standards or guidelines.</u></p> <p><u>C. Proposed redevelopment of existing structures and project site area is subject to all applicable design standards or guidelines to the extent where redevelopment of existing building or site area is proposed. Only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable.</u></p> <p><u>6. Downtown Design Review approval is required for all applicable new and existing developments within the Downtown Design District. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) in an early phase of a multi-phased development on a large site may be difficult. In recognition of this potential challenge, the Applicant may submit a Phased Downtown Development Plan (PDDP) concurrent with a Downtown Design Review application.</u></p> <p><u>Projects may use a PDDP, approved through a Type 3 process, to develop a site in phases, where the first phase does not meet the minimum FAR standards established in Section 70.03. Such projects shall demonstrate through a phasing plan how future development of the site will meet the minimum applicable floor area ratio (FAR) at ultimate buildout, while meeting the other applicable Development Standards contained in Section 70.03, and the applicable Design Standards and/or Guidelines contained in Section 70.04 at each phase of development. A PDDP shall:</u></p> <p><u>A. Include a plan and narrative that addresses</u></p>	<p>Current Design Review allows for applicants to utilize Design Review Buildout Concept Plan to allow for phased development that doesn't meet minimum floor area ratio standards or street frontage rules in the first phase. Staff proposes to update this provision for Downtown, allowing a Phased Downtown Development Plan (PDDP). This would allow a first phase to not meet minimum FAR in the first phase, but unlike the current process, the applicant would need to demonstrate not only how minimum FAR will be met at full buildout, but how applicable design regulations, utility service, and site circulation will be met at each phase of development. Furthermore, the PDDP is proposed to be only available to larger sites, and a minimum percentage of FAR must be met in the first phase. See Exhibit 4 for additional analysis.</p>
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<p><u>feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership; and</u></p> <p><u>B. Be 1.5 acres or greater in size, including abutting properties if under the same ownership; and</u></p> <p><u>C. For sites within in the RC-BC zone:</u></p> <ol style="list-style-type: none"> <u>1. If the site is greater than 1.5 acres, but less 2 acres, demonstrate that the first phase of development provides at least 75% of the minimum FAR as defined in Section 70.03;</u> <u>2. If the site is 2 acres or greater, demonstrate that the first phase of development provides at least 66% of the minimum FAR as defined in Section 70.03.; and</u> <p><u>D. For sites within in the RC-MU and RC-DT zones:</u></p> <ol style="list-style-type: none"> <u>1. If the site is greater than 1.5 acres, but less 2 acres, demonstrate that the first phase of development provides at least 85% of the minimum FAR as defined in Section 70.03;</u> <u>2. If the site is 2 acres or greater, demonstrate that the first phase of development provides at least 75% of the minimum FAR as defined in Section 70.03.; and</u> <p><u>E. Demonstrate that the first phase of development provides at least 66% of the minimum FAR as defined in Section 70.03.; and</u></p> <p><u>F. Include a conceptual utility plan to demonstrate how future-phase development will be served for each phase; and</u></p> <p><u>G. Include a conceptual pedestrian and vehicle</u></p>	
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<p style="text-align: center;"><u>circulation plan to demonstrate site connectivity for each phase; and</u></p> <p style="margin-left: 40px;"><u>H. Not rely on the removal of a structure in an early phase in order to demonstrate compliance in later phases; and</u></p> <p style="margin-left: 40px;"><u>G. Comply with all applicable Design Standards and/or Guidelines. Compliance shall not be deferred to future phases of a PDDP.</u></p> <p><u>7. Projects must demonstrate that all applicable Design Standards and/or Guidelines are met. The City, however, recognizes the possibility of a creative and high-quality project that better meets the intent of the Downtown Design District code. To provide greater flexibility that allows for exceptional design, an applicant may request to have one or more applicable Design Guidelines waived. The applicant must demonstrate that the project better meets the Intent Statement and Design Principles of the sub-section(s) in which the Design Guideline is located in than the Design Guideline itself. Design Guidelines may only be waived through a Type 3 process.</u></p> <p><u>40.27.15. Application.</u></p> <p><u>There are three (3) Downtown Design Review applications which are as follows: Downtown Design Review Compliance Letter, Downtown Design Review Two, and Downtown Design Review Three.</u></p> <p><u>1. Downtown Design Review Compliance Letter.</u></p> <p style="margin-left: 40px;"><u>A. Threshold. An applicant may utilize the Downtown Design Review Compliance Letter process when the application is limited to one or more of the following categories of proposed action:</u></p> <p style="margin-left: 80px;"><u>1. Minor design changes to existing building or site including, but not limited to:</u></p> <p style="margin-left: 120px;"><u>a. Façade changes, except changes in color.</u></p>	<p>To allow for greater creativity and design flexibility, staff proposes Planning Commission to have the authority to waive Design Guidelines if the project better meets the intent of the code, as described in the intent statement and applicable design principles. Design Guidelines may only be waived by Planning Commission. Similar to the current Design Review process, the applicant would be required to provide findings that demonstrate the project satisfies the approval criteria, and staff will write additional analysis and findings, and provide a recommendation.</p> <p>The existing Design Review Compliance Letter has been modified to incorporate the Downtown Design District Design regulations.</p>
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<ul style="list-style-type: none"> b. <u>Addition, elimination, or change in location of windows.</u> c. <u>Addition, elimination, or change in location of person doors and loading doors.</u> d. <u>Addition of new and change to existing awnings, canopies, and other mounted structures to an existing façade.</u> e. <u>Demolition or other reduction in square footage of an existing building.</u> f. <u>Modification of up to 15 percent on-site landscaping with no reduction in landscaping.</u> g. <u>Modification of off-street parking with no reduction in required parking spaces or increase in paved area.</u> h. <u>Addition or modification of new fences, retaining walls, or both.</u> i. <u>Changing of existing grade.</u> j. <u>Removal of Landscape Trees</u> k. <u>Addition of no more than twenty-five (25) percent landscape features that consist only of natural materials.</u> l. <u>Addition or modification of on-site lighting</u> <p>2. <u>Proposed additions of gross floor area to buildings up to and including building area equal to 25% of the gross square feet of floor area of the existing building, but not to exceed 2,500 gross square feet of floor area.</u></p> <p>4. <u>New construction of non-habitable buildings up to and including a gross building area of 1,000 square</u></p>	
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<p><u>feet.</u></p> <p><u>5. Construction of new Community Gardens or additions to existing Community Gardens.</u></p> <p><u>B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Design Compliance Letter. The decision making authority is the Director.</u></p> <p><u>C. Approval Criteria. In order to approve a Downtown Design Review Compliance Letter 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:</u></p> <p><u>1. The proposal satisfies the threshold requirements for a Downtown Design Compliance Review Letter.</u></p> <p><u>2. All City application fees related to the application under consideration by the decision making authority have been submitted.</u></p> <p><u>3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.</u></p> <p><u>4. The proposal meets all applicable Development Standards of Sections 70.03.2 of the Development Code unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance application which shall be already approved or considered concurrently with the subject proposal.</u></p> <p><u>5. The proposal is consistent with all applicable Design Standards of 70.04 (Downtown Design Standards and Guidelines).</u></p>	
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<p>7. <u>The proposal complies with all applicable provisions in Chapter 60 (Special Regulations).</u></p> <p>8. <u>Except for conditions requiring compliance with approved plans, the proposal does not modify any conditions of approval of a previously approved Type 2 or Type 3 application.</u></p> <p>9. <u>Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.</u></p> <p>D. <u>Submission Requirements. An application for a Downtown Design Compliance Letter shall be made by the owner of the subject property, or the owner’s authorized agent, on a form provided by the Director and shall be filed with the Director. The Downtown Design Compliance Letter application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.</u></p> <p>E. <u>Conditions of Approval. The decision making authority may impose conditions on the approval of a Downtown Design Compliance Letter application to ensure compliance with the approval criteria.</u></p> <p>F. <u>Appeal of a Decision. Refer to Section 50.60.</u></p> <p>G. <u>Expiration of a Decision. Refer to Section 50.90.</u></p> <p>I. <u>Extension of a Decision. Refer to Section 50.93.</u></p> <p>2. <u>Downtown Design Review Two.</u></p>	<p>The existing Design Review</p>
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A. Threshold. An application for Downtown Design Review Two shall be required when an application is subject to applicable design standards and one or more of the following thresholds describe the proposal:

1. New construction of up to and including 50,000 gross square feet of non-residential floor area where the development does not abut any Residential District.
2. New construction of up to and including 30,000 gross square feet of non-residential floor area where the development abuts any Residential District.
3. New construction of detached or attached residential dwellings.
4. Building additions less than 30,000 gross square feet of floor area that do not qualify for consideration under the Thresholds for Design Review Compliance Letter.
5. Any change in excess of 15 percent of the square footage of on-site landscaping or pedestrian circulation area.
6. Any new or change to existing on-site vehicular parking, maneuvering, and circulation area which adds paving or parking spaces.
7. New construction of a park.
8. New construction of non-habitable buildings larger than 1,000 square feet in gross building area.

B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Downtown

Two has been modified to incorporate the Downtown Design District Design regulations. Staff proposes that if a project is meets the size thresholds for a Design Review Two, it may respond to up to three Design Guidelines and remain a Design Review Two.

Design Review Two. The decision making authority is the Director.

C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Downtown Design Review Two application.
2. All City application fees related to the application under consideration by the decision making authority have been submitted.
3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code.
4. The proposal is consistent with all applicable Design Standards in Section 70.04, or no more than three applicable Design Guidelines and the remaining applicable Design Standards.
5. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

D. Submission Requirements. An application for a Downtown Design Review Two shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Downtown Design Review Two application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness),

<p><u>and any other information identified through a Pre-Application Conference.</u></p> <p><u>E. Conditions of Approval. The decision-making authority may impose conditions on the approval of a Downtown Design Review Two application to ensure compliance with the approval criteria.</u></p> <p><u>F. Appeal of a Decision. Refer to Section 50.65.</u></p> <p><u>G. Expiration of a Decision. Refer to Section 50.90.</u></p> <p><u>J. Extension of a Decision. Refer to Section 50.93.</u></p> <p><u>3. Downtown Design Review Three.</u></p> <p><u>A. Threshold. An application for Downtown Design Review Three shall be required when an application is subject to applicable design guidelines and one or more of the following thresholds describe the proposal:</u></p> <ol style="list-style-type: none"> <u>1. New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.</u> <u>2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts any Residential zoning district.</u> <u>3. Building additions more than 30,000 gross square feet of floor area.</u> <u>4. Projects proposing a Phased Downtown Development Plan (PDDP) as described in Section 40.27.10.6.</u> <u>5. Projects requesting to waive one</u> 	<p>The existing Design Review Three has been modified to incorporate the Downtown Design District Design regulations. The thresholds acknowledge the ability for projects to remain at a Design Review Two if it responds to no greater than three Design Guidelines. Thresholds also acknowledge the project's ability to exceed maximum height in certain zones, but ensures that the project will follow the Type 3 process.</p>
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<p><u>more Design Guidelines, as described in Section 40.27.10.7.</u></p> <p><u>6. The project proposes to exceed the maximum height of the zone utilizing Design Guidelines in Section 70.04.2.1.</u></p> <p><u>7. A project meeting the Downtown Design Review Compliance Letter thresholds which does not meet an applicable design standard(s).</u></p> <p><u>8. A project meeting the Downtown Design Review Two thresholds which does not meet more than three applicable design standards.</u></p> <p><u>B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Downtown Design Review Three. The decision making authority is the Planning Commission.</u></p> <p><u>C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Downtown Design Review Three 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:</u></p> <p><u>1. The proposal satisfies the threshold requirements for a Design Review Three application.</u></p> <p><u>2. All City application fees related to the application under consideration by the decision making authority have been submitted.</u></p> <p><u>3. The proposal is consistent with all applicable Design Guidelines of Section 70.04 except where the applicant elects to respond to the applicable corresponding Design Standard(s). Where no Design Guideline is offered, the proposal is</u></p>	
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<p><u>consistent with the Design Standard.</u></p> <p>4. <u>For PDDP proposals, the proposed project shall demonstrate how minimum floor area will be met at ultimate buildout and applicable Development Standards in Section 70.03 and applicable design regulations in Section 70.04 can be realistically achieved at each phase of buildout.</u></p> <p>5. <u>For proposals requesting Design Guidelines to be waived, the project shall demonstrate that the development better meets the applicable Downtown Design District Design Principles and Intent Statement(s) preceding the Design Guideline(s) than the Design Guideline requested to be waived.</u></p> <p>6. <u>Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.</u></p> <p>D. <u>Submission Requirements. An application for a Downtown Design Review Three shall be made by the owner of the subject property, or the owner’s authorized agent, on a form provided by the Director and shall be filed with the Director. The Downtown Design Review Three application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.</u></p> <p>E. <u>Conditions of Approval. The decision-making authority may impose conditions on the approval of a Downtown Design Review Three application to ensure compliance with the approval criteria.</u></p>	
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<p><u>F. Appeal of a Decision. Refer to Section 50.70.</u></p> <p><u>G. Expiration of a Decision. Refer to Section 50.90.</u></p> <p><u>H. Extension of a Decision. Refer to Section 50.93.</u></p>	
40.32 – Food Cart Pods	
<p><u>40.32.15. Application.</u> ***</p> <p>1. Food Cart Pod Modification ***</p> <p>C. Approval Criteria. In order to approve a Minor Adjustment 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: ***</p> <p>4. The proposal meets the applicable standards specified in Chapter 20 of the Development Code, <u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District,</u></p> <p>***</p> <p>2. Food Cart Pod ***</p> <p>C. Approval Criteria. In order to approve a Minor Adjustment 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: ***</p> <p>4. The proposal meets the applicable standards specified in Chapter 20 of the Development Code, <u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District,</u></p> <p>***</p>	
40.35 - Historic Review	
<p>40.35.15. Application.</p> <p>There are four (4) <u>three (3)</u> Historic Review applications which are as follows: Alteration of a Landmark, Emergency Demolition of a Landmark, and Demolition of a Landmark, <u>and New Construction in a Historic District.</u></p>	<p>Staff proposes to eliminate the New Construction in a Historic District, as that is now proposed to be regulated by design regulations in 70.04.2.9</p>

~~4. — **New Construction in a Historic District.**~~

- ~~A. — Threshold. An application for New Construction in a Historic District shall be required when the following threshold applies:

 - ~~1. — Construction of a new structure of more than 120 gross square feet in size in a historic district, which is not attached to a designated historic structure.~~~~

- ~~B. — Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for New Construction in a Historic District. The decision making authority is the Planning Commission. [ORD 4532; April 2010]~~

- ~~C. — Approval Criteria. In order to approve a New Construction in a Historic District application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

 - ~~1. — The proposal satisfies the threshold requirements for a New Construction in a Historic District application.~~
 - ~~2. — All City application fees related to the application under consideration by the decision making authority have been submitted.~~
 - ~~3. — As it relates to existing surroundings and future allowed uses, their location, size, shape, height, and spatial and visual arrangement, the proposed development is compatible with and does not substantially detract from the historic value of the existing Historic District.~~~~

<p style="text-align: center;">4. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.</p> <p>D. <u>Submission Requirements.</u> An application for a New Construction in a Historic District shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The New Construction in a Historic District application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre Application Conference.</p> <p>E. <u>Conditions of Approval.</u> The decision-making authority may impose conditions on the approval of a New Construction in a Historic District application to ensure compliance with the approval criteria.</p> <p>F. <u>Appeal of a Decision.</u> Refer to Section 50.70.</p> <p>G. <u>Expiration of a Decision.</u> Refer to Section 50.90.</p> <p>H. <u>Extension of a Decision.</u> Refer to Section 50.93.</p> <p>***</p>	
<p>Chapter 40.45. – Land Division and Reconfiguration</p>	
<p><u>40.45.15. Application.</u> ***</p> <p>1. Property Line Adjustment</p>	

C. Approval Criteria. In order to approve a Property Line Adjustment 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:

5. The Property Line Adjustment is consistent with all applicable provisions of Chapter 20 (Land Uses), or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District, unless the applicable provisions are modified by means of one or more applications which shall be already approved or considered concurrently with the Property Line Adjustment.

6. Preliminary Fee Ownership Partition

A. Threshold. An application for Preliminary Fee Ownership Partition shall be required when the following threshold applies:

1. The creation of up to and including three (3) new parcels from at least one (1) lot of record in one (1) calendar year in a Commercial, Industrial or Multiple Use zone, where one or more of the proposed parcels does not meet one or more of the setback, lot coverage, floor area ratio, and/or lot dimension standards of Chapter 20 (Land Uses), or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District, as applicable; and where modification to the same standard(s) is not requested through another type of application.

7. Preliminary Fee Ownership Subdivision

A. Threshold. An application for Preliminary Fee Ownership Subdivision shall be required when the following threshold applies:

1. The creation for or more new lots from at least one (1) lot of record in one (1) calendar year in a Commercial, Industrial or Multiple Use zone, where one or more of the proposed parcels does not meet one or more of the setback, lot coverage, floor area ratio, and/or lot dimension standards of Chapter 20 (Land Uses), or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District, as

<p>applicable; and where modification to the same standard(s) is not requested through another type of application.</p>	
Chapter 40.47. – Legal Lot Determination	
<p><u>40.47.15. Application.</u> *** 1. Legal Lot Determination *** C. <u>Approval Criteria.</u> In determining if the subject lot or parcel is a Legal Lot, the decision making authority shall make findings based on evidence provided by the applicant demonstrating that all the following criteria are satisfied: *** 5. The unit of land conforms to the lot area and dimensional standards of Chapter 20 (Land Use) <u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District;</u> except where a unit of land was created by sale prior to January 1, 2007 and was not lawfully established, the Director may deem the unit of land a Legal Lot upon finding: ***</p>	
Chapter 40.25. – Variance	
<p><u>40.95.10. Applicability.</u> A Variance application may only be requested for those proposals that request a variance of more than fifty percent (50%) from the numerical Site Development Requirements contained in Chapter 20 (Land Uses), <u>Section 70.03 (Downtown Zoning and Streets)</u>, Section 60.11 (Food Cart Pod Regulations), or any numerical requirements contained in Section 60.40. (Sign Regulations) and Section 60.55. (Transportation Facilities), excluding Section 60.55.30. <u>40.95.15. Application.</u> 1. Variance. A. <u>Threshold.</u> An application for Variance shall be required when the following threshold applies: 1. A change of more than fifty percent (50%) to the numerical standards specified in the Site Development Requirements contained in Chapter 20 (Land Uses).<u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the</u></p>	

<p><u>Downtown Design District</u>. This threshold does not apply where credits have been earned for height increase through Habitat Friendly Development Practices, as described Section 60.12.40.4., .5., .6., and .7. ***</p> <p>C. <u>Approval Criteria</u>. In order to approve a Variance 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: ***</p> <p>9. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) <u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District</u>, unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance which shall be already approved or considered concurrently with the subject proposal.</p>	
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Chapter 40.96. – Wireless Facility

<p>40.96.10. Applicability. The development, installation, and modification of wireless facilities listed in Chapter 20 (Land Uses) <u>or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District</u>, for each zoning district shall be subject to the provisions of this section.</p> <p>40.96.15. Applications ***</p> <p>1. Wireless Facility One. ***</p> <p>C. <u>Approval Criteria</u>. In order to approve a Wireless Facility One 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: ***</p> <p>4. The proposal meets all applicable Site Development Requirements of Sections 20.05., 20.10., 20.15., and 20.20, <u>and Section 70.03</u> of the Development Code unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance application which shall be already approved or</p>	
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<p>considered concurrently with the subject proposal. ***</p> <p>2. Wireless Facility One. ***</p> <p>C. <u>Approval Criteria</u>. In order to approve a Wireless Facility 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: ***</p> <p>9. The proposal meets all applicable Site Development Requirements of Sections 20.05., 20.10., 20.15., and 20.20, <u>and Section 70.03</u> of the Development Code unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance application which shall be already approved or considered concurrently with the subject proposal. ***</p> <p>3. Wireless Facility Three. ***</p> <p>C. <u>Approval Criteria</u>. In order to approve a Wireless Facility 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: ***</p> <p>10. The proposal meets all applicable Site Development Requirements of Sections 20.05., 20.10., 20.15., and 20.20, <u>and Section 70.03</u> of the Development Code unless the applicable provisions are subject to an Adjustment, Planned Unit Development, or Variance application which shall be already approved or considered concurrently with the subject proposal.</p>	
Chapter 40.97. – Zoning Map Amendment	
<p>40.97.15. Applications ***</p> <p>1. Quasi-Judicial Zoning Map Amendment. ***</p> <p>C. <u>Approval Criteria</u>. In order to approve a Quasi-Judicial Zoning Map Amendment 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:</p>	

6. The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses), or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District.

2. Legislative Zoning Map Amendment

C. Approval Criteria. In order to approve a Legislative Zoning Map Amendment 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:

5. The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses), or Section 70.03 (Downtown Zoning and Streets) if the site is located within the Downtown Design District.



Commentary is for information only.
Proposed new language is underlined.
Proposed deleted language is ~~stricken~~.



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 Proposed deleted language is ~~stricken~~.

TA 2020-0002

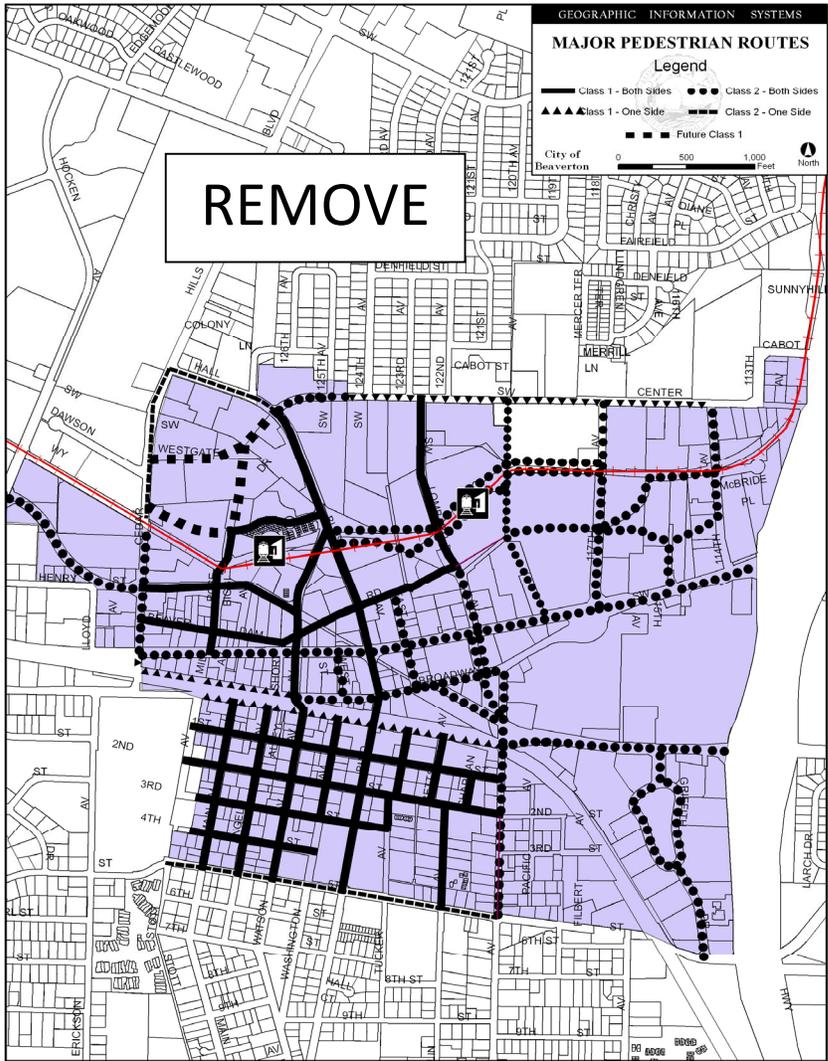
DRAFT
 AMENDMENTS TO CHAPTER 50 OF THE BEAVERTON DEVELOPMENT CODE
 REGARDING THE DOWNTOWN DESIGN PROJECT

The Development Code is amended as follows:

Proposed Text Amendment	Staff Comments
Section 50.90 Expiration of a Decision	
<p>50.90. Expiration of a Decision.</p> <p>1. Except as otherwise specifically provided in a specific decision or in this Code, a final decision made pursuant to this Chapter shall expire automatically on the following schedule unless the approval is enacted either through construction or establishment of use within the specified time period. ***</p> <p>B. Two (2) years from the effective date of decision: ** <u>Downtown Design Review Two (Section 40.27.15.2.)</u> <u>Downtown Design Review Three (Section 40.27.15.3.)</u> *** New Construction in a Historic District (Section 40.35.15.4.) ***</p> <p>C. One (1) year from the effective date of the decision: *** <u>Downtown Design Review Compliance Letter (Section 40.27.15.1)</u> ***</p>	<p>This language is proposed to identify the expiration dates of the three new land use applications for Downtown Design Review. The proposed removal of the New Construction in a Historic District application is acknowledged here.</p>

DRAFT
 AMENDMENTS TO CHAPTER 60 OF THE BEAVERTON DEVELOPMENT CODE
 REGARDING THE DOWNTOWN DESIGN PROJECT

The Development Code is amended as follows:

Proposed Text Amendment	Staff Comments
Section 60.05.55 Design Review; Major Pedestrian Route Maps	
 <p>The map displays various street layouts with different line styles representing MPR classes. A large white box with the word "REMOVE" in black capital letters is centered over the map, indicating that the MPRs shown are to be removed from the Downtown District.</p>	<p>Major Pedestrian Routes (MPR) are removed from the Downtown District. MPRs remain in the RC-E zone. This map is replaced with MPRs only shown in the RC-E zone and removed from the Downtown District.</p>

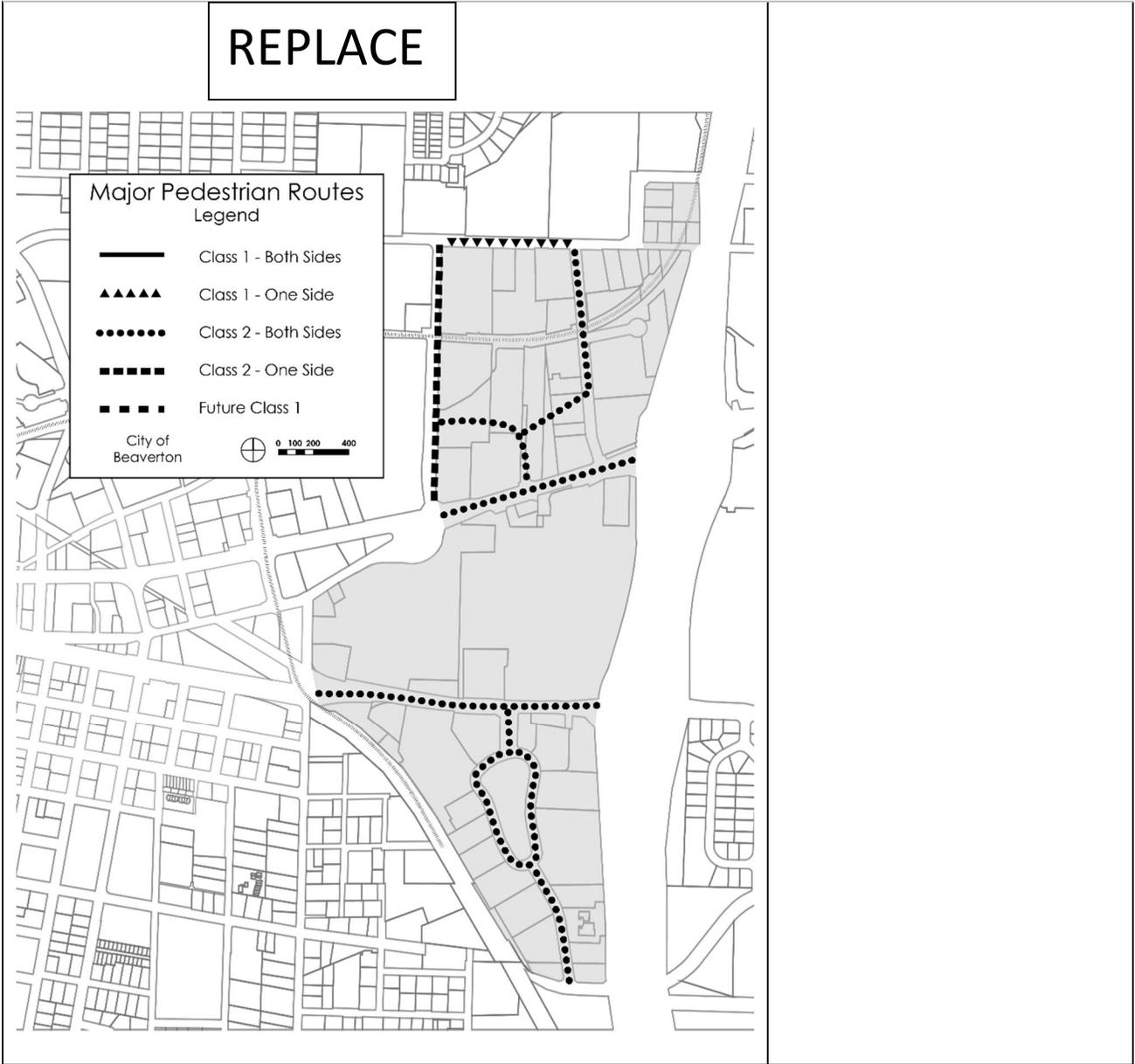


Table 60.05-2 Design Review; Landscape Buffer Requirement

Staff comments: Removes references to RC-TO and RC-OT, as the RC-TO zone is being eliminated, and the RC-OT zone will be regulated in Chapter 70.

Minimum Landscape Buffer Requirements Between Contrasting Districts											
Minimum	District of Development	Location	Urban Low Density (R10)	Urban Standard Density (R7, R5)	Urban Medium Density (R4, R2)	Urban High Density (R1)	Commercial (CS, GC, NS, CC)	Employment / Industrial (OI, IND)	Station Community (SC-MU, SC-HDR, SC-E, SC-S)	Town Center (TC-MU, TC-HDR)	Regional Center (RC-OT, RC-TO , RC-E, OI-WS, C-WS)
20' /B3	Urban Low Density (R10)	Abutting	CU	5' /B1 CU	10' /B2 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU
10' /B2	Urban Low Density (R10)	Across Street	N/A	5' /B1 CU	5' /B1 CU	10' /B1 CU	10' /B1 CU	10' /B1 CU	5' /B2 CU	5' /B2 CU	5' /B2 CU
10' /B2	Urban Standard Density (R7, R5)	Abutting	5' /B1 CU	N/A	10' /B2 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU	20' /B3 CU
5' /B1	Urban Standard Density (R7, R5)	Across Street	5' /B1 CU	N/A	5' /B1 CU	10' /B1 CU	10' /B1 CU	10' /B1 CU	5' /B2 CU	5' /B2 CU	5' /B2 CU
10' /B2	Urban Medium Density (R4, R2)	Abutting	10' /B2 CU/R4	10' /B2 CU/R4	N/A	10' /B2 CU/R4	20' /B3	20' /B3	10' /B2	10' /B2	10' /B2
5' /B1	Urban Medium Density (R4, R2)	Across Street	5' /B1	5' /B1	N/A	5' /B1	10' /B1	10' /B1	5' /B2	5' /B2	5' /B2
N/A	Urban High Density (R1)	Abutting	20' /B3	20' /B3	10' /B2	N/A	20' /B3	20' /B3	10' /B1	10' /B1	10' /B1
N/A	Urban High Density (R1)	Across Street	10' /B1	10' /B1	5' /B1	N/A	10' /B1	10' /B1	5' /B1	5' /B1	5' /B1
	Commercial (CS, GC, NS, CC)	Abutting	20' /B3	20' /B3	10' /B3	10' /B3	N/A	10' /B3	5' /B2	5' /B2	5' /B2
	Commercial (CS, GC, NS, CC)	Across Street	10' /B1	10' /B1	5' /B1	5' /B1	N/A	5' /B1	5' /B1	5' /B1	5' /B1



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 Proposed new language is underlined.
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District of Development	Location	Urban Low Density (R 10)	Urban Standard Density (R7, R5)	Urban Medium Density (R4, R2)	Urban High Density (R1)	Commercial (CS, GC, NS, CC)	Employment / Industrial (OI, IND)	Station Community (SC-MU, SC-HDR, SC-E, SC-S)	Town Center (TC-MU, TC-HDR)
Employment / Industrial (OI, IND)	Abutting	20' / B3	20' / B3	20' / B3	20' / B3	10' / B3	N/A	20' / B3	20' / B3
	Across Street	10' / B2	10' / B2	10' / B2	10' / B2	5' / B2	N/A	10' / B2	10' / B2
Station Community (SC-MU, SC-HDR, SC-E, SC-S)	Abutting	20' / B3	20' / B3	10' / B3	10' / B3	10' / B3	20' / B3	N/A	10' / B2
	Across Street	10' / B2	10' / B2	5' / B2	5' / B2	5' / B2	10' / B2	N/A	5' / B1
Town Center (TC-MU, TC-HDR)	Abutting	20' / B3	20' / B3	10' / B3	10' / B3	10' / B3	20' / B3	10' / B2	N/A
	Across Street	10' / B2	10' / B2	5' / B2	5' / B2	5' / B2	10' / B2	5' / B1	N/A
Regional Center (RC-OI , RC-IO , RC-E, OI-WS, C-WS)	Abutting	20' / B3	20' / B3	10' / B3	10' / B3	10' / B3	20' / B3	10' / B2	10' / B2
	Across Street	10' / B2	10' / B2	5' / B2	5' / B2	5' / B2	10' / B2	5' / B1	5' / B1

Section 60.25.55 Off-Street Loading

Staff comments: Downtown Loading thresholds increased to allow for more dense development before requiring on-site loading berths that occupy significant site area. For more analysis, see Attachment X

60.25.15. Number of Required Loading Spaces. The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as a use which is most similar.

	USE	AGGREGATE FLOOR AREA (SQ. FT.)	BERTHS REQUIRED	TYPE
1.	Freight terminals, Industrial plants, Manufacturing or wholesale establishments, Warehouses.	12,000 - 36,000	1	A
		36,001 - 60,000	2	A
		60,001 - 100,000	3	A
		each additional 50,000 or fraction thereof	1 additional	A
2.	Auditoria, Motel, Convention Halls, or Sports Arenas. [ORD 3293; November 1982]	25,000 - 150,000	1	B
		150,001 - 400,000	2	B
		each additional 250,000 or fraction thereof	1 additional	B
3.	Hospitals, Residential Care Facilities. [ORD 4036; April 1999]	10,000 - 100,000	1	B
		over 100,000	2	B
4.	Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified.	7,000 - 24,000	1	B
		24,001 - 50,000	2	B
		50,001 - 100,000	3	B
		each additional 50,000 or fraction thereof	1 additional	B
		<u>5.</u>	<u>Downtown Zones Only: Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified.</u>	<u>15,000- 100,000</u> <u>Each additional 100,00 or fraction thereof</u>
5. <u>6.</u>	Hotels, Extended Stay Hotels or Office Buildings. [ORD 3958; June 1996] [ORD 4584; June 2012]	25,000 - 40,000 40,001 - 100,000 each additional 100,000 or fraction thereof	1 2 1 additional	B B B

7.	<u>Downtown Zones Only: Hotels, Extended Stay Hotels or Office Buildings.</u>	<u>50,000– 100,000 each additional 100,000 or fraction thereof</u>	<u>1 additional</u>	<u>B</u> <u>B</u>
6. 8.	Schools	over 14,000	1	B
7. 9.	<u>Concurrent different uses.</u> When any proposed structure will be used concurrently for different purposes, final determination of loading requirements will be made by the decision making authority but in no event shall the loading requirements be less than the total requirement for each use based upon its aggregate floor area.			

Proposed Text Amendment	Staff Comments
Section 60.30 Off-Street Parking	
<p>60.30.10. Number of Required Parking Spaces. Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:</p> <p>***</p> <p>2. Parking Categories.</p> <p>A. <u>Vehicle Categories.</u> Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the Regional Center which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro’s Regional Transportation Functional Plan. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]60.30.10.2.A.</p> <p>***</p> <p>5. <u>Regional Center Parking Districts 1 and 2, 1, 2, 3, 4, and 5.</u> Located within the boundary of the Regional Center are two (2) five (5) parking districts. Within these five two districts, the parking requirements of Section 60.30.10.5.A. do not apply. The required number of parking spaces for Regional Center Parking Zones 1 <u>and 2, 3, 4, and 5</u> shall be governed by Section 60.30.10.6.</p> <p>6. Regional Center Parking Tables. The following tables list the required minimum and maximum vehicle parking requirements for land use types in the Regional Center. Within the boundary of the Regional Center-Old Town (RC-OT), <u>Regional Center-Beaverton Central (RC-BC), Regional Center-Mixed Use (RC-MU), Regional Center-Downtown Transition (RC-DT)</u> Regional Center-Transit-Oriented (RC-TO), and Regional Center—East (RC-E) are two (2) five (5) parking districts.</p>	<p>Staff proposes to consolidate Parking Districts 1 through 4 in the Regional Center. This will <u>change</u> the minimum parking requirements in Downtown East-west of Cedar Hills Boulevard and around the Beaverton Transit Center to the same required ratios that apply in Old Town and around the Beaverton Central Max stop.</p>



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**PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES
 IN THE REGIONAL CENTER**

Land Use Category	Required Parking Spaces			Maximum Permitted Parking Spaces		
	Parking Districts 1, 2, and 3	Parking-District 4	Parking-District 5	Zone-A	Zone-B	
Residential Uses						
Detached dwellings (per unit)	.75	1.0	1.0	n/a	n/a	
Attached dwellings						
One bedroom (per unit)	.75	1.0	1.0	1.8	1.8	
Two bedroom (per unit)	.75	1.0	1.0	2.0	2.0	
Three or more bedrooms (per unit)	.75	1.0	1.0	2.0	2.0	
Dwellings, Live/Work (per unit)	.75	1.25	1.25	1.8	1.8	
Dwelling, Accessory Unit	.75	1.0	1.0	1.8	1.8	
Residential Care Facilities (per bed, maximum capacity)	0.25	0.25	0.25	0.5	0.5	
Rooming, Boarding, or Lodging Houses (per guest room)	0	1.0	1.0	1.25	1.5	
Commercial Amusements						
Arena / Stadium (per seat, maximum occupancy)	0	n/a	n/a	0.25	0.25	
Movie Theaters (per seat, maximum occupancy)	0	0.3	0.3	0.4	0.5	
Sports Clubs / Recreational Facilities	0	4.3	4.3	5.4	6.5	
Tennis / Racquetball Courts	0	1.0	1.0	1.3	1.5	
Institutions						
Hospital (per bed)	2.0	2.0	2.0	3.0	4.0	
Public Buildings or other Structures	2.7	2.7	2.7	3.4	4.1	
Welfare or Correctional Institution (per bed)	0.3	0.3	0.3	0.5	0.75	

Notes: ~~Those notes identified in Section 60.30.10.5.A. shall apply to Section 60.30.10.6. [ORD-4584; June 2012] [ORD 4686; July 2016]~~



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 Proposed new language is underlined.
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**PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES
 IN THE REGIONAL CENTER**

Land Use Category	Required Parking Spaces			Maximum Permitted Parking Spaces	
	Parking-Districts 1, 2, and 3	Parking-District 4	Parking-District 5	Zone A	Zone B
Commercial Uses					
Retail, including shopping centers	0	3.0	3.0	5.1	6.2
Offices, Administrative Facilities	0	2.7	2.7	3.4	4.1
Bank, Financial Institutions	0	3.0	3.0	5.4	6.5
Service Businesses	0	3.0	3.0	5.1	6.2
Rental Businesses, including vehicle and trailer rental	0	2.7	2.7	3.5	4.1
Medical, Dental Clinics	0	3.9	3.9	4.9	5.9
Mortuaries (per seat, maximum occupancy)	0	0.25	0.25	0.5	0.75
Eating, Drinking Establishments					
Fast Food with drive-through service.	0	5.0	10.0	12.4	14.9
	0	5.0	10.0	19.1	23.0
Temporary Living Quarters (per guest room)	0	1.0	1.0	1.25	1.5
Places of Assembly					
Places of Worship (per seat at maximum occupancy)	0.25	0.25	0.25	0.6	0.8
Auditoria, meeting facilities; Social or Fraternal Organizations (per seat, maximum occupancy)	0.25	0.25	0.25	0.5	0.5
Educational Institutions: College, University, High School, Commercial School (spaces / number of FTE students and FTE staff)	0.2	0.2	0.2	0.3	0.3
Educational Institutions: Middle School, Elementary School (spaces / number of FTE staff)	1.0	1.0	1.0	1.5	1.5
Nursery Schools, Day or Child Care Facilities (spaces / number of FTE staff)	0.8	0.8	0.8	2.0	2.0



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Land Use Category	Required Parking Spaces			Maximum Permitted Parking Spaces	
	Parking-Districts 1, 2, and 3	Parking-District 4	Parking-District 5	Zone-A	Zone-B
Places of Assembly (cont.)					
Library, museum, art gallery	2.5	2.5	2.5	4.0	6.0
Park and Ride facilities	n/a	n/a	n/a	n/a	n/a
Transit Centers	n/a	n/a	n/a	n/a	n/a
Industrial					
Manufacturing	1.6	1.6	1.6	2.0	2.0
Limited Industrial					
Research Facilities	2.5	2.5	2.5	3.4	3.4

Notes: ~~Those notes identified in Section 60.30.10.5.A. shall apply to Section 60.30.10.6. [ORD-4584; June 2012]~~
~~[ORD 4471; February 2008]~~ [ORD 4498; January 2009] [ORD 4584; June 2012]
 [ORD 4686; July 2016]



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PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES
IN THE REGIONAL CENTER

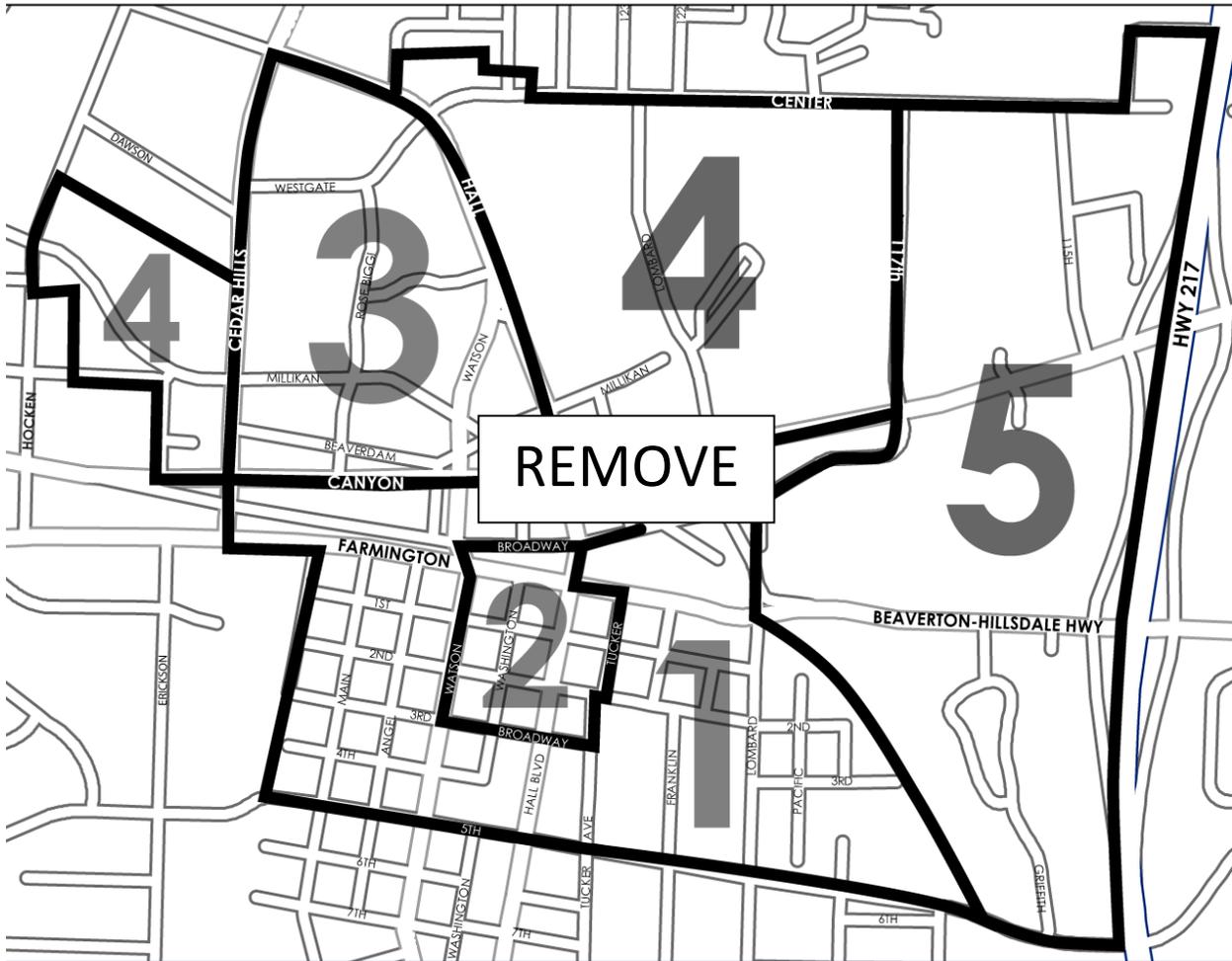
<u>Land Use Category</u>	<u>Required Parking Spaces</u>		<u>Maximum Permitted Parking Spaces</u>	
	<u>Parking District 1</u>	<u>Parking District 2</u>	<u>Zone A</u>	<u>Zone B</u>
<u>Residential Uses</u>				
- <u>Detached dwellings (per unit)</u>	<u>.75</u>	<u>1.0</u>	<u>n/a</u>	<u>n/a</u>
- <u>Attached dwellings</u>	<u>.75</u>	<u>1.0</u>	<u>2.0</u>	<u>2.0</u>
- <u>Dwelling, Accessory Unit</u>	<u>.75</u>	<u>1.0</u>	<u>1.8</u>	<u>1.8</u>
<u>Commercial</u>				
- <u>Hospital (per bed)</u>	<u>2.0</u>	<u>2.0</u>	<u>3.0</u>	<u>4.0</u>
- <u>Medical, Dental Clinics</u>	<u>0</u>	<u>3.9</u>	<u>4.9</u>	<u>5.9</u>
- <u>Arena / Stadium / Movie Theater (per seat, maximum occupancy)</u>	<u>0</u>	<u>n/a</u>	<u>0.25</u>	<u>0.25</u>
- <u>Movie Theater (per seat, maximum occupancy)</u>	<u>0</u>	<u>0.3</u>	<u>0.4</u>	<u>0.5</u>
- <u>Residential Care Facilities (per bed, maximum capacity)</u>	<u>0.25</u>	<u>0.25</u>	<u>0.5</u>	<u>0.5</u>
- <u>Rooming, Boarding, or Lodging Houses (per guest room)</u>	<u>0</u>	<u>1.0</u>	<u>1.25</u>	<u>1.5</u>
- <u>Eating, Drinking Establishments</u>	<u>0</u>	<u>10.0</u>	<u>19.1</u>	<u>23.0</u>
- <u>Bank, Financial Institutions</u>	<u>0</u>	<u>3.0</u>	<u>5.4</u>	<u>6.5</u>
- <u>Live/Work Uses (per unit)</u>	<u>.75</u>	<u>1.25</u>	<u>1.8</u>	<u>1.8</u>
- <u>Offices, Administrative Facilities</u>	<u>0</u>	<u>2.7</u>	<u>3.4</u>	<u>4.1</u>
- <u>Rental Businesses, including vehicle and trailer rental</u>	<u>0</u>	<u>2.7</u>	<u>3.5</u>	<u>4.1</u>
- <u>Retail, including shopping centers</u>	<u>0</u>	<u>3.0</u>	<u>5.1</u>	<u>6.2</u>
- <u>Service Businesses / Professional Services</u>	<u>0</u>	<u>3.0</u>	<u>5.1</u>	<u>6.2</u>
- <u>Temporary Living Quarters (per guest room)</u>	<u>0</u>	<u>1.0</u>	<u>1.25</u>	<u>1.5</u>

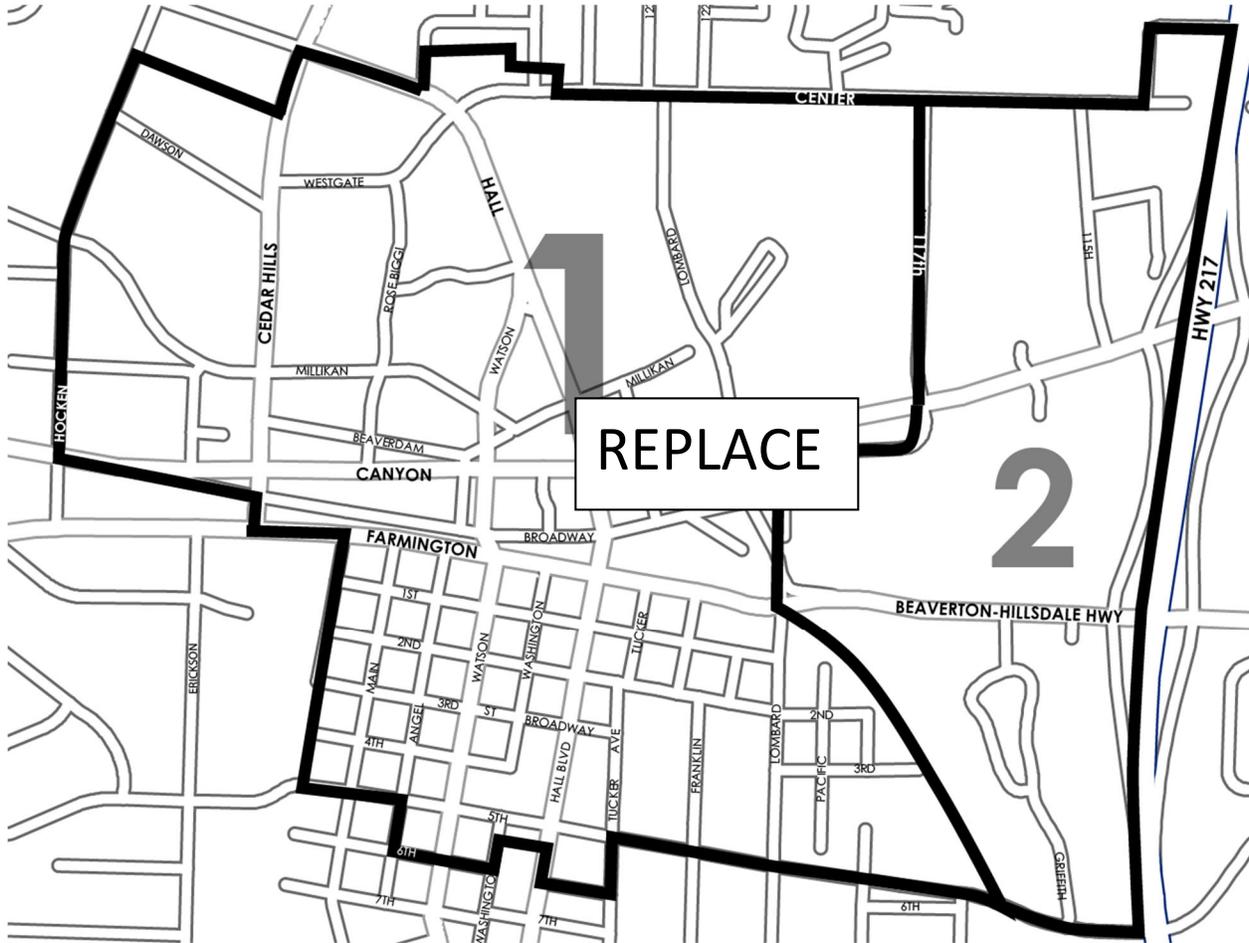


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-	<u>Sports Clubs / Recreational Facilities</u>	<u>0</u>	<u>4.3</u>	<u>5.4</u>	<u>6.5</u>
-	<u>Tennis / Racquetball Courts</u>	<u>0</u>	<u>1.0</u>	<u>1.3</u>	<u>1.5</u>
-	<u>Mortuaries (per seat, maximum occupancy)</u>	<u>0</u>	<u>0.25</u>	<u>0.5</u>	<u>0.75</u>
<u>Civic</u>					
-	<u>Educational Institutions: College, University, High School, Commercial School (spaces / number of FTE students and FTE staff)</u>	<u>0.2</u>	<u>0.2</u>	<u>0.3</u>	<u>0.3</u>
-	<u>Educational Institutions: Middle School, Elementary School (spaces / number of FTE staff)</u>	<u>1.0</u>	<u>1.0</u>	<u>1.5</u>	<u>1.5</u>
-	<u>Nursery Schools, Day or Child Care Facilities (spaces / number of FTE staff)</u>	<u>0.8</u>	<u>0.8</u>	<u>2.0</u>	<u>2.0</u>
-	<u>Places of Worship (per seat at maximum occupancy)</u>	<u>0.25</u>	<u>0.25</u>	<u>0.6</u>	<u>0.8</u>
-	<u>Public Buildings or other Structures</u>	<u>2.7</u>	<u>2.7</u>	<u>3.4</u>	<u>4.1</u>
-	<u>Auditoria, meeting facilities; Social or Fraternal Organizations (per seat, maximum occupancy)</u>	<u>0.25</u>	<u>0.25</u>	<u>0.5</u>	<u>0.5</u>
-	<u>Library, museum, art gallery</u>	<u>2.5</u>	<u>2.5</u>	<u>4.0</u>	<u>6.0</u>
-	<u>Park and Ride facilities</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
-	<u>Transit Centers</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
-	<u>Welfare or Correctional Institution (per bed)</u>	<u>0.3</u>	<u>0.3</u>	<u>0.5</u>	<u>0.75</u>
<u>Industrial</u>					
-	<u>Manufacturing</u>	<u>1.6</u>	<u>1.6</u>	<u>2.0</u>	<u>2.0</u>
-	<u>Research Facilities</u>	<u>2.5</u>	<u>2.5</u>	<u>3.4</u>	<u>3.4</u>

REGIONAL CENTER PARKING DISTRICTS MAP





Proposed Text Amendment	Staff Comments
Section 60.30 Off-Street Parking	
<p>60.30.10. ***</p> <p>11. Reductions and Exceptions. [ORD 3358; March 1984] Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5. and 60.30.10.6. may be granted in the following-specific cases <u>listed below. Sites within the Downtown Design District that apply for one or more of the vehicle parking reductions listed below cannot exceed a combined 15% reduction from the required parking standards in the table found in Section 60.30.10.6</u> [ORD 4471; February 2008] [ORD 4584; June 2012]</p> <p>A. <u>Vehicle Parking Reduction for Transit Amenities.</u> [ORD 3965; November 1996] For sites outside of the Downtown District, any <u>Any</u> existing use or proposed use on an existing transit route may apply for and the City may reduce the number of required vehicle parking spaces by either five percent or ten percent through provision of a pedestrian plaza. The property owner shall initiate the request for parking space reduction through the City application process. ***</p> <p><u>B. Vehicle Parking Reduction for Rail Stop Proximity in Downtown. For sites within the Downtown District, any existing use or proposed use within one-eighth mile of an existing rail transit stop may apply for and the City may reduce the minimum number of required vehicle parking spaces by twelve (12) percent.</u></p>	<p>Staff proposes to offer an automatic parking requirement reduction to strategic areas of Downtown to encourage development near transit stations and areas intended to be the most vibrant areas in the Regional Center.</p> <p>These automatic parking reductions are intended to align with typical traffic reductions expected with new development adjacent to TriMet rail stations, as traffic reductions result in similar reduction in parking demand. Typically a traffic reduction of 12 to 15 percent is expected near rail stations. As such, staff proposes a 12 percent reduction in required parking from in Downtown within 1/8 mile of a rail stop, 1/8 mile within a bus stop with high frequency peak service, and within the eight blocks of Old Town between SW Farmington, SW Angel, SW</p>

<p><u>C. Vehicle Parking Reduction for Central Blocks in Old Town. For sites within the bounds of SW Farmington Road, SW Angel Avenue, SW 2nd Street, and SW Tucker Avenue may apply for and the City may reduce the number of required vehicle parking spaces by twelve (12) percent.</u></p> <p>D. <u>Vehicle Parking Reduction for Bus Stop Proximity in Downtown. [ORD 3965; November 1996] For sites within the Downtown District, any existing use or proposed use within one-eighth mile of an existing bus transit stop that has 20 minute peak hour transit service may apply for and the City may reduce the number of required vehicle parking spaces by twelve (12) percent. Sites that apply for vehicle parking reductions through Section 60.30.11.B-C may not apply for this reduction.</u> ***</p> <p><u>H. Vehicle Parking Reduction for Enrollment with a Car Share Program in Downtown For sites within the Downtown District, the minimum number of required parking spaces may be reduced with the enrollment in a Car Sharing Program, subject to the following:</u></p> <ol style="list-style-type: none"> <u>1. The enrollment period shall be no less than ten (10) years; and</u> <u>2. The required vehicle parking may be reduced by two (2) spaces for every one (1) car-share space provided, with a maximum reduction of ten (10) spaces or a twenty-five (25) percent reduction in required spaces, whichever is less.</u> 	<p>2nd, and SW Tucker.</p> <p>Staff also proposes to allow for parking reductions for developments that enroll in a car share program to encourage reduce car ownership in Downtown</p>
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Proposed Text Amendment	Staff Comments
Section 60.40 Sign Regulations	
60.40.15. Signs not Subject to Permit but Subject to Regulation for Size, Dimensions, Location, Duration and	Through public engagement, staff learned

<p>Aesthetics. No permit is necessary before placing, constructing or erecting the following signs so long as any such signs conform to the following regulations:</p> <p>1. <u>Window Sign.</u> As defined in Chapter 90 of Development Code, such signs shall not exceed twenty percent (20%) of interior window area per window, <u>excepting sites within the Downtown District, which may have windows signs covering up to forty percent (40%) of interior window area per window.</u> [ORD 4708; May 2017]</p> <p>***</p> <p>60.40.35. Signs in Commercial, Industrial, and Multiple Use Zones. In all commercial, industrial zones, and multiple use zones, as defined in Sections 20.10, 20.15, and 20.20, the following regulations apply:</p> <p>***</p> <p>5. <u>Freestanding Sign.</u> Except as provided in Section 60.40.35(5)(l), one Freestanding sign shall be allowed per legal lot of record. Contiguous legal lots of record under one ownership shall be considered one lot for the purposes of calculating the number of freestanding signs allowed.</p> <p>***</p> <p>Multiple Use Zoning Districts</p> <p>RC-TO <u>RC-BC, RC-MU, RC-DT,</u> RC-OT, RC-E, OI-WS, C-WS TC-MU, TC-HDR, SC-MU, SC-HDR, SC-E, SC-S, SC-E1,2,3</p> <p>E. Number 1 F. Size (Maximum sq. ft. for all faces combined) 64 G. Size (Maximum for any one face) 32 H. Height Maximum 15'</p> <p>***</p> <p>5. <u>Downtown Regional Center Design and Material Standards</u> In addition to the standards for sign number, size, height and placement identified in this section, signs located in <u>Regional Center – Beaverton Central (RC-BC), Regional Center – Mixed Use (RC-MU), Regional Center – Downtown Transition (RC-DT), and</u> Regional Center – Old Town (RC-OT) and Regional Center – Transit Oriented (RC-TO) zones are subject to the following design and materials standards:</p>	<p>that certain cultures rely heavily on window signs for advertisement, and the current 20% limitation on window signage can act as a obstacle to achieving Design Principle No. 1 Design Places for People, which calls for the code to “Ensure Downtown is a place for everyone, including racially and ethnically diverse populations as well as historically underrepresented and underserved populations. To reduce that barrier, staff proposes to allow window signs to cover up to 40% of windows.</p> <p>Additional modifications to Section 60.40 are minor edits, acknowledging new language in Chapter 70, and new downtown zones.</p>
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<p>***</p> <p>60.40.45. Temporary Signs. Temporary signs may be erected and maintained in the City only in compliance with the regulations in this Code, and with the following specific provisions:</p> <p>***</p> <p>4. Temporary Portable Signs in Public Right-of-Way. Signs on the ground within the public right-of-way, shall be permitted in accordance with the following standards:</p> <p>***</p> <p style="padding-left: 40px;">B. Number of Portable Signs allowed in Public Right-of-way:</p> <p>***</p> <p style="padding-left: 80px;">2. In all Commercial, Industrial and Multiple Use zones except for RC-OT, RC-TO, RC-BC, RC-MU, RC-DT, and RC-E, only one (1) temporary portable sign is allowed for every one hundred (100) linear feet of property frontage along a street.</p> <p style="padding-left: 80px;">3. In all Downtown Regional Center zones, including RCT, RC-TO, RC-BC, RC-MU, RC-DT, and RC-E, the number of signs on the ground within the right-of-way is limited to the number of operating and accessible public entrances that face the right-of-way where the sign is located. Multiple doors at one (1) entrance are allowed one (1) sign. Multiple individuals or entities which share the same public entrance are allowed one (1) sign.</p> <p>***</p> <p>60.40.50. Electronic Message Centers (EMCs). Electronic Message Centers may be erected and maintained only in compliance with the regulations in this Code.</p> <p>***</p> <p style="padding-left: 40px;">2. <u>Allowed Locations for EMCs.</u> EMCs are allowed in all Commercial, Industrial, Residential and Multiple Use zones under the following circumstances and standards:</p> <p>***</p> <p style="padding-left: 80px;">C. In multiple use zones (SC-S, SC-HDR, SC-E, SC-MU, TC-HDR, TCMU, RC-OT, RC-E, RC-TO, RC-BC, RC-MU, RC-DT, C-WS and OI-WS) EMCs must comply with the following standards:</p> <p>***</p>	
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Section 60.50 Special Use Regulations	
<p>60.50.15. Projections into Required Yards and Public Right-of-Way. [ORD 3162; April 1980]</p> <p>***</p> <p>2. Buildings within the RC-E zone any of the Regional Center zoning districts (RC-TO, RC-OT, RC-E zones) may have the following projections into the public right-of-way; [ORD 3352; January 1984] [ORD 4058; September 1999] [ORD 4584; June 2012]</p> <p>***</p>	<p>Modifications are made to relocate setback encroachments for the Downtown District to Chapter 70.</p>

Section 60.70 Wireless Facilities	
<p>60.70.30. Permit Process. Applicants shall refer to Chapter 20 (Land Uses) <u>or Chapter 70 (Downtown District)</u> of this Code to determine whether a proposed WCF is a Permitted Use, a Conditional Use or a Prohibited Use within a specific underlying zoning district. The different permit types and associated thresholds are specified in Chapter 40 (Applications). The procedures for the review and approval of applications are contained in Chapter 50 (Procedures) of this Code.</p> <p>***</p> <p>19. Specific Development Standards for WCF in Public Road Right-of-Way. The following standards are specific to the installation of New or Collocation of WCF within the right-of-way and are in addition to the other applicable development standards specified in the Beaverton Development Code: [ORD 4702; January 2017]</p> <p>***</p> <p>D. Collocates to poles that existed on or before the date of adoption of this text amendment or replacement of poles, inclusive of antennas and any mounting devices, may extend above the maximum permitted height listed under Sections 20.05.15, 20.10.15, 20.15.15, and 20.20.15, <u>and 70.03</u> up to and including ten (10) feet above the height of the existing pole unless</p>	<p>Modifications are made to acknowledge new language in Chapter 70.</p>

	<p>separately authorized through an adjustment or variance application.</p> <p>***</p> <p>I. Replacement of the existing structure, tower or pole may be authorized, provided that the replacement structure fully contains antennas and associated equipment and no higher than permitted under Sections 20.05.15, 20.10.15, 20.15.15 and 20.20.15 <u>and 70.03</u>.</p> <p>***</p>
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TA 2020-0002

DRAFT
 AMENDMENTS TO CHAPTER 90 OF THE BEAVERTON DEVELOPMENT CODE
 REGARDING THE DOWNTOWN DESIGN PROJECT

The Development Code is amended as follows:

Proposed Text Amendment	Staff Comments
Chapter 90- Definitions	
<p><u>Bulk. The physical mass of a building.</u></p> <p>***</p> <p><u>Cornice. The uppermost horizontal molded projection or other uppermost horizontal element at the top of a building or portion of a building.</u></p> <p>Courtyard. For sites within the Downtown District, an open space partially or wholly enclosed by adjacent buildings.</p> <p>***</p> <p><u>Curtain Wall. An outer covering of a building in which the outer walls are non-structural.</u></p> <p>***</p> <p><u>Datum. For sites within the Downtown District, a continuous linear element such as a signage band, cornice, or roof parapet that is maintained across the facade of a building as a visual reference point or continued across multiple buildings in a street wall to provide an architectural relationship between or among the buildings.</u></p> <p>***</p> <p><u>Facade. An exterior face of a building.</u></p> <p><u>Facade Articulation. For sites within the Downtown District, the application of architectural components that gives texture, breaks down the scale of a building, adds visual interest, creates shadows, and introduces human-scaled details on a building facade. Facade articulation can include projections, recesses, , datum lines, cornices, balconies, and other similar components.</u></p> <p>***</p>	<p>Definitions added to support new language in Chapter 70.</p>

Fenestration. For sites within the Downtown District, the presence and arrangement of windows and doors on building elevations.

Frontage Court. For sites within the Downtown District, an open area that provides access to a building entrance or entrances.

Internal Accessway. For sites within the Downtown District, connections that provide bicycle and pedestrian passage between streets or a street and an on-site destination. For the purposes of this definition, service and loading areas are not considered destinations.

Internal Drive. For sites within the Downtown District, connections that provide, at minimum, motor vehicle passage between streets or a street and an on-site destination. For the purposes of this definition, service and loading areas are not considered destinations.

Landscape Screening. For sites within the Downtown District, plants, including but not limited to those supported by a structure such as a trellis, that collectively create a screen to limit the visibility through the plantings.

Personal Services. For sites within the Downtown District, an establishment or place of business primarily engaged in the provision of frequent or recurrent needed non-medical services of a personal nature. Typical uses include, but are not limited to, beauty and barber shops, dry cleaning establishments, shoe repair shops, tailor shops, tanning salons, and tattoo parlors.

Primary Façade Plane. For sites within the Downtown District, the single most predominant vertical plane of any building elevation

Primary Frontage. For sites within the Downtown District, the lot line abutting the right of way for an interior lot; or the primary frontage as determined in Section 70.03.03 Street Typology. for lots with multiple frontages.

Private Open Space. For sites within the Downtown District, an area directly attached to a residential unit provided for private use by

residents of that unit. Private open space areas may include balconies, patios, terraces, or rooftop decks.

Publicly Accessible. For sites within the Downtown District, open to the public.

Publicly Accessible Open Space For sites within the Downtown District, publicly accessible spaces such as plazas, terraces, open air atriums, and small parks, which are provided and maintained by a private party.

Rhythm. For sites within the Downtown District, rhythm is established through the use of repeated forms. In architecture, repetition refers to a pattern in which the same shape, size, or color is used in a sequence throughout the design. For example, beams and columns repeat to form repetitive structural bays. Repetition can be simple, such as a linear pattern of recurring elements, or complex, introducing points of emphasis or intervals into a sequence.

Screening. For sites within the Downtown District, a physical barrier that limits or obscures the view of an object or objects.

Shared Open Space. For sites within the Downtown District, an area within a development provided for the use or enjoyment of all users of the development. Shared Open Spaces may be but are not required to be open to the public.

Street Wall. For sites within the Downtown District, A collective set of building facades, typically with no setback or a small setback from the right of way and limited gaps between them, that together create the perception of outdoor enclosure.

Terrace. For sites within the Downtown District, an area raised above grade, often delineated by a retaining wall or slope, that is adjacent to a building.

Summary of Recent Changes to Draft Code

This table is intended to outline significant changes to language and regulatory imagery memo made since August 26, 2020. Minor typographical errors, numbering, and other scrivener’s errors, as well as minor wordsmithing for clarity where policy positions have not changed, are not documented.

Citation	Page	Prior Language	Updated Language	Rationale
40.27.10.6	Exhibit 2.2	Phased Downtown Development Plan allowed for sites over 2 acres. Developments must provide 66% of required FAR in first phase.	Phased Downtown Development Plan allowed for sites over 1.5 acres. Sites in RC-BC: (1.5 FAR) <ul style="list-style-type: none"> • 1.5 -2 acres - 75% of required FAR in first phase. • 2 acres or greater- 66% of required FAR in first phase. Sites in RC-MU & RC-DT: (1.0 FAR) <ul style="list-style-type: none"> • 1.5 -2 acres - 85% of required FAR in first phase. • 2 acres or greater- 75% of required FAR in first phase. Sites in RC-OT (0.5 or 0.7 FAR) not eligible due to low zone requirements.	See analysis in Exhibit 4
40.27.10.6	Exhibit 2.2	Planning Commission may waive up to three guidelines	Planning Commission may waive any number of guidelines	This provides Planning Commission greater flexibility to approve innovative projects. Staff will provide recommendations

				to Planning Commission where an applicant requests to waiver one or more guideline.
70.04.1.6.S1	39	No minimum site landscaping percentage	<p>Sites under 1 acre have no minimum landscaping percentage.</p> <p>Sites one acre and larger must provide live landscaping at a size equal to 10% of the site area. Half of this 10% requirement can be satisfied by landscaping required by other code provisions, including usable open space, screening, rooftop features, etc.</p>	<p>Exempting small sites allows for greater to full lot coverage, which is more likely on smaller sites.</p> <p>Larger sites are anticipated to have less lot coverage and space between building(s) and the right of way. This encourage more live plantings and less hardscape on larger sites.</p>
70.04.1.6.S2	39	Mulch rules with no material color requirement	Mulch must be a natural occurring material and a natural color	Mulch may be bark, cobblestone or other similar. Guideline provides more flexibility
70.04.1.6.S4	40	Trees have no ball and burlap	Trees must be balled and burlapped	Balled and burlapped trees tend to more drought tolerant, while being a comparable price
70.04.1.6.S5.a.1	41	Trees must meet height and canopy requirements unless the site cannot accommodate a canopy tree	Trees must meet height and canopy requirements unless there is less than 25 square feet of surface soil area or an existing or prosed	Provides more rigorous criteria to evaluate the planting of trees not meeting minimum size requirements.

Exhibit 3: Summary of Recent Changes to Draft Code
September 16, 2020

			structure conflicts with mature canopy	
70.04.1.6.S5.a.1	41	Tree density required to be 1,000 square feet of site area not occupied by structure	For sites under one acre: One tree per 1,000 square feet of site not occupied by structures. For sites one acre and greater: One tree per 3,000 square feet of total site area.	Similar to minimum landscape requirements, rules now acknowledge the likelihood of greater lot coverage on small sites, leading to less room for trees, as well as more room on larger sites.
70.04.1.6.S6	42	A minimum of 20 percent of landscape plantings shall be drought-resistant species.	A minimum of 25 percent of landscape plantings shall be drought-resistant species.	Minimum drought tolerant plants increased on recommendation of planning commission and landscape architect peer review.
70.04.1.G4	49	Buildings in the RC-BC zone may exceed the 120 foot height requirement by: <ul style="list-style-type: none"> • Reducing massing to limit shade impacts to abutting streets, • Provide visually interesting massing at the top of the buildings, • Providing a publicly accessible open space or creek 	Buildings in the RC-BC zone may exceed the 120 foot height requirement by modifying massing above 120 feet that: <ul style="list-style-type: none"> • Reduces the sense of enclosure for pedestrians along at least one street; • Increases access to light or sky views for people on abutting streets; and • Increases access to 	See analysis in Exhibit 4.

Exhibit 3: Summary of Recent Changes to Draft Code
September 16, 2020

		access and enhancement	<p>light for people inside current or future buildings across the street from the proposed development.</p> <p>Development applying for this Design Guidelines also shall provide at-grade publicly accessible open space or on-site creek access and enhancements to improve the pedestrian experience.</p>	
70.04.1.G6	50	Rules governing a building's ability to exceed the max height of 65 feet, up to 75 feet is massing was reduced, plus special considerations for other amenities	<p>In RC-OT, buildings may exceed the 65-foot height limit, up to 75 feet, by reducing building mass on upper floors. Massing changes on upper floors shall:</p> <ul style="list-style-type: none"> • Reduce the sense of enclosure for pedestrians along at least one street; and • Increase access to light or sky views for people on abutting streets. 	Utilizing lessons learned from the solar access study analyzed in Exhibit 4, rules for enclosure and sky access from the RC-BC zone are used to consider if a development can exceed 65 feet, up to 75 feet. Given the scale of development and parcel size in the RC-OT zone, at grade amenities would not be roughly proportional to the additional benefit of an additional floor of development. Similarly the difference in shade impacts between 65 and 75 feet are not significant enough to use impacts to

Exhibit 3: Summary of Recent Changes to Draft Code
September 16, 2020

				surrounding buildings as an effective criterion.
70.04.1.G8	51	Rules governing a building's ability to exceed the max height of 75 feet, up to 120 feet is massing was reduced, plus special considerations for other amenities	<p>In RC-MU, buildings may exceed the 75-foot height limit, up to 120 feet, by reducing building mass on upper floors</p> <p>Massing changes on upper floors shall:</p> <ul style="list-style-type: none"> • Reduce the sense of enclosure for pedestrians along at least one street; • Increase access to light or sky views for people on abutting streets; and • Increase access to light for people inside current or future buildings across the street from the proposed development. 	Utilizing lessons learned from the solar access study analyzed in Exhibit 4, rules for enclosure, sky access, and impacts to surrounding buildings from the RC-BC zone are used to consider if a development can exceed 75 feet, up to 120 feet. Staff is proposing to reserve the ground floor amenity requires for the RC-BC zone only, as there remains a maximum height in the RC-MU zone which limits impacts caused by development.



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MEMORANDUM

TO: Planning Commission
FROM: Steve Regner, Senior Planner
DATE: Sept. 16, 2020
SUBJECT: Exhibit 4: Downtown Design Project – Phased Development Regulations and Exceeding Maximum Height Regulations

This memo is intended to supplement the staff report dated Sept. 16, 2020, for the Downtown Design Project hearing regarding CPA2020-0004, TA2020-0002 and ZMA2020-0004 scheduled for Sept. 23, 2020. It addresses proposed modifications to the rules that govern phased development when the first phase does not meet the minimum required floor area ratio, as well as rules that govern how buildings can exceed the maximum height of the zone.

Phased Development

At the Aug. 26 Planning Commission work session, staff introduced new language that specified the circumstances where a proposal would not be required to meet minimum floor area ratio, utilizing the Phased Downtown Development Plan (PDDP) tool. The updated language was intended to improve upon the city's existing phased development approach, the Design Review Buildout Concept Plan (DRBCP), by adding a minimum site size requirement and minimum amount of first-phase development. After receiving feedback from the Planning Commission, staff has revised the PDDP approach, as detailed below.

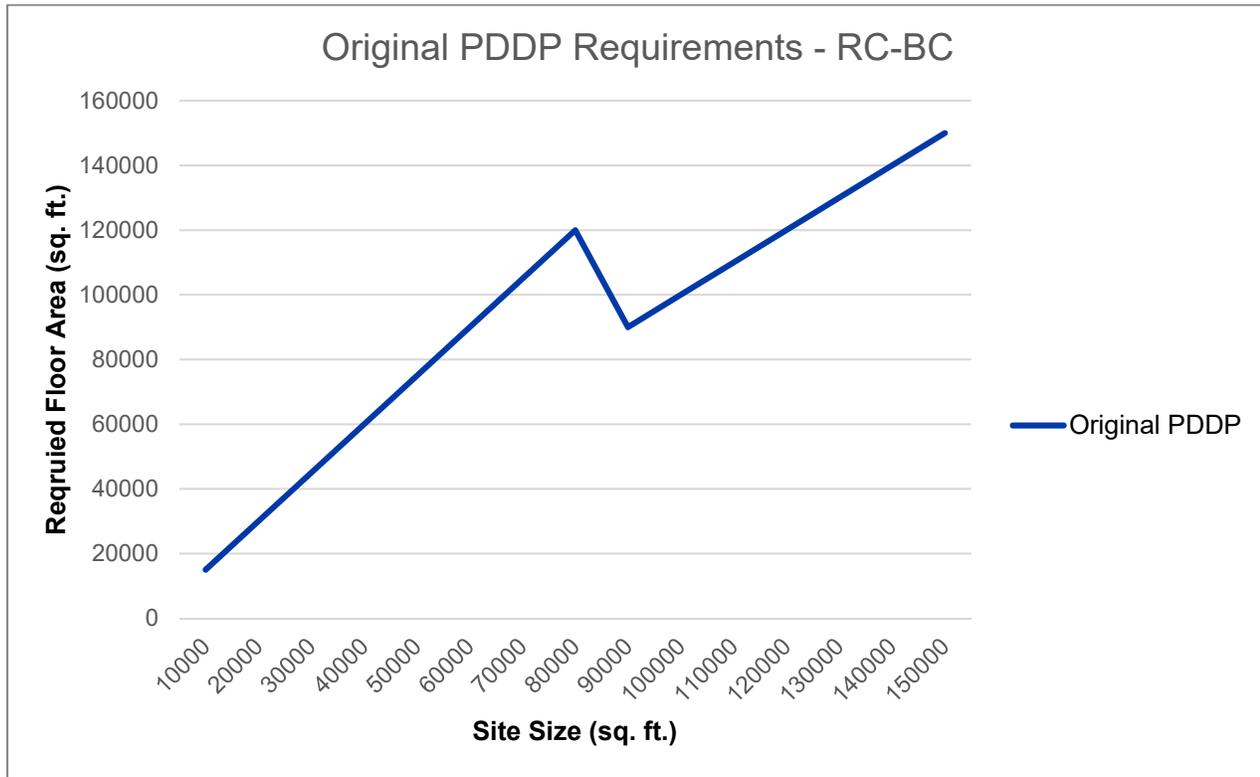
Original PDDP Results

In the initial proposal for the PDDP, a minimum site size of 2 acres was proposed to acknowledge the challenges of dense development on large sites. Additionally, the proposal required that projects that develop under the PDDP provide 66 percent of the required floor area in the first phase, to ensure that minimum amount of floor area would be built to contribute to a more vibrant, walkable Downtown. Generally, Planning Commission agreed with the approach, but asked for more information to know if the proper thresholds had been identified.

Staff analyzed the required outcomes of this approach, which is shown in Figure 1 below, when applied to the RC-BC zone. The line graph, which charts the relationship between site size and required floor area, shows a significant drop-off when the 2-acre site-size threshold is

crossed. While this captures the general intent of easing restrictions on larger sites, it highlights the disparity in expectations between sites just below and just above 2 acres.

Figure 1 Original PDDP requirements when applied in the RC-BC zone (1.5 FAR)



Revised PDDP Proposal

To more equitably enforce the minimum FAR and phased development requirements in Downtown, staff proposes a zone-based, multi-tier approach. This approach intends to be more context sensitive by considering the minimum FAR by zone and setting two levels of minimum first-phase development instead of the original one level. Site sizes are broken into three categories:

- sites under 1.5 acres
- sites between 1.5 and 2 acres
- sites greater than two acres.

For sites under 1.5 acres, the minimum FAR must be met. For sites between 1.5 and two acres, a high percentage of the minimum FAR must be met, which varies by zone. For sites greater than 2 acres, a lower percentage of the minimum FAR must be met, which also varies by zone. The Regional Center - Old Town zone is proposed to be excluded from PDDP eligibly, as

the minimum required FAR of the zone, either 0.5 or 0.7, is relatively low and not difficult to meet. The specific requirements are summarized in Table 1 on the following page.

The revised approach results in a smoother line graph for both the RC-BC zone, with a minimum 1.5 FAR, and the RC-MU and RC-DT zones, which have a minimum of 1.0 FAR. This smoother line represents reduced disparity between site sizes and ensures that a minimum amount of development is required on larger sites in the first phase, which will contribute to Downtown's vibrancy.

Table 2 Minimum FAR required by zone and by site size based on revised PDDP

	RC-BC	RC-MU	RC-DT	RC-OT¹
Minimum FAR set by zone	1.5 FAR	1.0 FAR	1.0 FAR	0.5 or 0.7
Minimum FAR if site under 1.5 acres	1.5 FAR (100%)	1.0 FAR (100%)	1.0 FAR (100%)	0.5 or 0.7
Minimum FAR for sites between 1.5 acres and 2 acres (Using revised PDDP)	1.125 FAR (75%)	0.85 FAR (85%)	0.85 FAR (85%)	0.5 or 0.7
Minimum FAR for sites greater than 2 acres (Using revised PDDP)	1.0 FAR (66%)	0.75 FAR (75%)	0.75 FAR (75%)	0.5 or 0.7

¹ Sites in the RC-OT zone are proposed to be exclude from PDDP eligibility as minimum FAR in the zone are lower than other Downtown zones and present less of challenge meeting in the first phase.

Figure 3 Revised PDDP requirements when applied in the RC-MU and RC-DT zones (1.0 FAR)

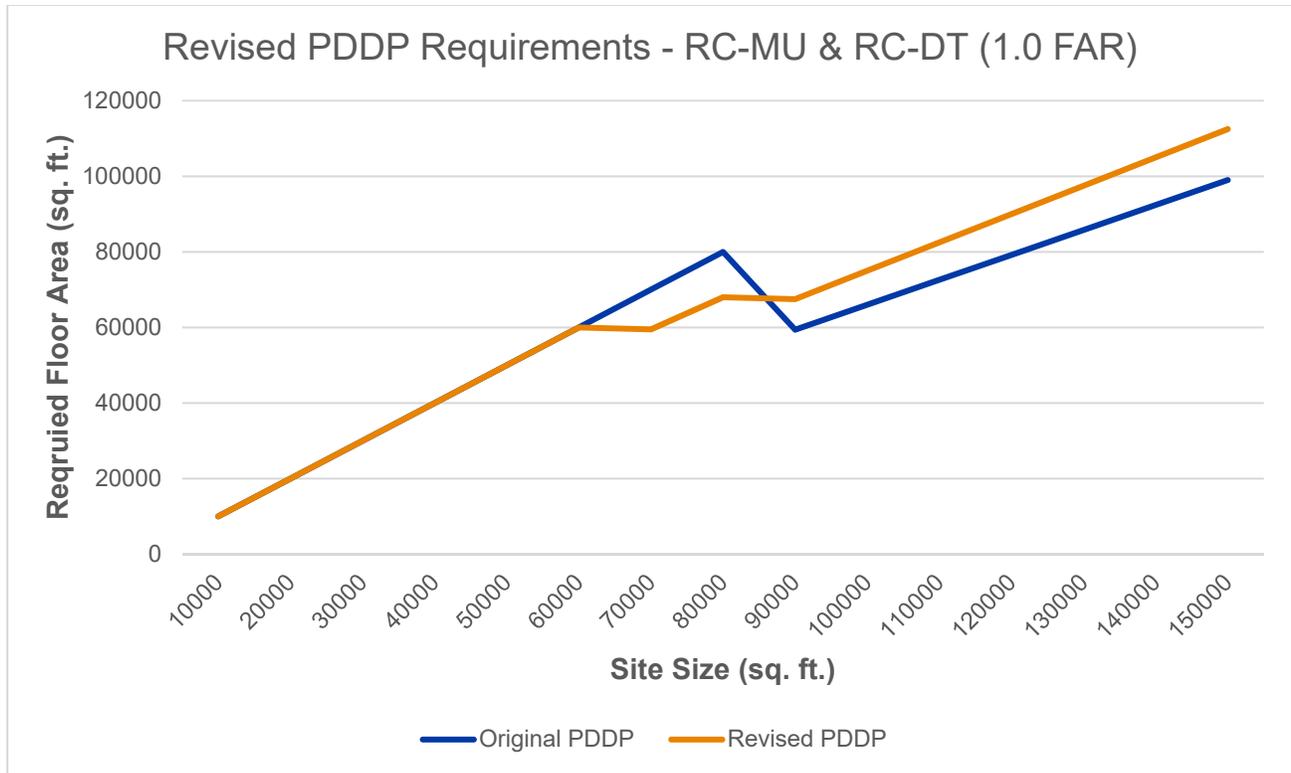
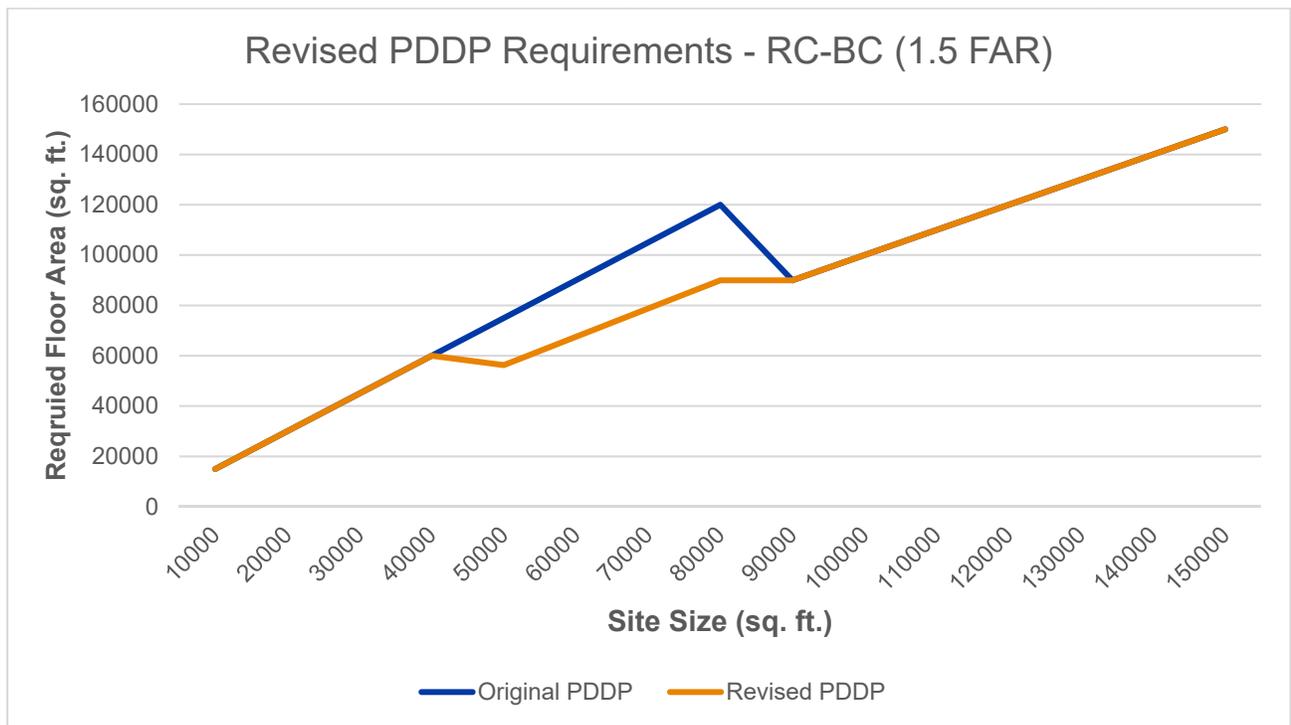


Figure 4 Revised PDDP requirements when applied in the RC-BC zone (1.5 FAR)



Recommendation

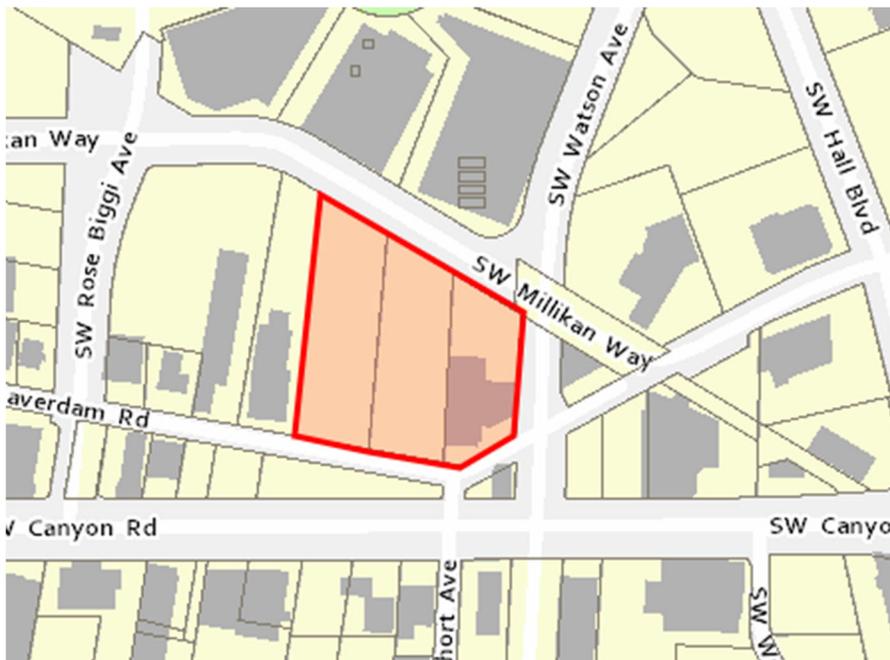
Staff has amended the proposed PDDP language in Exhibit 2.2 Proposed Amendments to Existing Development Code Chapters of the staff report dated Sept. 16, 2020, to reflect revisions discussed in this memo. These changes are located in Section 40.27.10.6. Staff recommends that Planning Commission, after holding the public hearing, deliberate on the proposed policy revision, and approve the proposed Text Amendment TA2020-0002, including this memo as additional findings.

Exceeding Maximum Height

In past work sessions with decision makers, staff has introduced the policy of allowing buildings to exceed the maximum height of the zone in certain zones if specific design rules were met. These design rules focused on reducing the mass of upper floors of buildings to improve the pedestrian experience. This approach was well received by decision makers, but there was a desire to see the specific design rules refined, and supported by deeper analysis of how tall buildings would impact adjacent streets.

With the help of SERA Architects, staff conducted an analysis to evaluate the impacts of tall buildings in Downtown Beaverton. Staff select a site at the southwest corner of SW Watson and SW Millikan Way to best evaluate shade impacts.

Figure 5 Site Location



The study compared shade impacts on the subject site between three different building masses in the RC-BC zone:

1. Buildings following height and step back rules found in the Development Code in effect currently. These rules limit buildings to 120 feet and require massing over 60 feet to be stepped back 20 feet from the property line;
2. Buildings following height and massing reduction rules proposed in the Downtown Code at the Aug. 26, 2020 work session. These rules allow buildings to exceed 120 feet if upper floor massing is reduced limit shade impacts to the street; and
3. Buildings allowed to be developed over 120 feet, but not reducing the massing to limit shade impacts to the street.

Each massing scenario was evaluated at four different times of year, representing each season. Each season was evaluated at three different times of day, capturing morning, mid-day, and late afternoon. The specific time of day varies based on the length of the day. The full set of results can be found at the end of this memo. The figures 6 through 8 demonstrate the spectrum of shade impacts caused by each massing scenario on March 1st at 1pm.

Figure 6 Existing Development Code on March 1 at 1pm

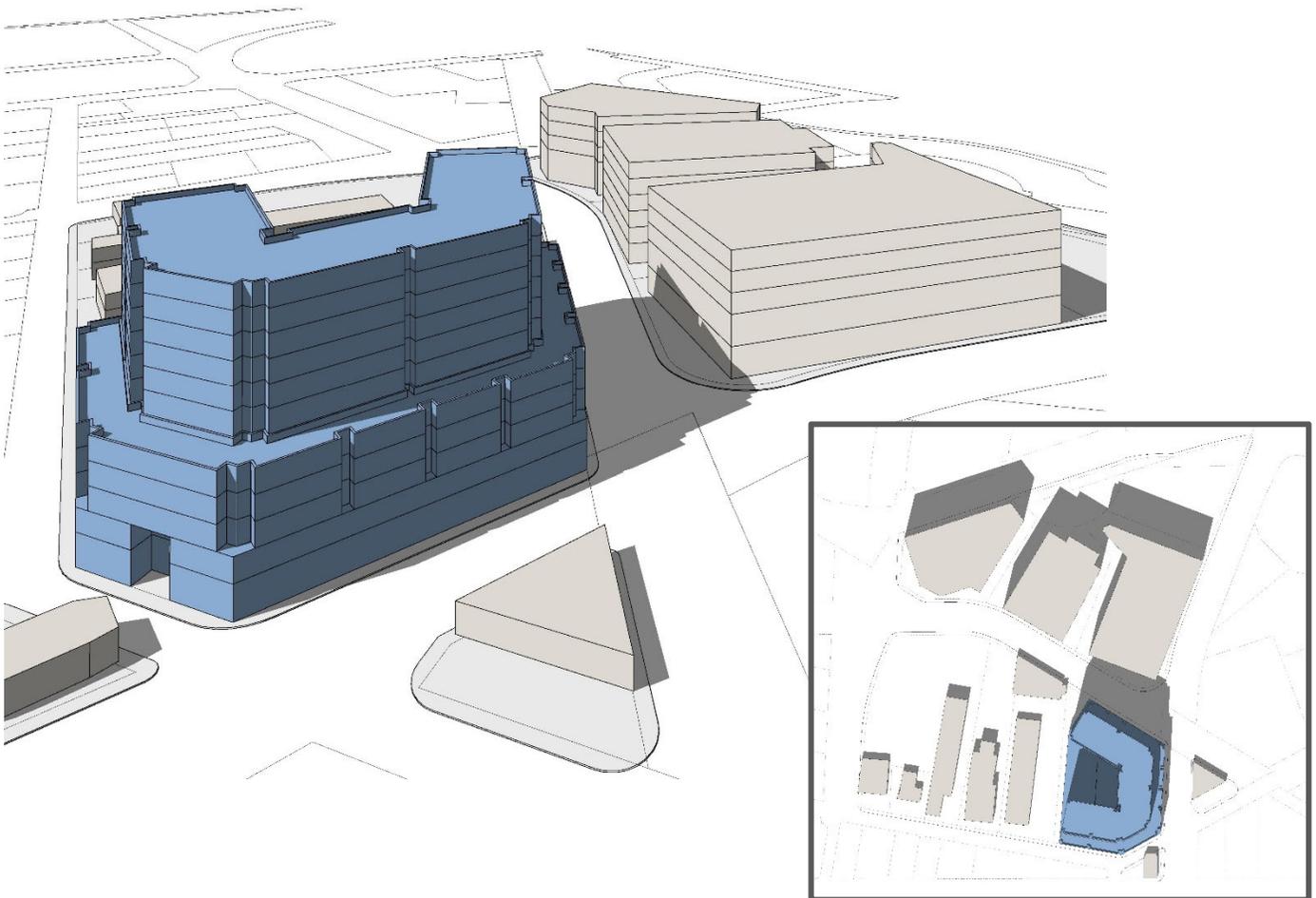


Figure 7 Proposed Code With Massing Reductions on March 1 at 1pm

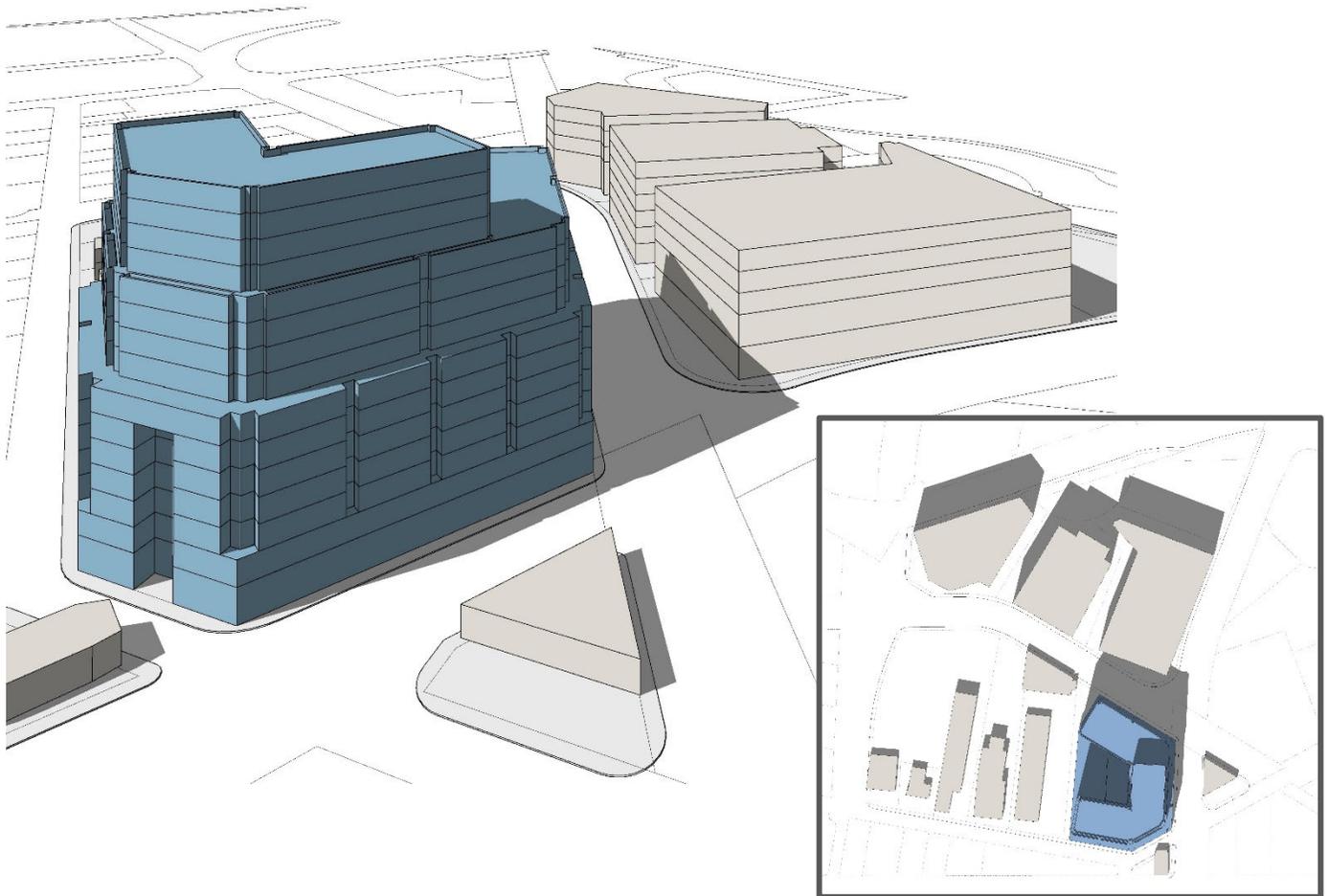
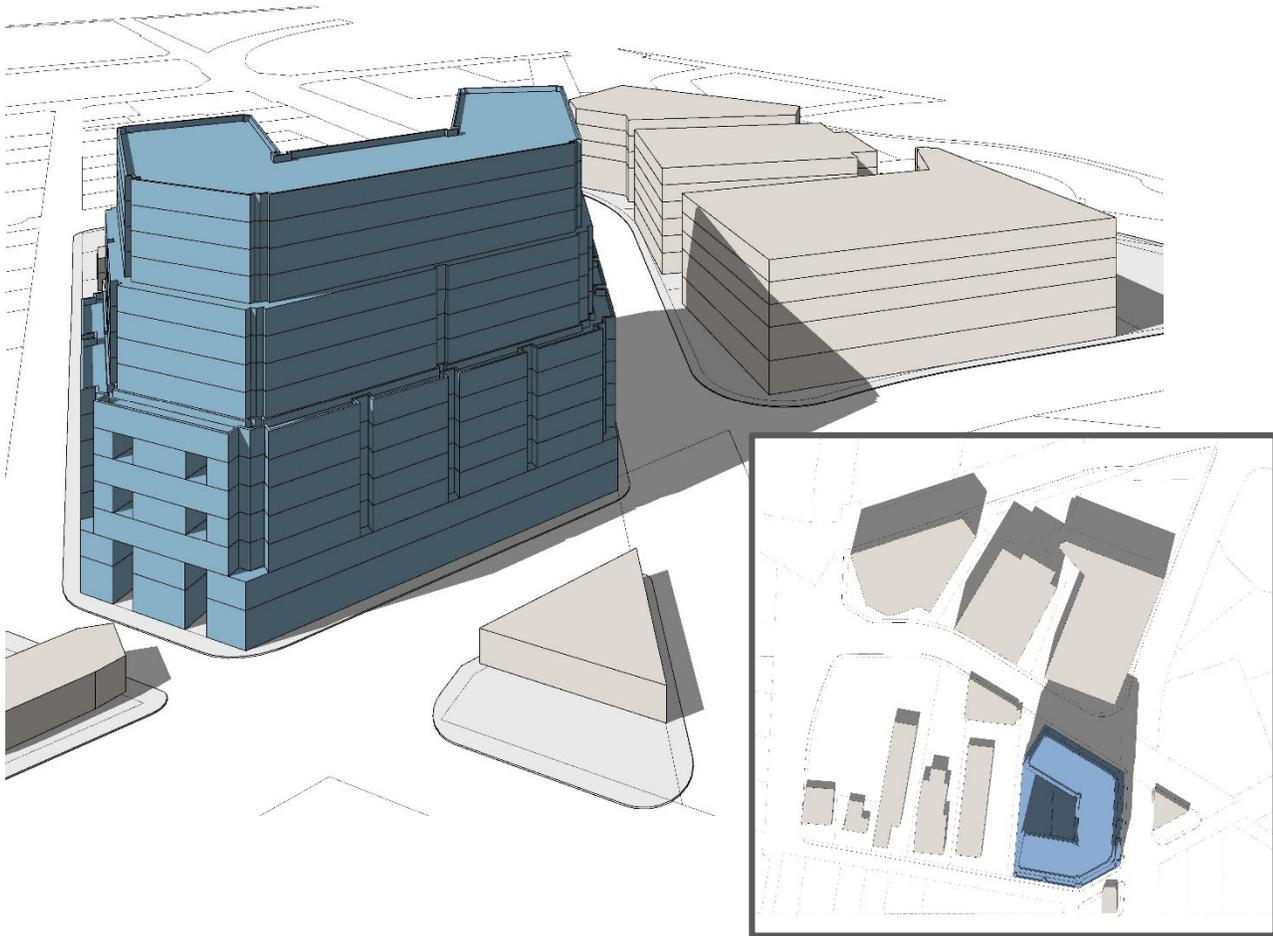


Figure 8 Proposed Code Without Massing Reductions on March 1 at 1pm



Takeaways

Figures 5 through 7, as well as the full solar study on the following pages, demonstrate that buildings 120 feet or taller will always cast shadows on streets with the width typical in Downtown Beaverton, at certain times of day and year. Even when massing is reduced above 120 feet, street shading will still occur, as shown in Figures 6 and 7. What this shading study does present, however, is the impacts to adjacent sites and buildings. When comparing existing code impacts in Figure 5 and the taller but reduced mass outcome in Figure 6, the shading impacts the adjacent building are very similar. When comparing those outcomes to Figure 7, where there no massing reduction above 120 feet, it is clear that the reduced massing has a distinct and measurable shade impact on the lower floors of the adjacent building.

Based on these findings, staff proposes to modify the rules regulating exceeding the maximum building height to include considering shade impacts to buildings on the opposite side of the street.

While shading of the street at certain times of year is unavoidable, reduced massing of upper floors of buildings can still contribute to easing a sense of confinement or over-enclosure, which can improve the pedestrian experience. Directly related to that, reduced massing can also allow for more unobstructed views of the sky from the street. Staff proposes that these two considerations are also included when evaluating buildings exceeding 120 feet.

Proposed Language

Regional Center – Beaverton Central

"In RC-BC, buildings may exceed the 120-foot height limit by reducing building mass on upper floors and providing at-grade pedestrian improvements. Massing changes on upper floors shall:

- Reduce the sense of enclosure for pedestrians along at least one street;
- Increase access to light or sky views for people on abutting streets; and
- Increase access to light for people inside current or future buildings across the street from the proposed development.

Development applying for this Design Guideline shall also provide at-grade publicly accessible open space or on-site creek access and enhancements to improve the pedestrian experience."

In addition to the building massing rule, staff proposes to maintain the ground-level public amenity to further improve the pedestrian experience. The combination of enclosure, sky view, and building impact considerations, along with ground-floor amenities, is anticipated to give Planning Commission an appropriate amount of guidance on when to approve or not approve a proposal.

Regional Center – Old Town

"In RC-OT, buildings may exceed the 65-foot height limit, up to 75 feet, by reducing building mass on upper floors. Massing changes on upper floors shall:

- Reduce the sense of enclosure for pedestrians along at least one street; and
- Increase access to light or sky views for people on abutting streets."

Staff proposes that the extra height allowed through this policy be subject to a criterion addressing enclosure and access to sky views. As the RC-OT zone allows considerably lower building heights, the shade impacts to buildings across the streets will be relatively negligible when comparing 65- and 75-foot building heights. Furthermore, staff does not propose to include ground floor-amenity requirements for this zone because the building heights are not overly tall and the site sizes are relatively smaller in Old Town. In addition, the ground-level amenities may reduce development potential/leasable space to a degree that the modest

height addition is not worth it financially. The code does have other provisions that encourage ground-floor pedestrian space.

Regional Center – Mixed Use

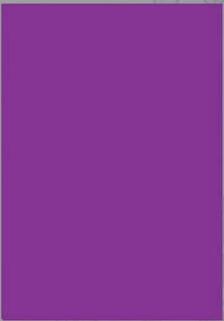
“In RC-MU, buildings may exceed the 75-foot height limit, up to 120 feet, by reducing building mass on upper floors. Massing changes on upper floors shall:

- Reduce the sense of enclosure for pedestrians along at least one street;
- Increase access to light or sky views for people on abutting streets; and
- Increase access to light for people inside current or future buildings across the street from the proposed development, or if the property abuts a creek, provide on-site creek access and enhancements that improve the pedestrian experience.”

Staff proposes to subject buildings in the RC-MU zone to the same design criteria as the RC-BC zone, as building massing above 75 feet will begin to consistently impact buildings across the street at more times of the year. As Beaverton Creek travels through the RC-MU zone, staff proposes to include creek access and enhancement as an option instead of minimizing impacts to buildings.

Recommendation

Staff has amended the proposed Downtown Development Code language in Exhibit 2.1 Proposed Amendments to Existing Development Code Chapters of the staff report dated September 16, 2020, to reflect revisions discussed in this memo. These changes are located in Section 70.04.2.1. Staff recommends that Planning Commission, after holding the public hearing, deliberate on the proposed policy revision, and approve the proposed Text Amendment TA2020-0002, including this memo as additional findings.



BEAVERTON DOWNTOWN DESIGN PROJECT

October 2018



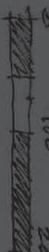
- DOWNTOWN

HISTORIC
DOWNTOWN

BRAND WAY

100'

200'



ACKNOWLEDGEMENTS

Mayor Denny Doyle

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S E R A



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EXECUTIVE SUMMARY

Project Background

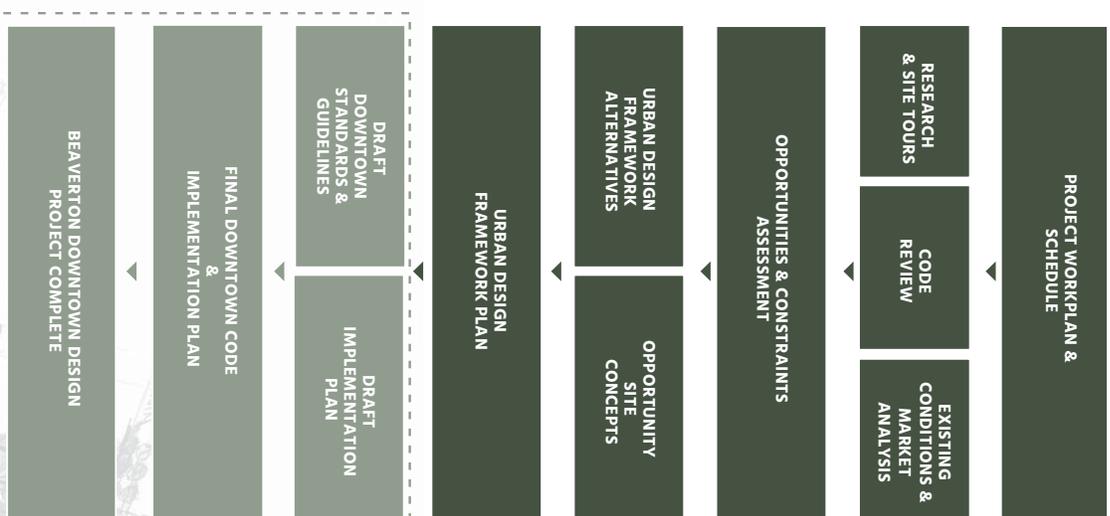
Recognized as a regional center within the Portland Metro area, the City of Beaverton is home to an expansive business base, as well as a thriving residential community. Downtown Beaverton has existing pockets of activity, including shopping, civic, and restaurant uses, but could emerge as a more prominent regional destination with a more active street life and activity.

The Beaverton Downtown Design Project is a plan to transform Downtown Beaverton into the Downtown envisioned by the community: a social, economic, and cultural heart of Beaverton. This Project builds on a robust analysis of existing conditions and opportunities and constraints to provide: an Urban Design Framework that will guide development of a vibrant and connected Downtown, updates to the Development Code to enable implementation, and an Implementation Strategy to catalyze coordinated next steps.

Project Process

The Beaverton Downtown Design Project began with extensive analysis and research of the existing conditions in Downtown. Then, following a multi-day work session and series of open houses, several alternatives for the Urban Design Framework were generated. The final and Preferred Urban Design Framework is the culmination of subsequent meetings with the public, City Leaders, and City Staff. Alongside the Framework, the Team also developed a series of opportunity site concepts to test the emerging Urban Design Framework with potential development scenarios.

A final implementation phase of work is scheduled to begin in September 2018, focusing on identifying updates to the Downtown Development Code. This work will be accompanied by an Implementation Plan to provide actionable next steps, recognizing that changes to the Development Code are just one method to increasing Downtown vibrancy.

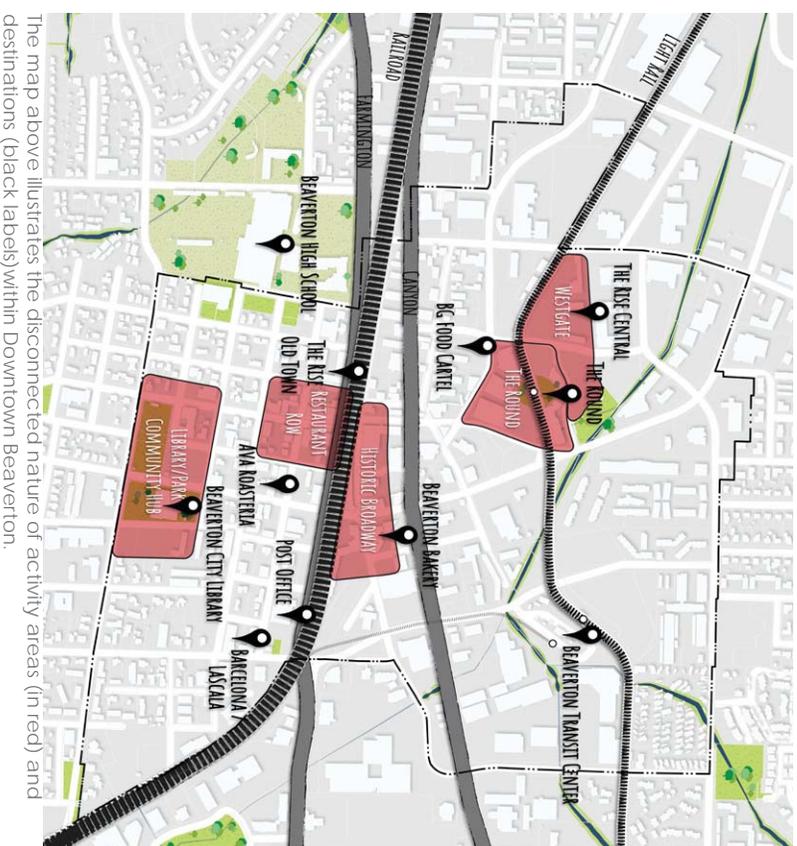


Existing Conditions Analysis

The Downtown Design Project involved significant analysis of issues and opportunities facing Downtown. Some key challenges and opportunities include:

- People have different ideas about the boundaries of Downtown. Clearly defining the heart of Downtown would solidify its identity and the community's relationship with the area.
- Existing activity areas and destinations, such as the Library, Beaverton Transit Center, The Round, and various restaurant clusters, located in different areas of Downtown, can be hard to find and/or are separated by barriers such as Canyon Road, Farmington Road and the heavy rail line.
- The City's development rules in some cases limit intense, mixed-use development that would help make Downtown more vibrant. Those rules also sometimes fail to encourage quality site and building design that support streets that visitors find interesting and where businesses can thrive.
- Intense, mixed-use development often is not financially feasible because of high construction costs, so continuing and new incentives might be necessary to promote this development in the short term.

The Urban Design Framework is designed to provide a road map for the City about how to address these issues and seize opportunities to make Downtown an even more vibrant place.



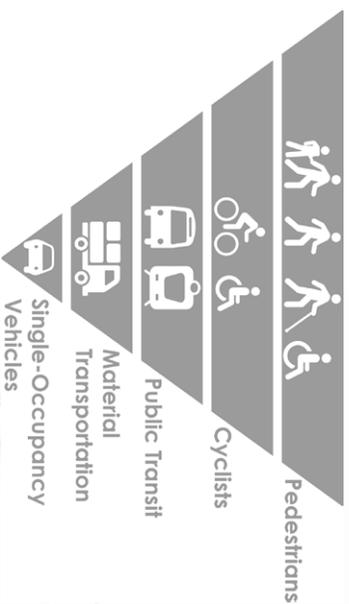
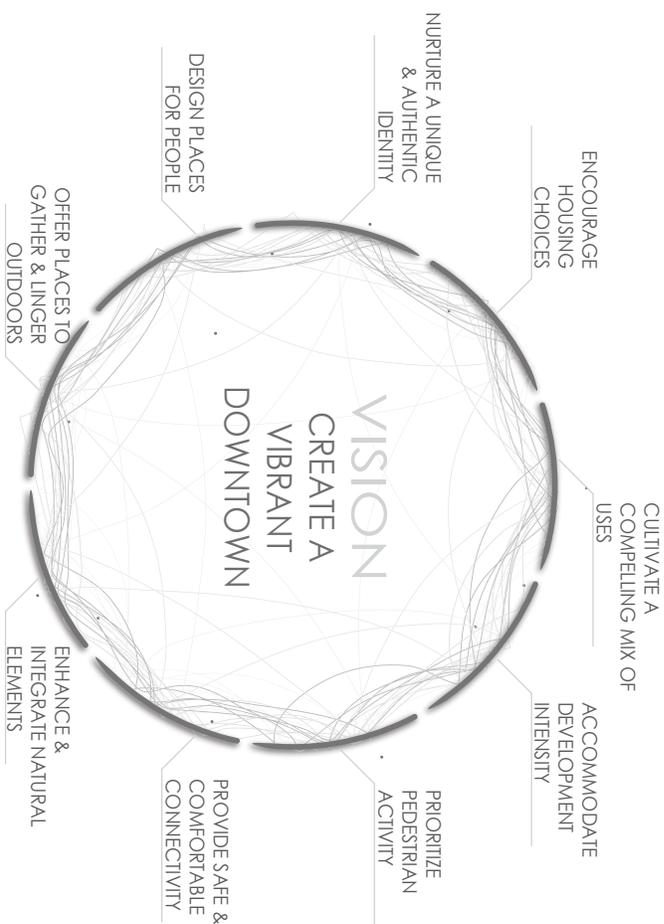
The map above illustrates the disconnected nature of activity areas (in red) and destinations (black labels) within Downtown Beaverton.

Guiding Principles

The guiding principles of this project, evolved from best practices, the community's vision and in coordination with City Staff, act as high-level guidance for redevelopment occurring in the future, and provide a touchstone for future planning and improvements.

In alignment with these guiding principles, the Beaverton Downtown Design Project recommends a paradigm shift to a pedestrian-first transit model. Prioritization of pedestrians through accommodating safe, comfortable, convenient pedestrian travel paired with visually engaging surroundings supports:

- The current desire of Beaverton residents for a more walkable Downtown,
- Successful storefronts, and
- The activity needed to catalyze vibrancy in Downtown.



Urban Design Framework

The Urban Design Framework Plan is an integrated, overarching plan comprised of three components - Character Areas, a Connectivity & Mobility Network, and Gateways - each emerging out of the community's desire for an identifiable, well-connected Downtown. The Character Areas build on existing centers of activity in Downtown and formalize these areas as distinct places within a cohesive Downtown. The Connectivity & Mobility network introduces an organizing structure for connecting existing activity centers to one another while minimizing known barriers, primarily Canyon Road, Farmington Road and the heavy rail line. The final component, Gateways, serve as a reinforcing mechanism to identify Downtown as a distinct place within Beaverton while also acknowledging the subtle boundaries and transition areas within for better wayfinding and legibility.

The **Character Areas** articulate a vision for the character and experience of each distinct area throughout Downtown Beaverton. While not specific zoning districts, these areas have or will have their own character, style, and scale of development and will inform development as Downtown Beaverton continues to grow and evolve.

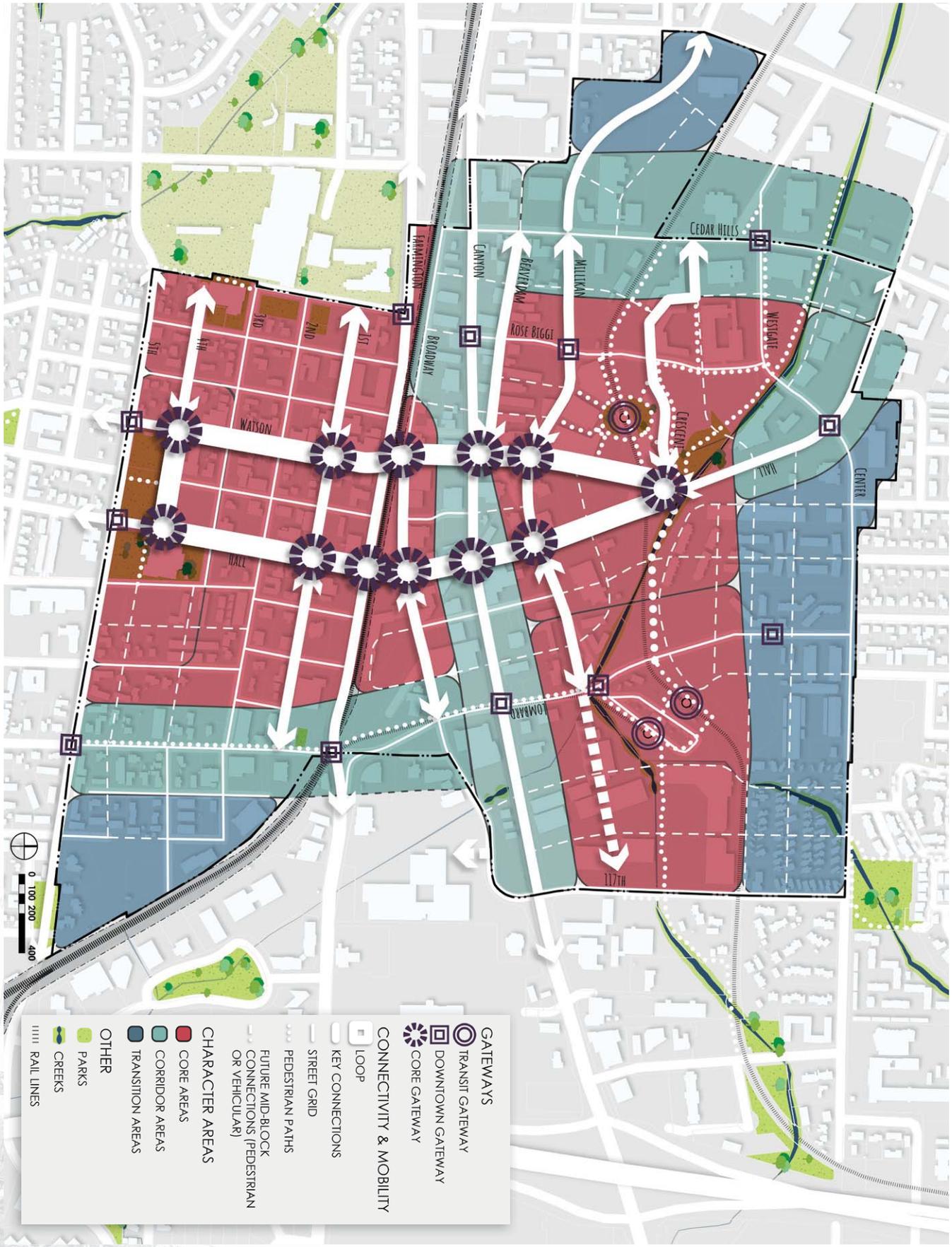
Five distinct core areas are identified, comprising the heart of Downtown. Four key corridors frame these core areas: roadways with their own distinct identity and characteristics. And three transition areas on Downtown's periphery function as a buffer between the Downtown core and surrounding neighborhoods.

An enhanced **Connectivity & Mobility** network in Downtown Beaverton formalizes an organizing structure for Downtown streets that prioritize people, provides a sense of destination to Downtown that is easy to navigate and reinforces internal connectivity.

The central feature and organizing structure of the Connectivity and Mobility Network is The Loop. The Loop will distinguish the core of Downtown through prominent bike and pedestrian enhancements, improved intersections and crossings, and a distinct palette of fixtures and materials that help identify Downtown. Key connector streets support The Loop and the movement of people inside Downtown and to potential future destination areas outside of downtown. A supporting street network, consisting of existing streets, trails, and mid-block connections, completes the Downtown street grid and reinforces a system of walkable, bikeable blocks.

Lastly, a coordinated system of **Gateways** helps reinforce and acknowledge the primary arrival and departure points of Downtown. As both public and private improvements occur throughout the Downtown area, gateways further identify and define Beaverton's Downtown, through signage, public art, distinctive architecture, and landscape features.





GATEWAYS

- TRANSIT GATEWAY
- DOWNTOWN GATEWAY
- CORE GATEWAY

CONNECTIVITY & MOBILITY

- LOOP
- KEY CONNECTIONS
- STREET GRID
- PEDESTRIAN PATHS
- FUTURE MID-BLOCK CONNECTIONS (PEDESTRIAN OR VEHICULAR)

CHARACTER AREAS

- CORE AREAS
- CORRIDOR AREAS
- TRANSITION AREAS
- OTHER
- PARKS
- CREEKS
- RAIL LINES



Next Steps

The Downtown Design Project presents a set of strategies to realize the long-term vision of Downtown vibrancy. This vision will be achieved through focused public investments and private development spanning multiple real estate market cycles. Collaboration with partner agencies and stakeholder groups will be critical to the success of these efforts. Continued engagement through advisory committees, public meetings, and stakeholder interviews will ensure the public's vision is being achieved.

Following the adoption of the Urban Design Framework, Beaverton will create new Development Code language to implement the strategies related to development intensity and quality of site and building design. The new Downtown development rules are anticipated to go into effect in late 2019.

Additionally, the City will prepare an implementation plan that includes a variety of ways promote greater vibrancy consistent with the Urban Design Framework. This plan will include short-term and long-term strategies to achieve the Community Vision of a vibrant Downtown consistent with the urban design principles described at the beginning of this document. The implementation plan will identify potential partnerships, funding sources and phasing.





01 PROJECT BACKGROUND

DOWNTOWN DESIGN PROJECT
OVERVIEW

03

WHY NOW?

05

“PLACE OF THE BEAVER”

07

WHAT MAKES A VIBRANT
DOWNTOWN?

10

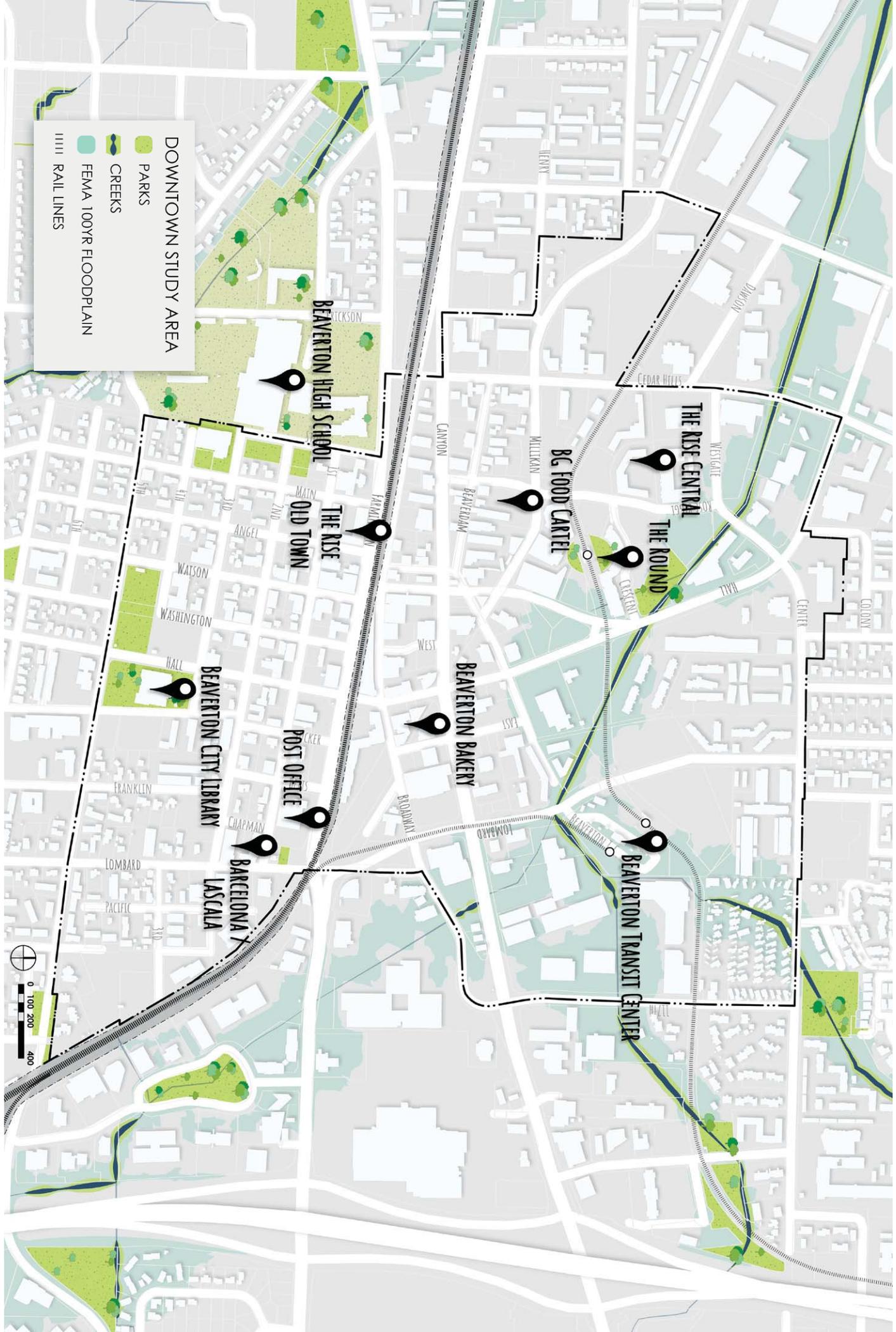
150'
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- DOWNTOWN



DOWNTOWN STUDY AREA

- PARKS
- CREEKS
- FEMA 100YR FLOODPLAIN
- RAIL LINES



DOWNTOWN DESIGN PROJECT OVERVIEW

The City of Beaverton sits in a prominent and central location within the region and is home to several major employers, such as Intel and Nike, as well as a thriving residential community. Beaverton's Downtown is in a prime position to become the heart of this growing community, but has struggled to develop in ways that promote walkability, bikeability, and activity seven days a week, 18 hours a day.

The Downtown Design Project seeks to guide this transformation into the type of downtown envisioned by the community: the social, economic, and cultural heart of Beaverton. This project consists of three primary components, supported by a robust existing conditions, opportunities, and constraints assessment:

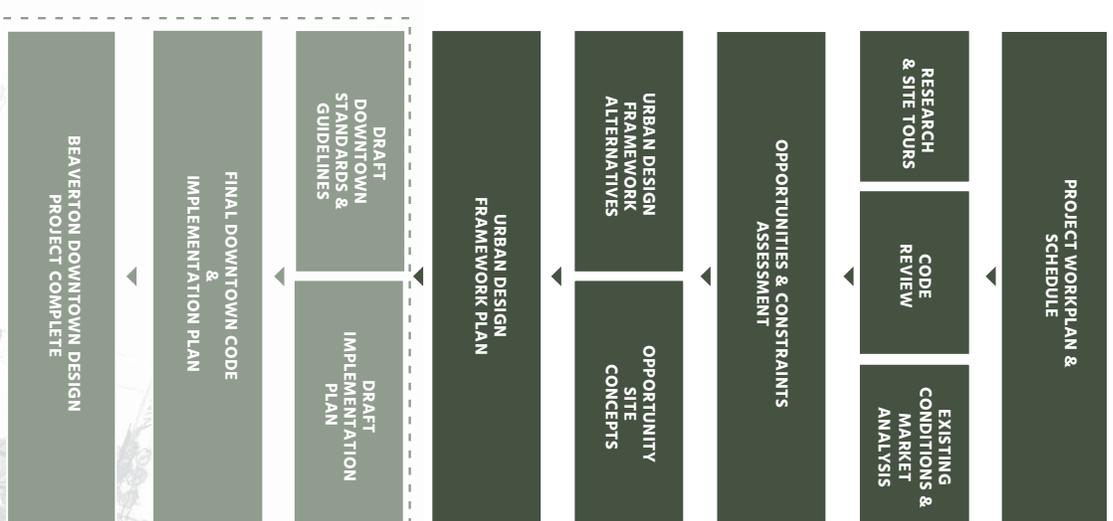
1. A guiding Urban Design Framework for a vibrant and connected Downtown;
2. An updated Development Code that enables implementation; and
3. An Implementation Strategy to catalyze next steps.

The diagram shown on the right outlines the process that the Downtown Design Project has followed, beginning with an analysis of existing conditions and a review of the current development code, paired with an assessment of opportunities and constraints for the site area.

In February 2018, a multi-day work-session and series of open houses kicked off the generation of Urban Design Framework Alternatives. Subsequent meetings with the public, City leaders, and City staff led to the Preferred Framework illustrated in Chapter 4 of this document. The Urban Design Framework further articulates the vision of a "Vibrant Downtown," establishing high-level guidance for the character of different areas, key connectivity and mobility concepts, and gateways to better define arrival into Downtown Beaverton.

Alongside the Framework, the team also developed a series of opportunity site concepts to test the emerging Urban Design Framework with potential development scenarios.

A final implementation phase of work is scheduled to begin in September 2018, focused on developing a Downtown Development Code. This work will be accompanied by an Implementation Plan to provide tangible next steps.



NEXT PROJECT PHASE

“ DOWNTOWN SERVES AS THE ECONOMIC, SOCIAL AND CULTURAL HEART OF BEAVERTON. A CLEARLY-DEFINED CITY CENTER HAS BEEN ESTABLISHED... WITHIN THE CITY CENTER, SEVERAL UNIQUE MINI-DISTRICTS PROVIDE DESTINATION RETAIL AND ENTERTAINMENT, BOUTIQUE BUSINESS OPPORTUNITIES AND A MIX OF COMMUNITY GATHERING PLACES. EACH DISTRICT IS LINKED TO THE OTHER THROUGH CONSISTENT DESIGN, STREET SIGNS AND ART, AND TO SURROUNDING RESIDENTIAL AREAS BY PROTECTED PATHWAYS, POCKET PARKS AND OPEN SPACES.

- COMMUNITY VISION PLAN 2010



WHY NOW?

The City of Beaverton has undertaken a significant number of Downtown planning efforts over the last two decades. Much of the content in these plans remains valid, and forms the foundation of the Downtown Design Project.

So why another Downtown-focused project, and why now? Recent changes in the market, including regionally-connected public transit, market demand for urban lifestyles and amenities, and employment growth have made redevelopment more feasible. Transformation is already beginning to occur in Downtown. The Downtown Design Project will provide the guidance and tools to enable this revitalization to happen in a way that is consistent with the Community Vision.

The Community Vision Plan, drafted in 2010 and updated most recently in 2017, articulates a clear aspiration for a **vibrant Downtown** as the social and cultural heart of the community. While many steps have been taken toward this vision, many additional steps still remain to truly make this vision a reality.

Many of the other recently completed and adopted plans have looked at portions of the Downtown area. **The Downtown Design Project will look comprehensively at the entirety of Downtown's two zoning districts, creating a new and up-to-date Urban Design Framework to guide redevelopment, as well as an update to the Development Code to create a more urban, vibrant Downtown.**

PLANNING CONTEXT

- 2009 Beaverton Public Art Master Plan
- 2010 Beaverton Community Vision Plan
- 2011 Civic Plan
- 2014 Creekside District Master Plan and Implementation Strategy
- 2015 Westgate Framework Plan
- 2016 Development Code Audit
- 2016 ULI Technical Assistance Panel Recommendations
- 2016 Beaverton Community Vision Plan Annual Report
- 2016/2017 BURA Five Year Action Plan
- 2017 Beaverton Community Vision Annual Report





Beaverton at the beginning of the 20th century: fertile and rich land
Source: USGS

PROJECT BACKGROUND

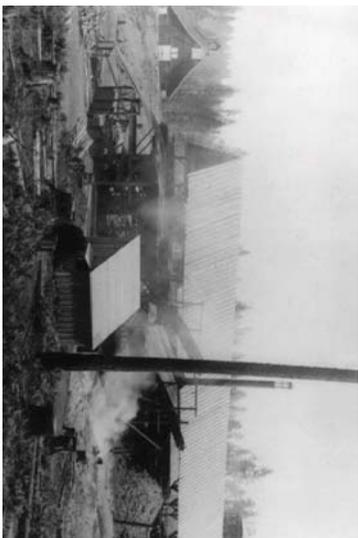
“PLACE OF THE BEAVER”

Creating an authentic character and identity begins by understanding an area's origin and evolution. The following traces the lineage of Beaverton, “Place of the Beaver.”

Pre-European settlement, the area was inhabited by the Attalati tribe, hunter-gatherers with a village located along the Beaverton and Fanno Creeks (called Chakeipi, meaning “Place of the Beaver”). As European settlers moved into the area, they called the village “Beaverdam” and later “Beaverton.”

In 1847 the first land claim (640 acres) was made in what would become Beaverton by Lawrence Hall, a farmer who built a grist mill near present-day Walker Road to support early agricultural activities. Logging and wood products quickly became another major industry in early Beaverton, with the first saw mill constructed in 1849. Canyon Road from Portland to Beaverton was formalized by the Portland-Tualatin Valley Plank Road Company by 1860.

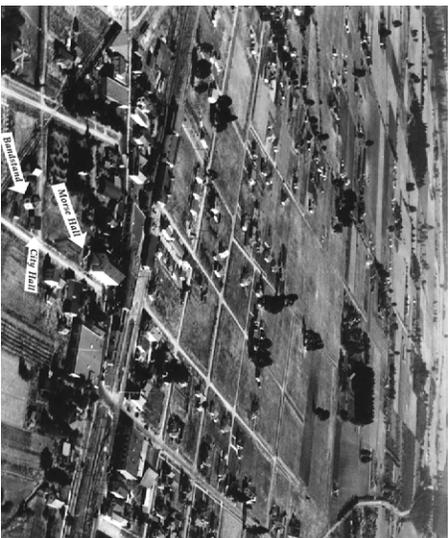
Following the construction of the railroad in 1868, the small farming community began to expand. Growth remained centralized around the rail line, however, and the development that occurred was at a local scale and walkable by necessity.



Beaverton c. 1920



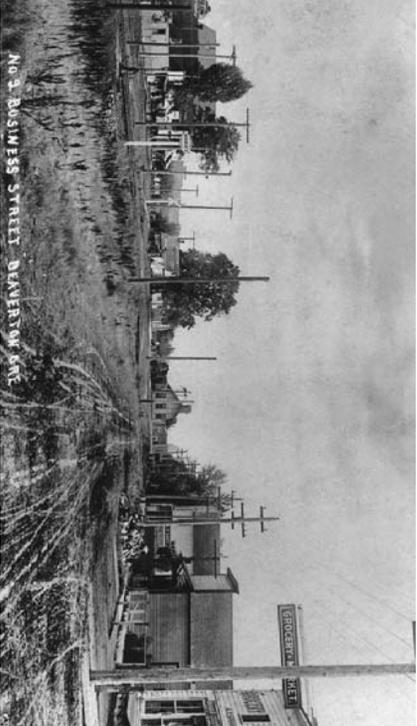
Beaverton c. 1939, Source: USGS



Beaverton c. 1920



Beaverton c. 1950



Farmington Rd c. 1910



Farmington Rd Today

Through the 1930s and 1940s, Beaverton continued to grow around its historic core, expanding, but still maintaining walkable and concentrated development around its core: Farmington Road (formerly known as “Front Street”), Broadway Street, and what is now Old Town.

Beginning in the 1960s, suburban-era growth became commonplace in Beaverton, as it did across most cities in the nation. With private cars allowing people to move across greater distances quickly and conveniently, a walkable urban development pattern was replaced by a lower density pattern of development typified by segregated uses and automobile orientation. During this time, Downtown Beaverton’s growth and development slowed as new development, services, and amenities began to develop in other areas of the city.

Downtown Beaverton’s prominent location in the region is visibly evident, with both Canyon Road and Farmington Road, two state highways, bisecting Beaverton’s

Downtown. While effective at moving vehicles through Beaverton, these major roadways form a significant impediment to the pedestrian experience of Downtown.

The late 1990s sparked a new era of urbanism in Beaverton’s Downtown with the introduction of light rail, the construction of the mixed-use development at The Round, and the introduction of the WES Commuter Rail (in 2009). While these developments signaled a shift toward a more urban form, further redevelopment has been slow to materialize. Changing trends, rediscovering the potential of vibrant downtowns to enhance quality of life, and a growing market demand have since advanced (or restored) our expectations for the role of downtowns in our communities.

With the investments in transit, Beaverton’s growing role as a regional center, and strengthening market conditions, the time is right for revitalization of Beaverton’s Downtown, and a return to its walkable roots.





View of Downtown Beaverton Today (looking from the southeast).

WHAT MAKES A VIBRANT DOWNTOWN?



When you think about your favorite neighborhoods and cities, the buildings and streets themselves may differ, but there are a common set of elements that make those places memorable. Understanding the elements that make for a vibrant downtown is essential to providing the planning guidance and code regulations to facilitate a vital, energetic, and urban Downtown Beaverton.

The following elements are common to neighborhoods and downtowns that are buzzing with energy:

- **Concentrated services and amenities:** Historically, downtowns have been the cultural heart of our cities, and the places where we come together to shop, find entertainment, and worship. Many of these services that were once concentrated have been dispersed or replaced in our modern cities. Through zoning, incentives, partnerships, and by creating an environment conducive to these activities, vibrant downtowns bring these services and amenities back to the community core.
- **Safe and comfortable connectivity:** People are able to move around on foot, on bike, and on transit - with ease.
- **Ground floors that engage streets and sidewalks:** Buildings front on public streets and paths with frequent entrances and windows that allow people to keep eyes on the street for safety and allow passersby to view into ground floors. Parking is tucked behind or under the building.
- **Room to bike, walk, linger, and gather outdoors:** Sidewalks are large enough to accommodate groups of pedestrians and allow for outdoor seating.
- **A diverse and dense mix of residential, office, and commercial uses:** Downtowns where people can live, work, shop, and recreate - all within walking distance - are typically the most vibrant.
- **Authentic sense of place and identity:** The history and natural features of a place are celebrated and enhanced even as redevelopment takes place.



Examples of vibrant downtowns across the nation.

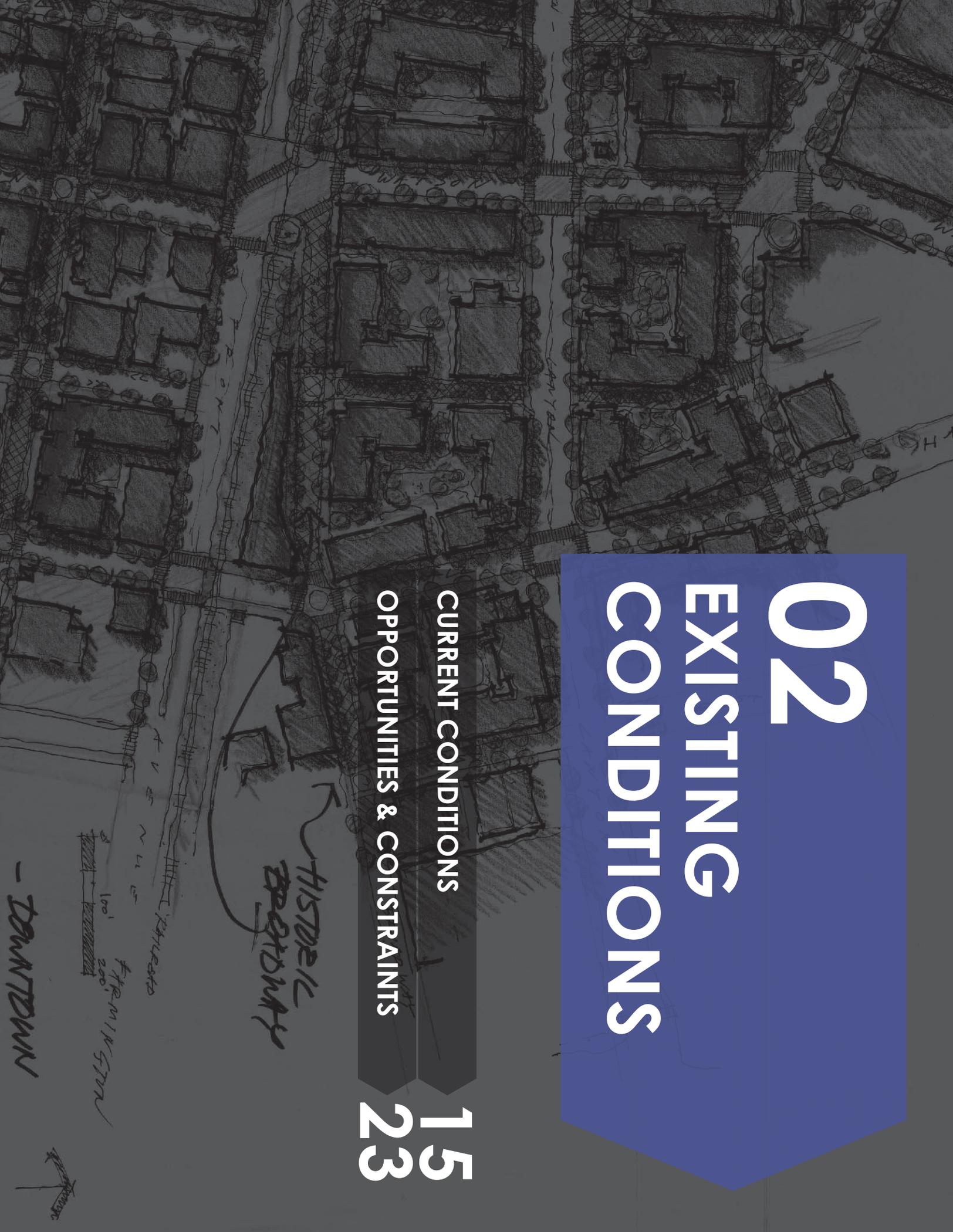
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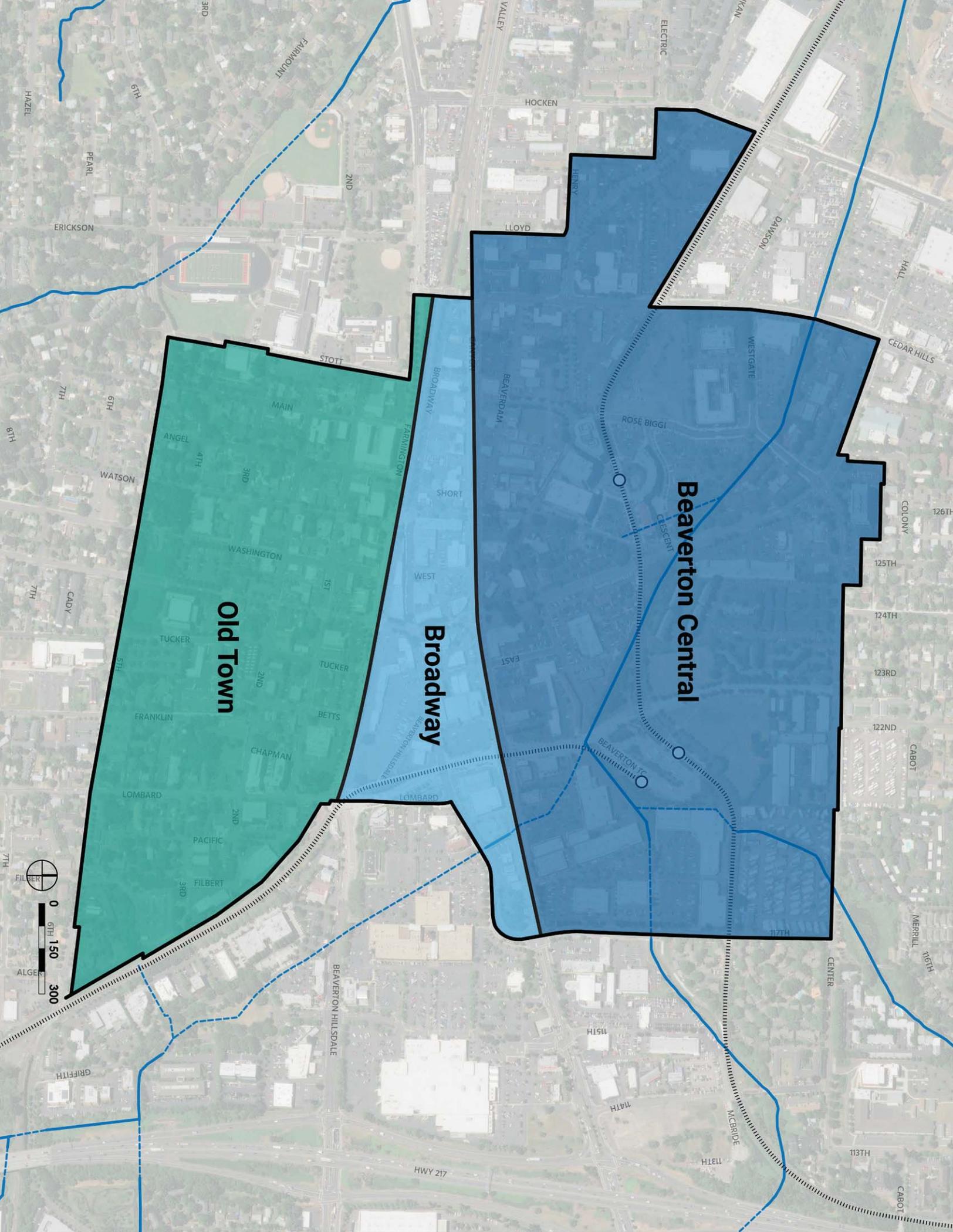
02 EXISTING CONDITIONS

CURRENT CONDITIONS

OPPORTUNITIES & CONSTRAINTS

15
23





Old Town

Broadway

Beaverton Central



CURRENT CONDITIONS

Today Downtown Beaverton is experienced as many different areas, each possessing their own character defined by the street network, block and parcel size, and building type. For the purposes of this analysis, we have grouped the Downtown area into three major areas or districts: Beaverton Central, Broadway, and Old Town.

Beaverton Central, north of Canyon Road, is home to City Hall and rich in regional transit options. It is also home to many of Downtown's large lot businesses. The street network in this area is irregular, there are many large, vacant parcels, and surface parking is extensive. Portions of Beaverton and Hall Creeks are still visible in this area, but they are not easy to find or access.

The Broadway area, bounded by Canyon Road on the north and Farmington Road on the south, is home to a vibrant strip of small, local businesses and has the potential to become a central hub in Beaverton's Downtown. It is the connecting seam between Beaverton Central and Old Town, and is rich in historic character. Bounded by two state highways, however, the area is difficult to access and is home to many underutilized parcels.

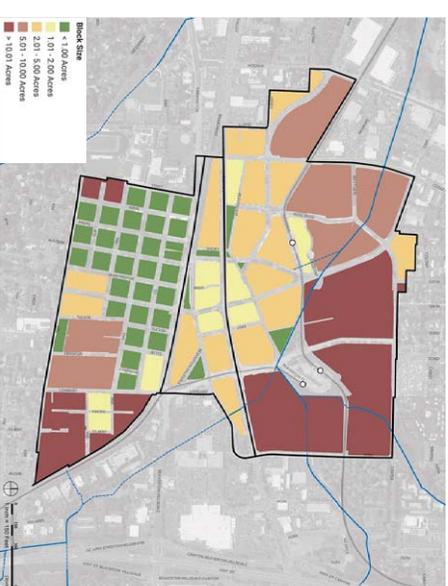
Old Town has preserved the City's historic block structure and offers a variety of commercial, residential, and municipal services, including the library and the Beaverton Farmer's Market. Old Town is

also home to the emerging Restaurant Row, located in Old Town's historic core. Old Town is also the site of recent, full-block, mixed-use developments, such as The Rise Old Town, Barcelona, and LaScala, that is one development type the City has encouraged to achieve a more vibrant Downtown. Like other areas of Downtown, however, Old Town currently houses many underutilized parcels, and centers of activity are disconnected, difficult to find, and sometimes hard to access on foot.

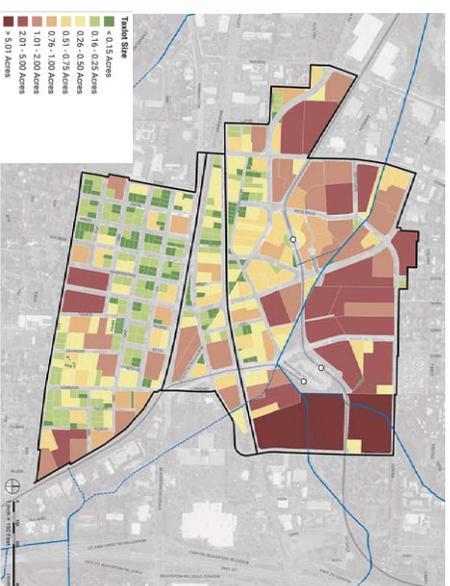
BUILT FORM

An analysis of block and parcel size in Downtown shows strikingly different patterns across the three major districts. Where large swaths of Beaverton Central are comprised of blocks in excess of five (5) acres, the heart of Old Town is made up of blocks of less than one (1) acre. Similar trends are reflected in the parcel size with an average parcel size of 0.86 acres in Beaverton Central, 0.32 acres in Broadway, and 0.25 acres in Old Town.

These differences are important because they have significant impacts on both the pedestrian experience and redevelopment potential across Downtown. It also indicates that redevelopment in these areas will face different challenges in order for projects to contribute to a more vibrant Downtown. While Beaverton Central may allow for larger scale, transformative projects, developments will need to take extra measures to ensure walkability. In

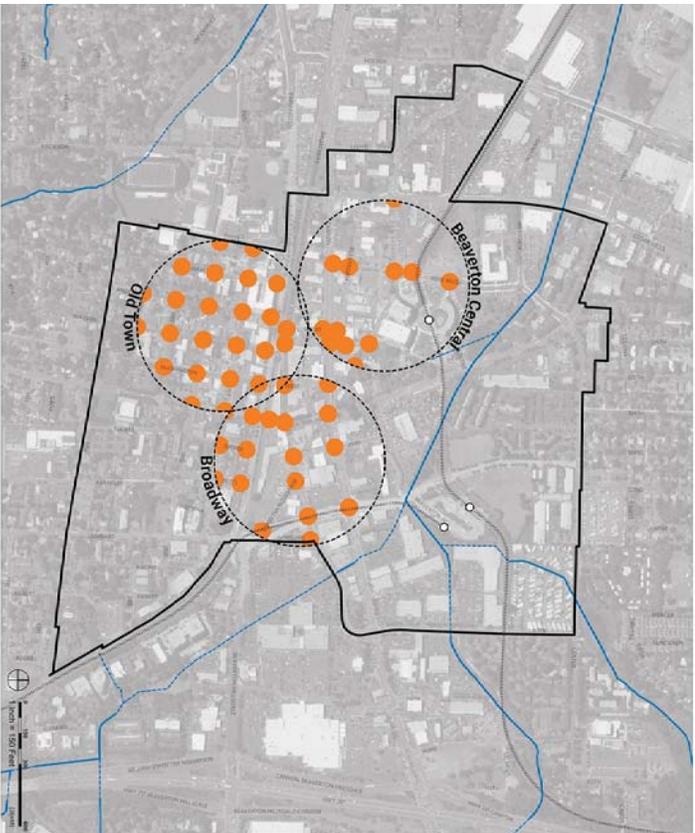


Block Size



Parcel Size

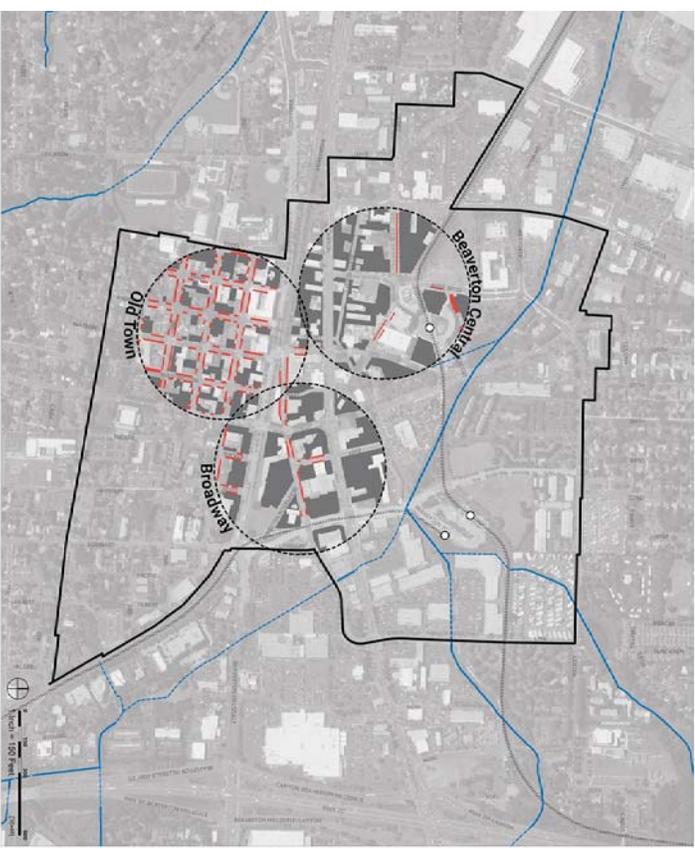
Old Town, large redevelopments may be more difficult to achieve, and revitalization may take the form of smaller infill efforts.



Intersection Density

Two additional indicators of how built form can contribute to downtown vitality are intersection density and how much area is devoted to surface parking versus on street parking.

Areas with a high level of intersection density have more frequent opportunities for pedestrian crossings and therefore tend to be more pedestrian-oriented. Looking at the core activity areas for the three Downtown Beaverton districts, it is evident that Old Town has a high level of intersection density (28 within a 1/8 mile radius), whereas Beaverston Central suffers a lack of internal connectivity with only 12 intersections in a 1/8 mile radius. Broadway, having 18 intersections in a 1/8 mile radius, would suggest a moderate level of connectivity, however intersection locations suggest greater connectivity in areas closer to Old Town.

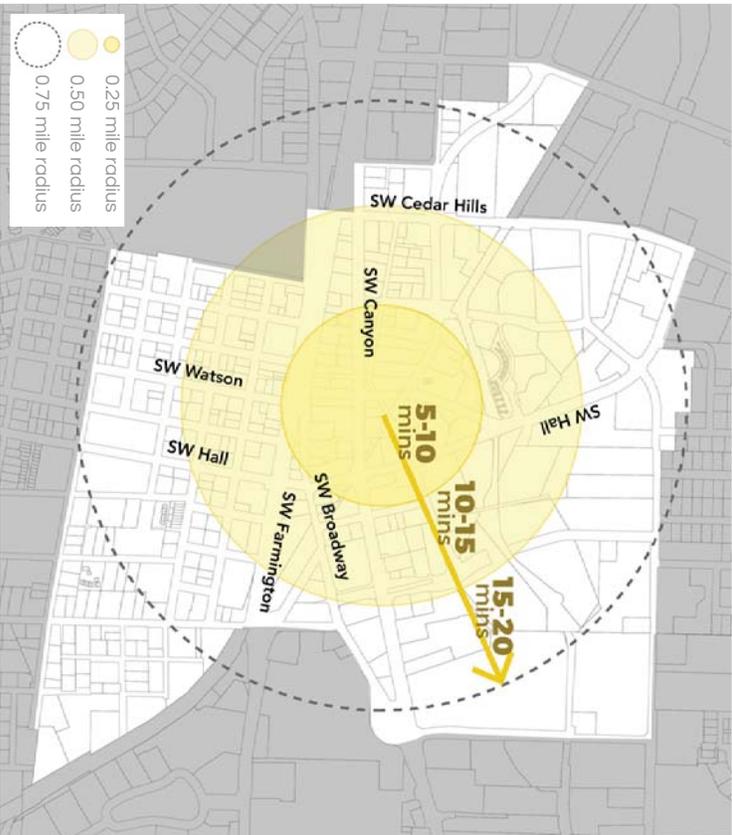


Areas of On-Street and Surface Parking

On-street parking contributes to walkable, active downtown areas by providing a buffer between pedestrians and moving vehicles on the street, as well as visual cues to drivers to slow their driving speed. It also helps meet the short-term parking needs of nearby shops and services, contributing to the foot traffic in a given area. Alternatively, surface parking lots create an unpleasant pedestrian environment. They do not provide any visual interest for people walking by, nor do they contribute to “eyes on the street,” a key element to providing a sense of safety for pedestrians.

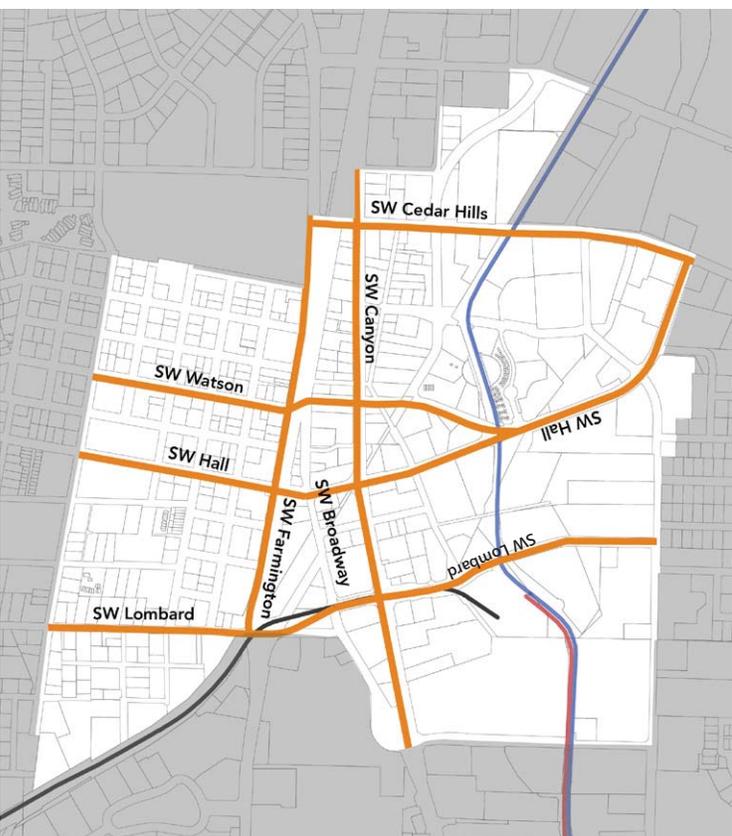
In the centers of activity for the three districts of Downtown Beaverton, there are different ratios of on-street vs. surface parking, but overall the area of surface parking is quite high. Calculated as a percentage of total land area, in Beaverston Central there is 1% on-street parking compared with 33% surface parking. In the Broadway district there 2% on-street parking compared with 35% surface parking area. And in Old Town there is 8% on-street parking compared with 21% surface parking area.

MOBILITY



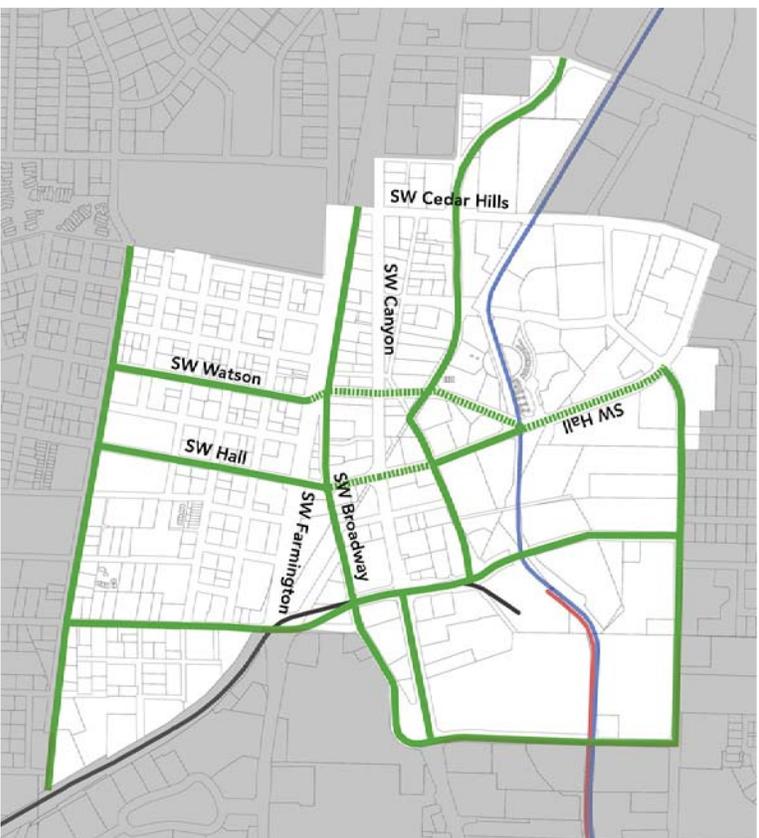
Distances and Walking Times within Downtown

Ease of mobility - enabling people to move freely on foot, bike, and transit - is essential to creating a vibrant Downtown. While the study area for Downtown Beaverton feels very large in its current state, this has more to do with the pedestrian experience than the physical distance. Long blocks with narrow, or no sidewalks, large expanses of surface parking, long wait times at intersection, and few and infrequent ground floors that engage the street all contribute to making Downtown feel much larger than it is.



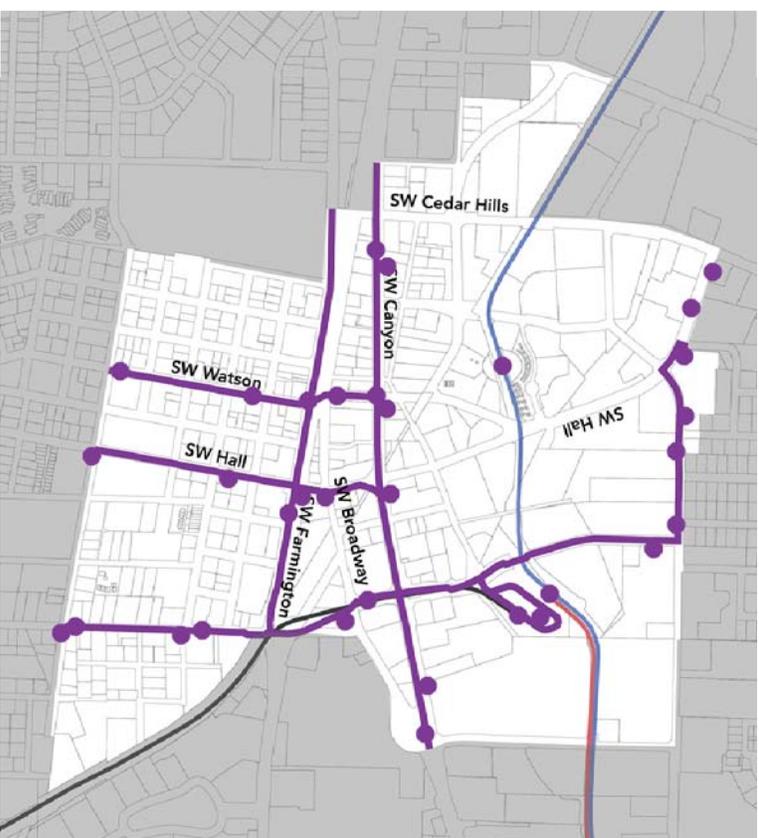
Primary Vehicular Routes

Due to its prominent location in the region, Beaverton sees a significant amount of vehicular traffic. Downtown Beaverton is primarily accessed by the major roads running through it, and those connecting Downtown with the rest of the city. The key roads running north-south are Watson Avenue, Hall Boulevard, Lombard Avenue, and Cedar Hills Boulevard. Running east-west the key roads are Canyon Road, Broadway Street, and Farmington Road.



Primary Bicycle Routes

The diagram above illustrates the existing bike network in Downtown Beaverton which consists of striped bike lanes and designated bike routes. It is worth noting that these are largely the same routes that function as primary vehicular routes through Downtown as well. This competition between different modes is occurring within a limited space, and in many cases Beavertron's current infrastructure is not designed to handle multi-modal traffic. Priority is typically given to the car. Pedestrian facilities are narrow and bike facilities run alongside swiftly moving vehicles with few, if any, buffers.



Transit Routes

Downtown Beaverton is served by MAX Red and Blue Lines at Beavertron Transit Center and the Blue line at Beavertron Central. The MAX runs in Beavertron approximately from 4 am to 1 am (except Sunday when service ends at 11 pm) and runs frequently (every 15 minutes or less) from 5 am to 9 pm.

All of the bus lines that provide access to Downtown start, end, or stop at Beavertron Transit Center. Of the bus lines that go through Downtown, only two of them are frequent. Someone visiting Downtown Beaverton could catch a frequent bus on either Canyon Road or Farmington Road. The other bus lines that provide access to Downtown typically run every 30 minutes or more and can be located on Hall Boulevard, Watson Avenue, and Lombard Avenue. Frequency of buses to/within Beavertron could be increased to provide residents and visitors better access to Downtown.

MARKET ANALYSIS

Momentum for development in Downtown Beaverton has been growing, and public/private partnerships have played a big role. Most new apartments in Downtown have been built since 2015 and have received public funding (with the exception of the Franklin and Tucker Apartments).

The earliest project, the Round, received deeded land and \$3.8 million in subsidies to the project in the form of forgivable development fees, as well as site infrastructure, including three roads, sewer, water, storm drainage, and pedestrian improvements.

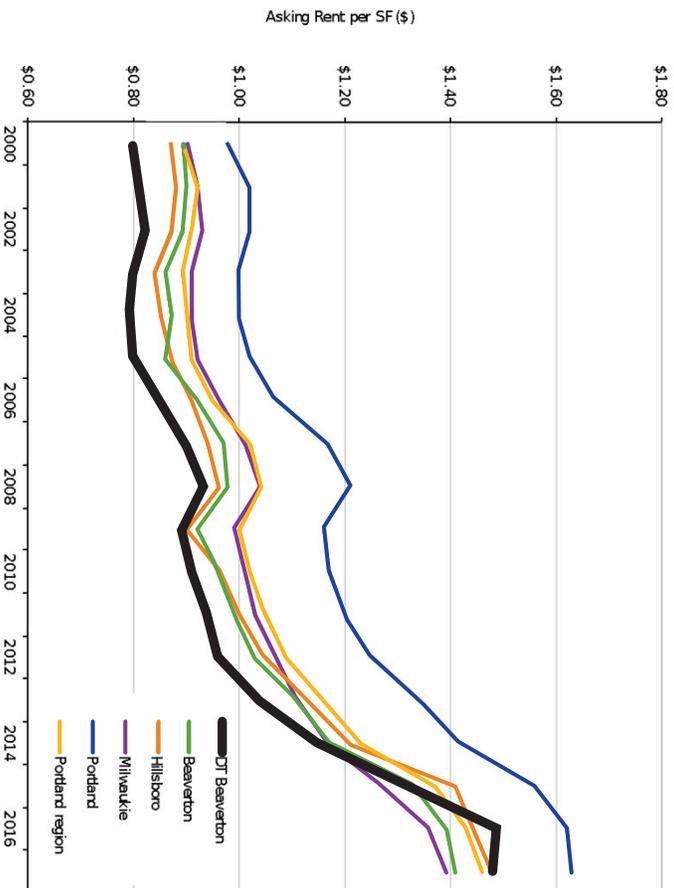
As of November 2017, the most recent new development in Downtown, The Rise Old Town, was 95% occupied and was achieving \$2.05 per square foot rents. This exceeds the project's proforma estimates for rents.

	Number of units
2003 Round at Beaverton	65
2015 Franklin and Tucker Apartments	70
The Barcelona at Beaverton	47
2016 LaScala	44
2017 The Rise Old Town	87
2019 The Rise Central	230



The Rise Old Town

EXISTING CONDITIONS

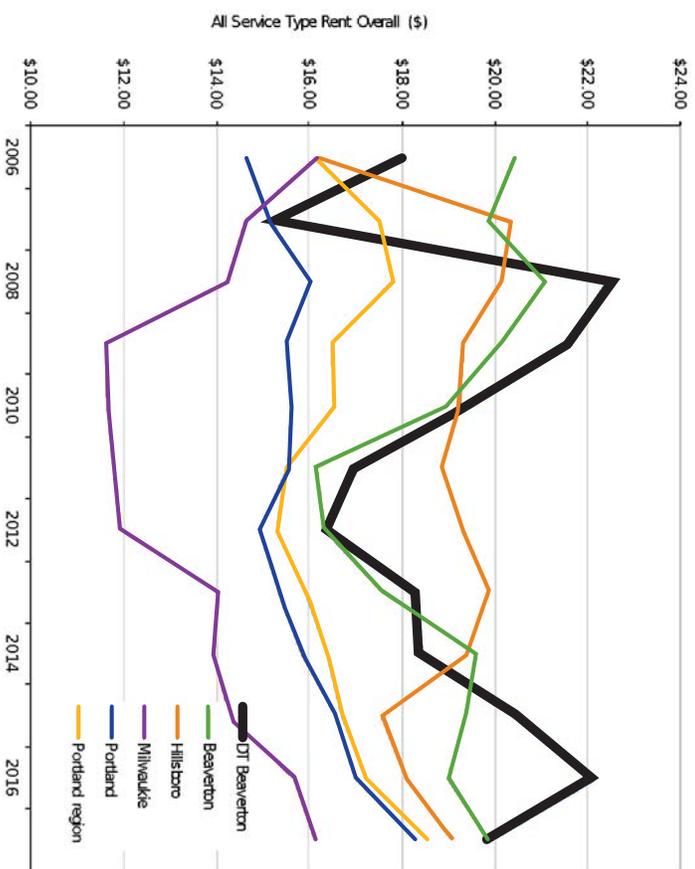


Downtown Beaverton’s growth has outpaced the region.

The premium rents in new developments have started to shift the average multi-family rents in Downtown Beaverton, which had historically been below the region and comparator cities’ rates. This creates a track record of rents that shows other developers what rents they can expect to achieve with similar projects. This sets the stage for future development in Downtown.

While increased rents may make redevelopment more feasible, the City of Beaverton recognizes the importance of affordable housing in creating a vibrant neighborhood for everyone. The City employs several programs to promote access to affordable housing in Downtown and throughout the city.

CURRENT CONDITIONS



Retail rents in Downtown are higher than regional averages.

Retail rents are higher than regional averages, around \$20/foot. This is likely to support new retail spaces in mixed-use buildings in areas with good amenities, like the Downtown grid.

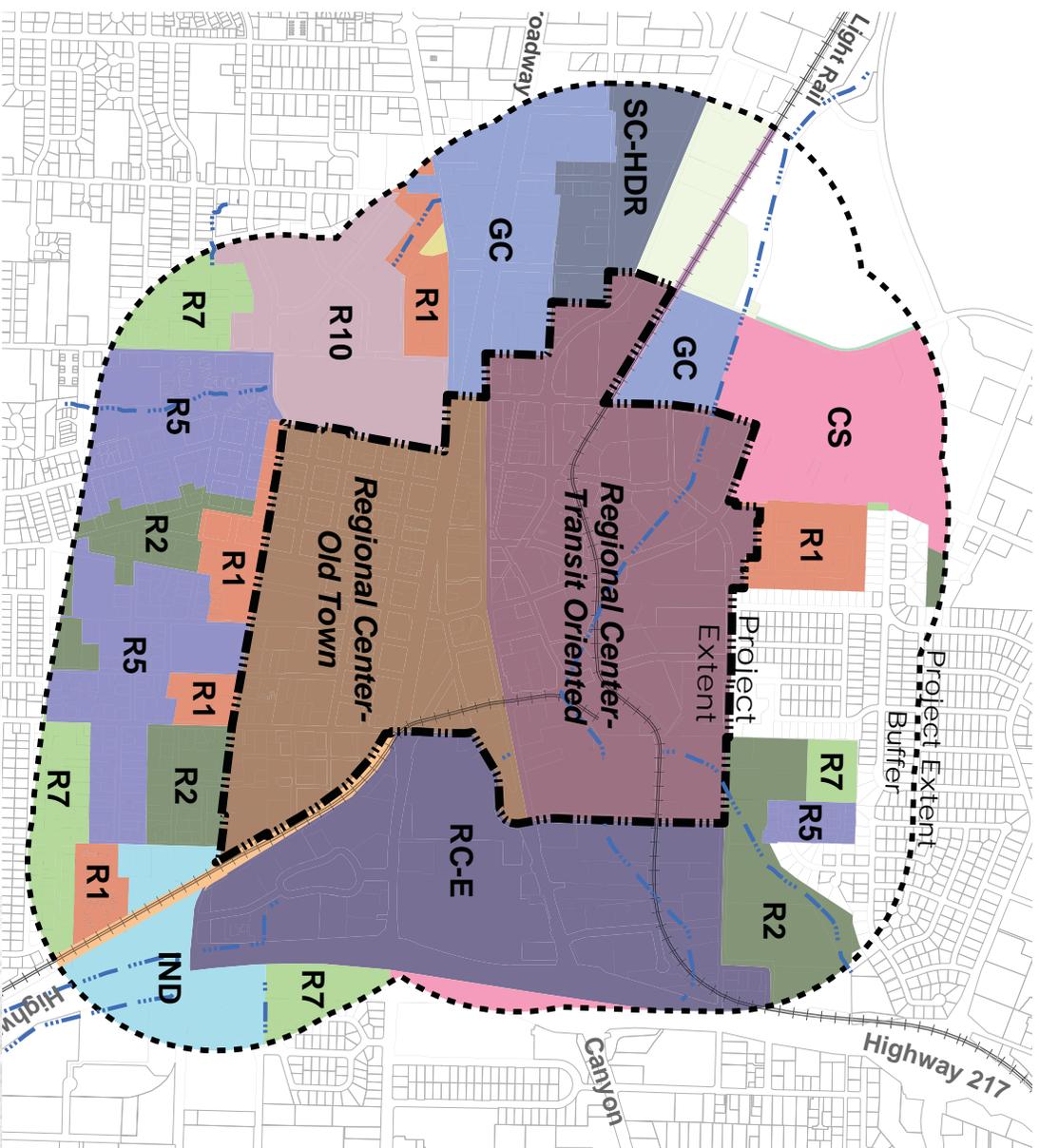
Another very promising indicator of the market in Downtown Beaverton is the growing number of new restaurants. Downtown’s restaurant scene is also fairly diverse, with a mix of longtime business like Ava Roasteria, DeCarli, Nak Won, and Beaverton Bakery, as well as new businesses like the microrestaurants at LaScalda, Big’s Chicken, Ex-Novo, and Moidele Rosa Pizzeria. This growing concentration of restaurants starts to make Downtown a destination and place where people will want to linger.

DEVELOPMENT CODE

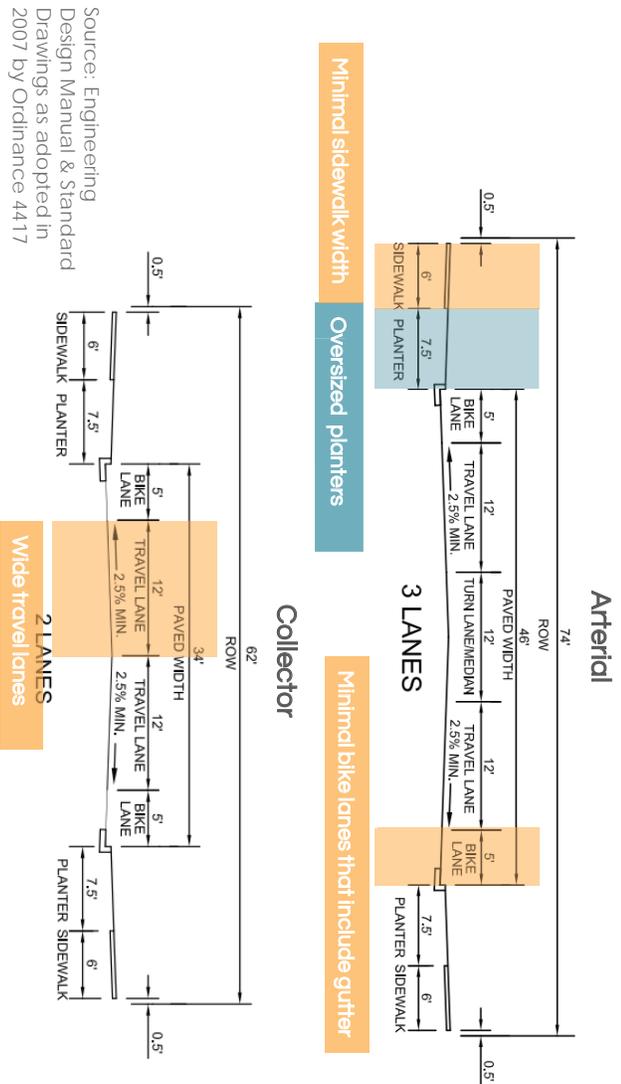
The regulations imposed by a city have a significant impact on the built environment. Ultimately, it is the policy that enables certain types of development to occur, while prohibiting or discouraging others.

Downtown Beaverton as defined by this plan is comprised of the Regional Center Transit Oriented (RC-TO) and Regional Center Old Town (RC-OT) zones. The code for these zones describe the goal of a dense, urban environment but on initial review, some of the standards will produce a more suburban environment with low density buildings set back from the street. For example, while there is no maximum FAR (Floor Area Ratio- the relationship between the total amount of usable floor area that a building has, and the total area of the lot on which the building stands) regulated, the minimum FARs allowed (0.60 and 0.35) are consistent with a low density, suburban model, not a more dense urban environment.

	RC-TO	RC-OT
Min DU/Acre	20	12
Max DU/Acre	60	40
Min FAR	0.60	0.35
Max FAR	None	None
Max Bldg Height	120	75/40



EXISTING STREET STANDARDS



Source: Engineering Design Manual & Standard Drawings as adopted in 2007 by Ordinance 4417



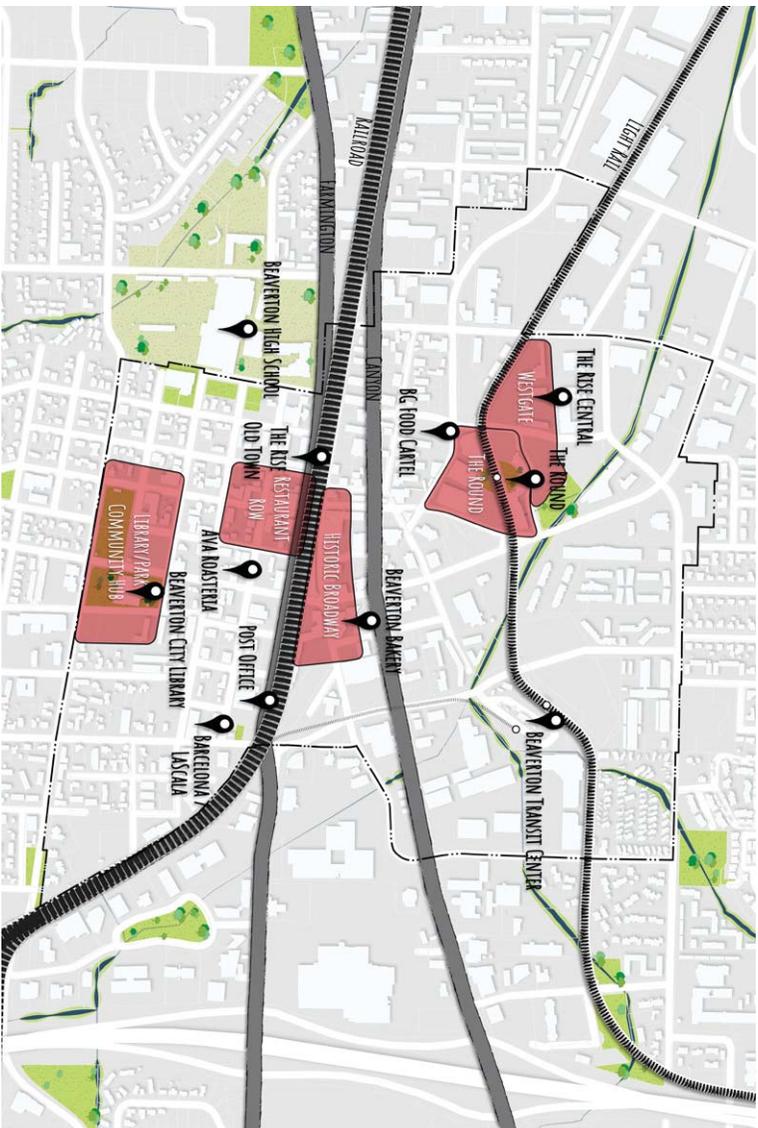
SW Watson Street looking south

Streets are a critical element of vibrant downtowns. They are the public space where people come together and linger. It is common for cities to devote most of their street space to cars. However, in truly vibrant downtown locations, more priority is given to pedestrians, bicycles, and transit.

Beaverton's existing street standards are not aligned with the goal of a vibrant, pedestrian and bicycle friendly Downtown. Sidewalks are too narrow to accommodate groups of pedestrians, bike lanes are narrow and unprotected from both fast moving traffic and from the doors of parked cars, and wide travel lanes encourage drivers to drive at high speeds through Downtown streets to the detriment of pedestrians and local retail alike.

While built conditions vary, and are not always consistent with the standards, these same issues are visible on the ground in Downtown Beaverton today. The segment of Watson Street between Farmington Road and 1st Street (depicted left) is one of the more successful pedestrian areas in Downtown today, and still improvements could be made to the pedestrian and bicycle experience. For example, sidewalks are quite narrow and bike lanes remain unprotected from car doors, and vehicular travel lanes.

OPPORTUNITIES & CONSTRAINTS

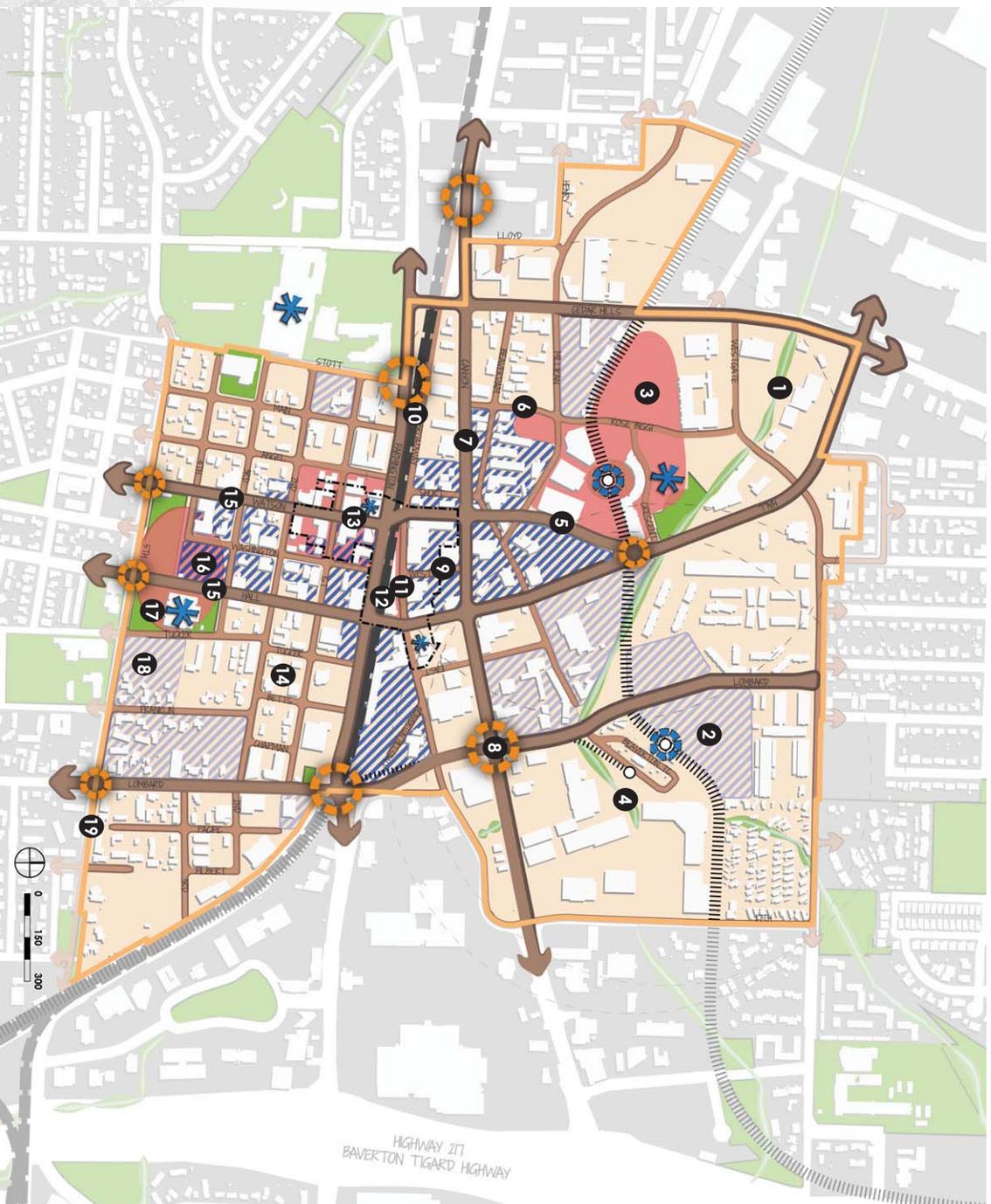


The map above illustrates the disconnected nature of activity areas (in red) and destinations (black labels) within Downtown Beaverton.

Summary

Downtown Beaverton has many successful pockets of activity, such as Broadway Street and the popular Library/City Park/Farmers Market, each offering unique experiences and characters. However, the disconnected and isolated nature of these activity areas leaves residents and visitors with limited ability to travel from one activity area to another. As demonstrated in the map to the left, the primary impediments to area connectivity are the physical, and even psychological, barriers created by the transportation infrastructure that divides Downtown, including Canyon Road, the heavy rail line, Farmington Road, and the MAX light rail Lines.

DOWNTOWN OPPORTUNITIES & CONSTRAINTS



- Downtown Beaverton
- Landmark
- Landmark that also act as Gateway
- Gateway
- Creek
- Park
- Major Street
- Street
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- WES Line On-Street
- Heavy Rail Line
- Building
- Priority Opportunity Site
- Opportunity Site
- Downtown Activity Area
- Downtown Historic District

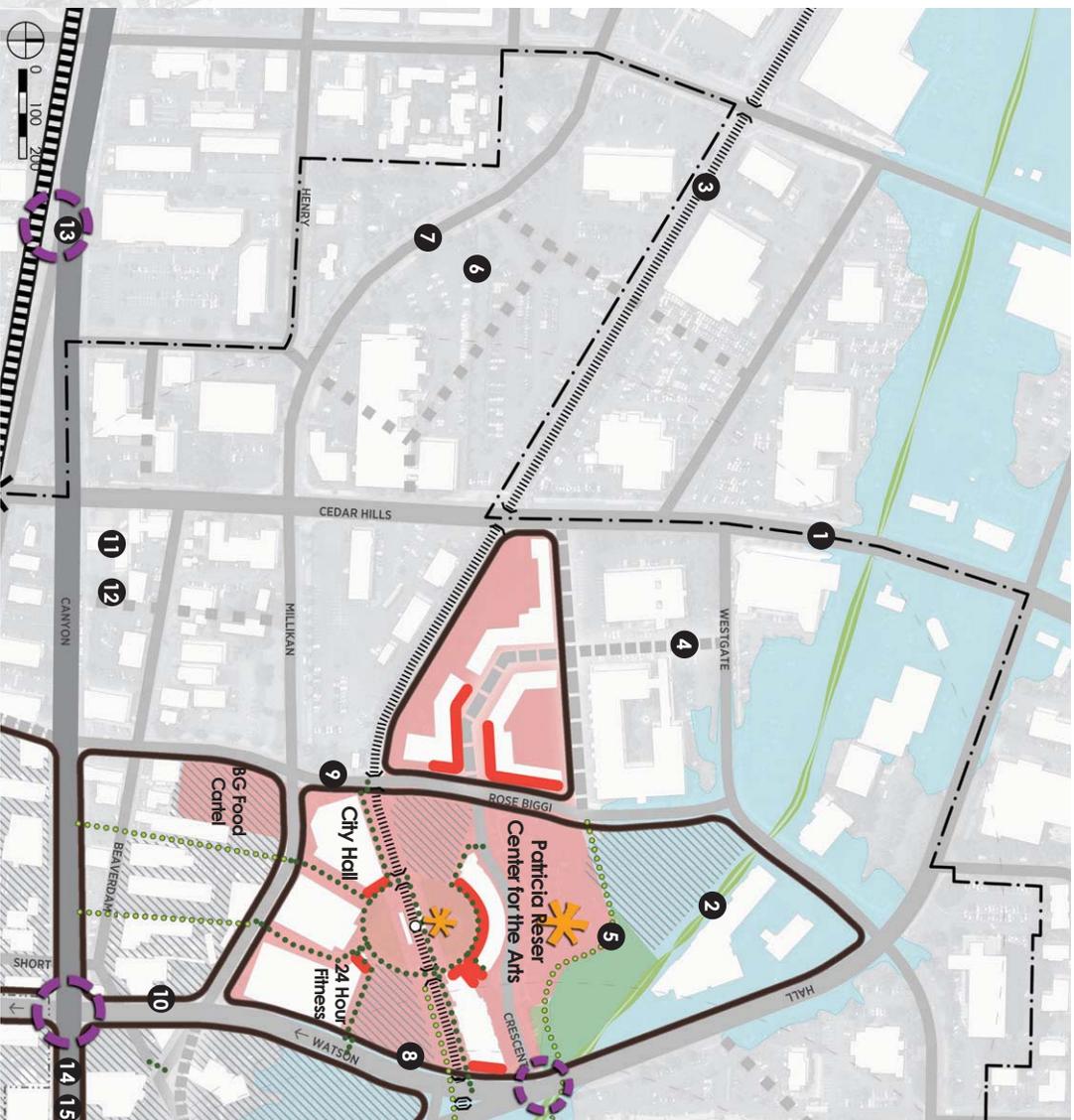
*For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.

The history of Beaverton is still discernible in the composition of its Downtown today. Significantly influenced by early rail transportation, "Old Town" is identified south of Farmington Road by its small block structure, which provides the bones for a more pedestrian-friendly Downtown. The area north of Canyon Road, with large blocks and heavily influenced by vehicular transportation, has greater challenges to become an active pedestrian area, although pockets of activity are growing. Overall, Beaverton has opportunities not only through infill and redevelopment of key areas, but also through improvements to its streets and public spaces, to become a vibrant and multi-modal Downtown.

- 1** Creeks in Beaverton Central provide connections to natural/historical features, but are currently difficult to view and access.
- 2** Large parcels near the Beaverton Transit Center present opportunities for transit-oriented development.
- 3** New Westgate Redevelopment and Patricia Reser Center for the Arts could transform the area around Beaverton Central MAX Station into an arts and entertainment district.
- 4** Creek fragmentation is a reminder of piped underground stream corridors. This presents opportunities to daylight natural water systems when properties redevelop.
- 5** An irregular and sparse street network make navigation in Beaverton Central extremely challenging for cars and discourages walkability. The one-way Hall Boulevard/Watson Avenue couplet adds to this issue.
- 6** Rose Biggi Avenue is transforming into an active pedestrian street. This will be further reinforced with a pedestrian activated signal crossing Canyon Road in the future. Continuing to extend this connection into Old Town would provide a welcome additional Downtown N-S connection.
- 7** Canyon Road and Farmington Road provide regional connections, but present physical and psychological barriers to Downtown connectivity and coherence.
- 8** Arrival and departure points into and out of Downtown are numerous, but are nondescript with no sense of arrival into a Downtown core.
- 9** Auto-oriented businesses along arterials present a suburban character that challenges the notion of "downtown" in a more traditionally urban sense.
- 10** Heavy rail creates a sound constraint for residential and outdoor seating.
- 11** Broadway Street offers a segment of local retail/restaurants with outdoor seating and pedestrian improvements in the heart of historic Beaverton.
- 12** Backs of buildings including trash receptacles, loading materials, and mechanical systems face Farmington Road.
- 13** A number of existing and emerging restaurants along Watson Avenue will establish a new "Restaurant Row" in Old Town.
- 14** Small blocks and strong street grid, paired with historic buildings with street frontage, provide a strong framework for walkability in Old Town; missing buildings and surface parking lots challenge the pedestrian experience.
- 15** Hall Boulevard/Watson Avenue site furnishings, planters, signage, and pavers at intersections help establish a unique character for Old Town streets, but traffic volumes on this couplet remain high and fast, and sidewalks are too narrow for outdoor seating or significant pedestrian traffic.
- 16** On non-market days, the often underutilized parking lot detracts from the pedestrian experience Downtown.
- 17** The Library, City Park, and Farmer's Market create a strong civic anchor and hub of activity in Old Town, but remains disconnected from other areas of Downtown. Potential to increase activities and programmed events.
- 18** Superblocks with large underutilized parcels offer infill potential and new connections.
- 19** 5th Street is a natural transition in the N-S direction, while providing an important E-W local access and bike route.

DEEP-DIVE AREA OPPORTUNITIES & CONSTRAINTS

NW Downtown (Hocken Avenue to Watson Avenue; Center Street to Canyon Road)



- Downtown Beaverton
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

*For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.

The area to the north of Canyon Road and west of Watson Avenue has many growing areas of concentrated urban activity. Development around the regional light rail stop, Beaverton Central MAX Station, encourages public transit use and can be leveraged as a catalyst to promote greater activity in Downtown Beaverton. However, large blocks in this area present a challenge to creating a walkable neighborhood that is human scaled.

to link a central transit hub to this emerging center of activity.

6 Significant surface parking lots hinder a pedestrian friendly experience.

7 Millikan Way has the potential to become a pedestrian- and bike-friendly streetscape to offer a strong E-W route alternative to Canyon Road and Farmington Boulevard.

- Existing scale of Beaverdam Road and slow speeds present opportunities for a pedestrian friendly environment, but it currently lacks sidewalks and other pedestrian amenities.
- Opportunities to extend pedestrian connections from the Round south to Canyon Road.

8 **THE ROUND/ARTS OPPORTUNITY DISTRICT**

- With the new Westgate development, and Patricia Reser Arts Center, adjacent to the Round, this area is emerging as a center of activity in Downtown, and has the potential to anchor a new and vibrant arts/entertainment district.

12 Redevelopment with active street frontages (and removal/relocation of surface parking) along Canyon Road has the opportunity to establish a stronger connection to Broadway and Old Town, and a more visible presence for Downtown on a major regional route.

1 Cedar Hills Boulevard is currently nondescript, but has the potential to become a signature street and distinctive edge of Downtown.

2 Natural creeks are currently difficult to see and difficult to access, and in many locations are piped underground; restoration of these natural features offers the opportunity to highlight unique landmark features within Downtown.

13 The west gateway to Downtown is difficult to see. There is an opportunity to create an enhanced gateway at the convergence of major transportation routes: Canyon Road, Broadway Street, Farmington Road, and the rail line.

3 The MAX tracks present a physical barrier for walking/bike connectivity.

9 Reinforcing connections with active ground floor uses, particularly along major N-S connections, will establish pedestrian friendly connections to Broadway and Old Town.

14 Canyon Road, a state highway, carries high traffic volumes, forming a significant barrier to north/south pedestrian traffic.

4 Opportunity to formalize the existing parking lot aisle as a "complete street" to extend the street network.

10 **BEAVERDAM OPPORTUNITY DISTRICT**

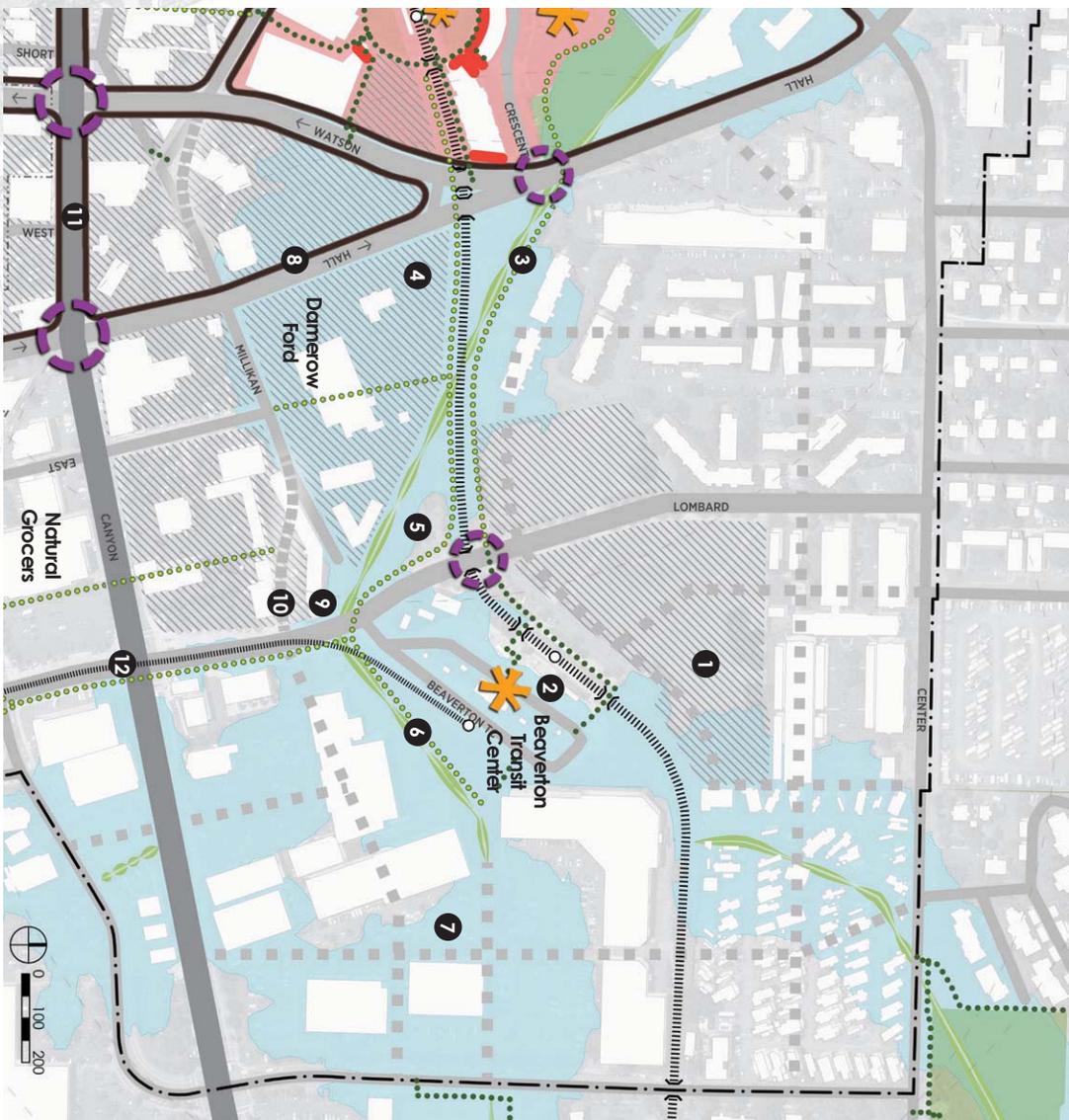
- Beaverdam has the opportunity to become a critical gateway and transition point between Beaverton Central and Broadway/Old Town due to its location.

15 Canyon Road has few crossings, and those that are present involve long wait times in an environment unpleasant for pedestrians.

5 Connectivity between the Round, Westgate and Patricia Reser Arts Center and the Transit Center is poor; new pedestrian paths have the opportunity



NE Downtown (Watson Avenue to 117th Avenue; Center Street to Canyon Road)



- Downtown Beaverton
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
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- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

*For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.

The area to the north of Canyon Road and east of Watson Avenue has several of the same challenges noted in NW Downtown, most notably the large existing block pattern that makes walkability difficult. Some of the key opportunities in this area include introducing mid-block connections and densifying development around the Beaverton Transit Center to support additional retail/services. Infill and redevelopment opportunities will also be an opportunity to reposition buildings to face streets, instead of parking lots, to encourage and enhance area walkability.

- 1 Development of infill sites adjacent to the Transit Center could provide retail/services that engage transit users, paired with transit supported housing.
- 2 Beaverton Transit Center is well utilized, but constrained as an activity area by the lack of adjacent retail/services.
- 3 Currently under construction, the Crescent trail will offer a needed pedestrian connection between Beaverton Transit Center and the Round.
- 4 Future redevelopment of surface parking lots presents the opportunity to introduce active building edges that engage the street.
- 5 Areas adjacent to the creek offer opportunities to create passive parks and recreation areas.

6 Restoration of the creek would provide a public amenity and restore a historic, natural landmark feature in Beaverton Central.

7 Existing large blocks present challenges to connectivity. Potential connections within these large blocks would establish a more predictable street system, and enhance walkability.

8 MILLIKAN OPPORTUNITY DISTRICT

- Millikan currently consists of large, underutilized parcels and extensive surface parking lots.
 - Encouraging redevelopment in this area with buildings that engage the street will create a critical, and highly visible, gateway connection between major districts in Downtown.
 - Watson Avenue and Hall Boulevard have the potential to become key pedestrian/bicycle connections, but current traffic volumes/speeds make them more auto-oriented. Decoupling Watson Avenue and Hall Boulevard has the opportunity to slow traffic, improve overall connectivity, and support future ground floor retail/services. Redesign of these streets as "complete streets" would improve the experience of Watson Avenue/Hall Boulevard for all modes (pedestrians, bikes, and cars).
 - Redesign Millikan Way to increase visibility and better align with segments to the west of Watson Avenue and the east of Hall Boulevard.
- 9 High water table and floodplain present constraints to development adjacent to the creek.

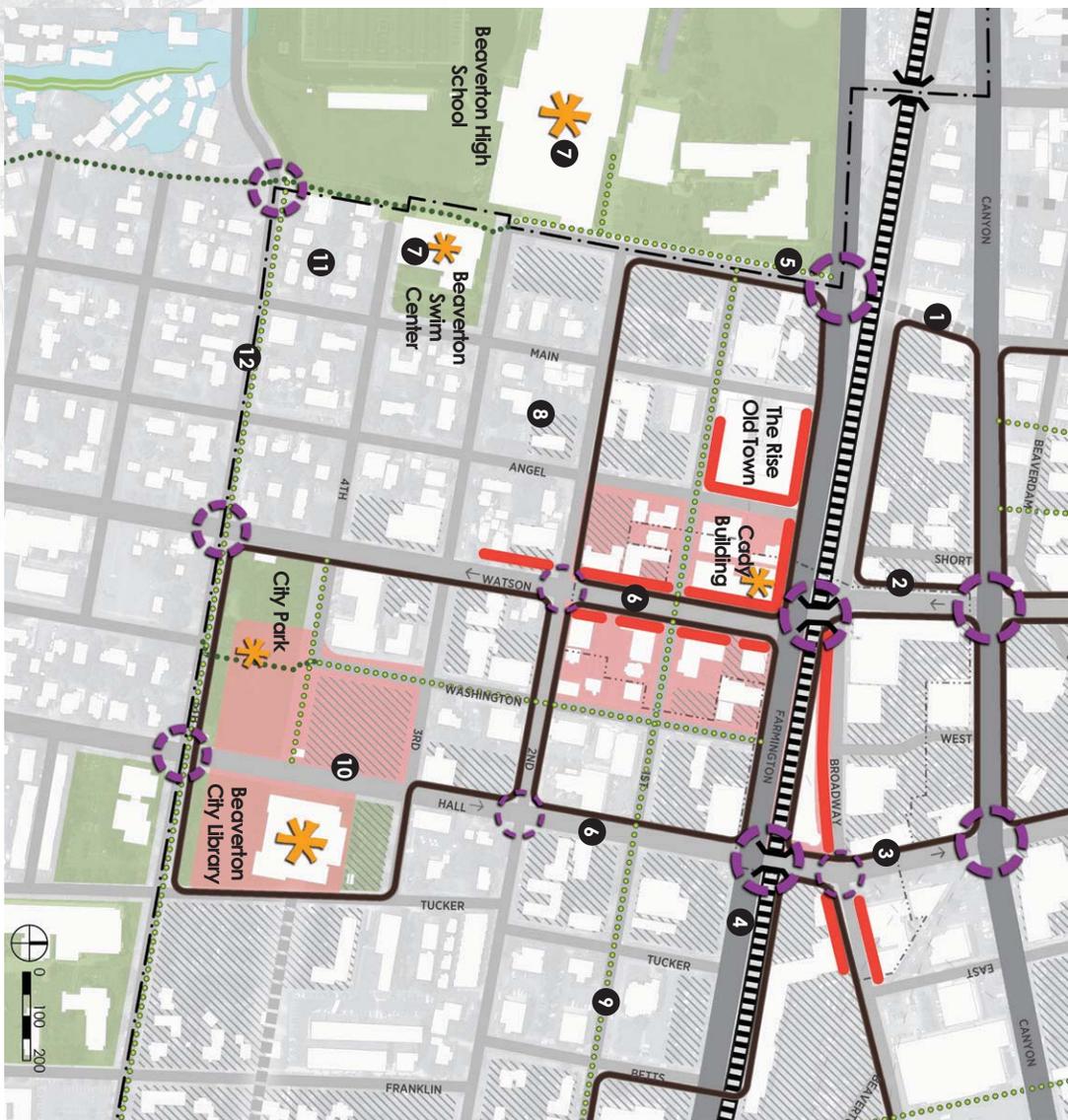
10 As one of the few existing east/west streets in Beaverton Central, Millikan Way has the opportunity to become a key connection, but it is constrained by its irregular pattern and its dead end before reaching Lombard Avenue. Relocating and extending Millikan Way would improve connectivity and ease of navigation.

11 Improving pedestrian crossings along Canyon Road will greatly increase walkability throughout Downtown.

12 Lombard Avenue forms the eastern edge of Downtown and a gateway for those approaching from the east. Currently, Lombard Avenue is lined primarily by low intensity uses and surface parking. Future redevelopment has the opportunity to establish this as a visible gateway and edge to Downtown.



SW Downtown (Stott Avenue to Betts Avenue; Canyon Road to 5th Street)



- Downtown Beavertron
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
- 1/4mi Walking Radius
- Light Rail / WES Stop and Line
- Rail Crossing
- Heavy Rail Line
- Potential Connection (path or street)
- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

*For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.

The area to the south of Canyon Road and west of Betts Avenue is one of the oldest, most established areas of Downtown. Generally referred to as "Old Town," the area south of Farmington Road, has several well-functioning active areas such as the City Park and Library. These small blocks are easy to navigate, but connections to other areas of Downtown remain challenging.

1 Connections between Beaverton Central and Old Town are limited. An additional connection along Rose Biggi Avenue would improve connectivity.

2 **WEST BROADWAY OPPORTUNITY DISTRICT**

- Existing development (low density with expansive surface parking) does not form a distinct gateway to Downtown. West Broadway has the opportunity to form a visible western gateway through redevelopment that actively engages the street.

3 **EAST BROADWAY OPPORTUNITY DISTRICT**

- The south side of Broadway Street in this area has a lively street presence and vibrant local businesses. The north side of this district has the opportunity to capitalize on this energy and form a hub of activity in the center of Downtown.
- The back alley between Broadway Street and Farmington Road has a unique character, with its mix of historic buildings and art murals.

4 Farmington Road (historically known as "Front Street") is currently auto-oriented and carries a high volume of traffic, but has the potential to become a pleasant boulevard with wider sidewalks, large trees, etc.

5 Opportunity to provide an expanded pedestrian and bike path adjacent to the high school.

6 **RESTAURANT ROW OPPORTUNITY DISTRICT**

- The historic Cady building is a local landmark that engages the street, and has the opportunity to anchor this gateway district.
- Incorporating new infill development to create a consistent street frontage, paired with streetscape improvements to enhance walkability, will emphasize the entrance to Old Town and help brand this area of Downtown.
- With multiple local restaurants in this area, a unique historic character, and small walkable blocks, this area has the opportunity to become a vibrant restaurant row. Existing surface parking offers opportunity for infill development to help further activate this area.

7 The high school and swim center provide key destinations and landmarks on the west edge of Downtown.

8 Surface parking lots present opportunities to encourage infill redevelopment that fronts on, and engages with, the street.

9 The continuity of 1st Street through Old Town, from the high school to Lombard Avenue, presents the opportunity to distinguish it as a key east-west connector.

10 **LIBRARY OPPORTUNITY DISTRICT**

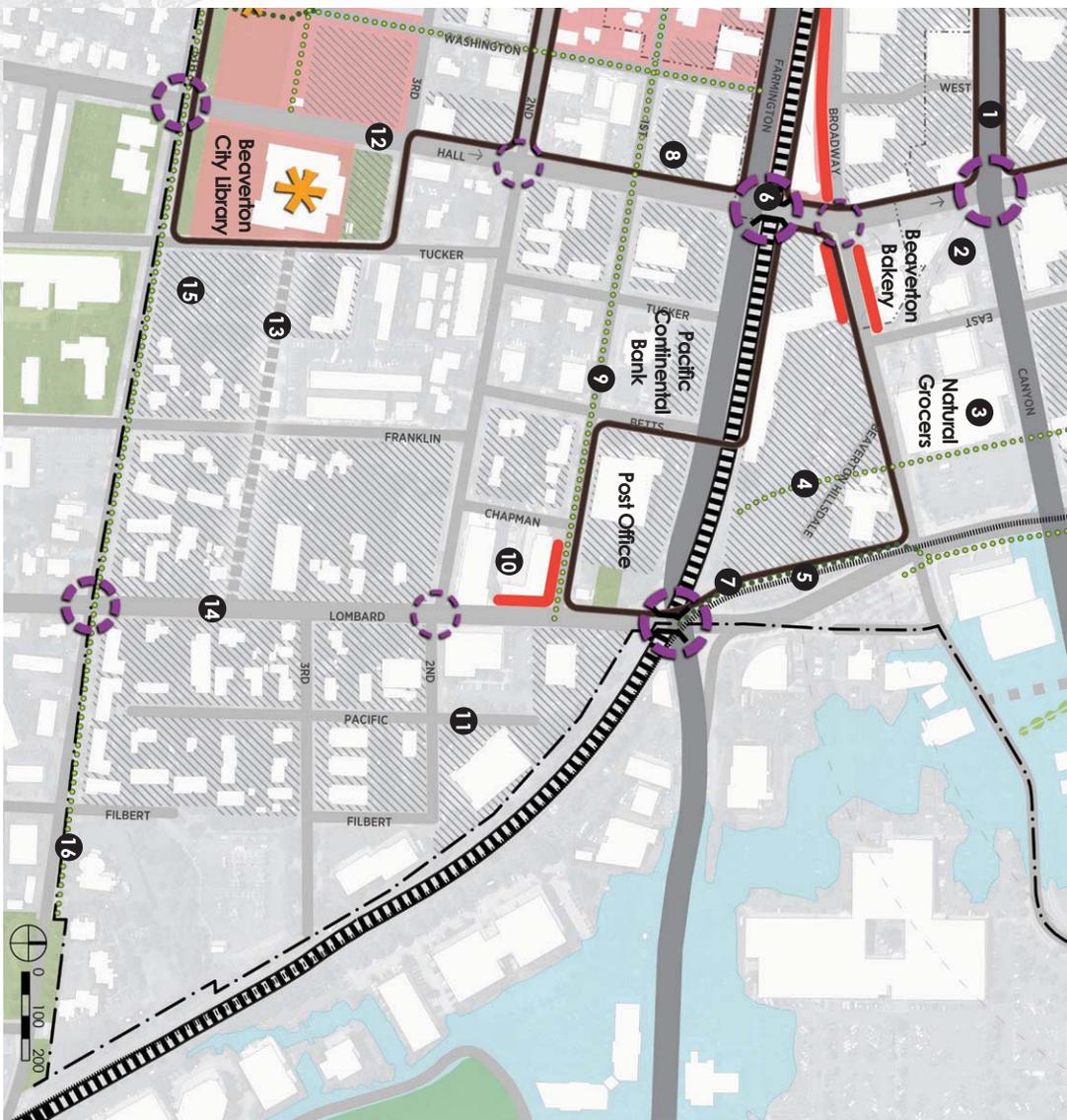
- Already one of the most active areas in Old Town, this area has the opportunity to capitalize on the energy around the Library, Park and Farmer's Market Year-round.
- Slow traffic speeds on Washington Avenue present an opportunity to make it a pedestrian/bicycle oriented local connection between Restaurant Row and the Library.
- Existing surface parking presents an opportunity for new development to further activate this civic anchor of Old Town.

11 Existing residential areas have an established character and many large mature trees.

12 5th Street has a pleasant neighborhood character with many mature trees. With additional bike and pedestrian improvements, this street has the opportunity to become a key east-west bike/pedestrian connection.



SE Downtown (Watson Avenue to 117th Avenue; Center Street to Canyon Road)

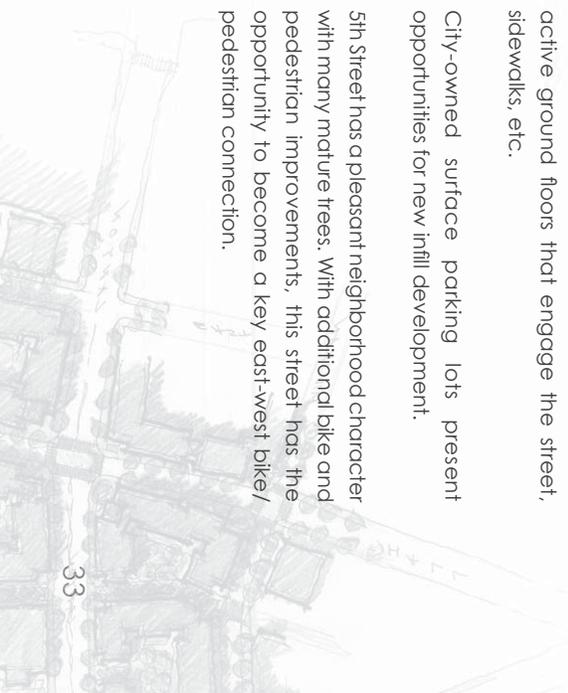


- Downtown Beavertron
- Downtown Historic District
- Subdistrict
- Existing/Planned Activity Area
- Active Frontage
- Landmark Destination
- Character Transition Moment
- Creek
- Existing Pedestrian Path
- Potential Pedestrian Path
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- Potential Street/Realignment
- Street Under Construction
- Street
- State Route
- Building
- Existing Park
- Infill Opportunity
- 100YR Flood (FEMA)

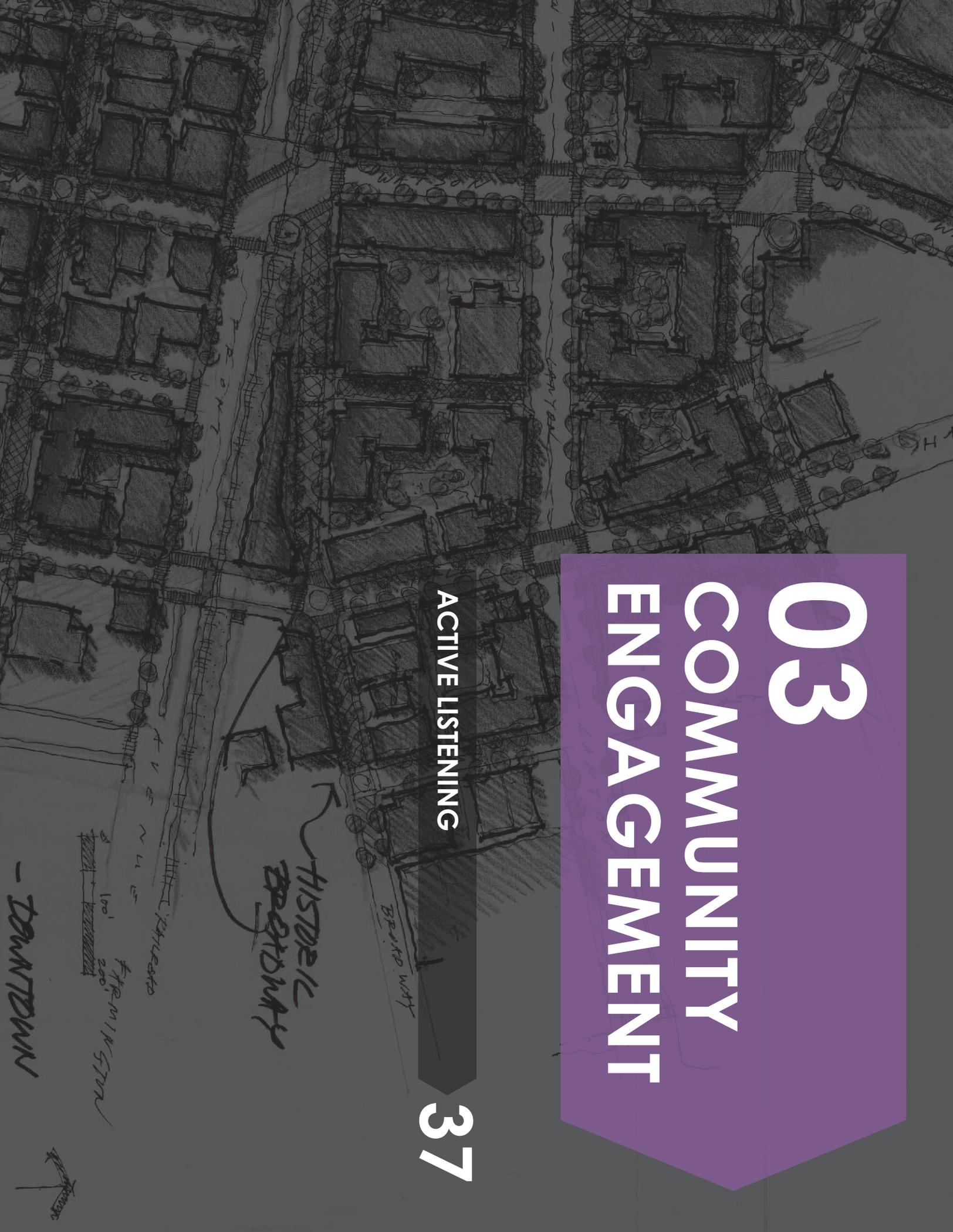
*For the purposes of this study, Opportunity Sites are defined as areas strategically located for development intensification and/or revitalization.

The area to the south of Canyon Road and east of Betts Avenue is anchored by Lombard and a direct connection to the Transit Center. While this area contains some new mixed-use developments that actively engage streets and encourage pedestrian-activity, many existing developments are set back from the street and maintain large surface parking lots that detract from the walkability in Downtown.

- 1** Canyon Road, a state highway, carries high vehicle traffic volumes, forming a significant barrier to north/south pedestrian traffic.
- 2** An abundance of surface parking lots presents challenges to pedestrian connectivity. Shared district parking solutions could offer opportunities to reduce surface parking areas.
- 3** Important residential services in place today, such as the bakery and grocery store, are key assets and could be strengthened by improved pedestrian connections.
- 4** Large blocks present a constraint to walkability, but offer an opportunity to introduce mid-block pedestrian pathways to enhance connectivity.
- 5** The WES Line acts as a barrier, limiting vehicular access to adjacent parcels.
- 6** The rail line acts as a physical and psychological barrier to connectivity, with only four established crossing areas within Downtown. This presents a significant constraint to connectivity.
- 7** **WEST BROADWAY/POST OFFICE OPPORTUNITY DISTRICT**
 - Existing buildings area set back from the street, and have expansive surface parking lots, creating an unpleasant environment for pedestrians.
 - Lombard forms the eastern edge of Downtown, but currently looks nondescript. There is an opportunity to formalize the Lombard gateway, with potential redevelopment on both sides of Farmington Road.
 - Large surface parking lots present opportunities for infill development.
- 8** Extensive surface parking areas, some fenced, present a challenge to walkability, but allows opportunities for significant infill.
- 9** The continuity of 1st Street presents the opportunity to distinguish it as a key east-west connector.
- 10** The Barcelona/LaScala present a strong example of mixed use development with active ground floors and a mix of affordable and market rate units.
- 11** East of Lombard, narrow streets and few sidewalks offer a poor pedestrian experience and present a challenge to connectivity. There are currently few direct east-west connections to Old Town, isolating this area.
- 12** Existing buildings along Hall Boulevard are set back from the street, and have expansive surface parking lots, creating an unpleasant environment for pedestrians. Hall Boulevard has the opportunity to function as a key north-south connection for all modes. Existing surface lots present an opportunity for infill redevelopment that engages the street.
- 13** Large blocks present a challenge to walkability, but offer the opportunity to add new mid-block connections.
- 14** As the eastern edge of Old Town and Downtown, Lombard Avenue has the opportunity to become a distinct Downtown streetscape with transit, active ground floors that engage the street, sidewalks, etc.
- 15** City-owned surface parking lots present opportunities for new infill development.
- 16** 5th Street has a pleasant neighborhood character with many mature trees. With additional bike and pedestrian improvements, this street has the opportunity to become a key east-west bike/pedestrian connection.



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03 COMMUNITY ENGAGEMENT

ACTIVE LISTENING

37

HISTORIC
BROADWAY

BROADWAY

THURSDAY

APRIL 11, 5 PM

100'

200'

- DOWNTOWN





Downtown Design Project

Designing the future of our city
BeavertonOregon.gov/downtown

ACTIVE LISTENING



City Staff and Project Team members listen and respond to questions from community members at an Open House event at the Beaverton City Library.



Attendees discuss and weigh options about the future organization and characteristics of areas in Downtown Beaverton.

The Downtown Design Project was conceived through the community's vision of a "vibrant Downtown" articulated in the 2010 Beaverton Community Vision Action Plan. This project has continued to engage and partner with the community to develop a community-driven Urban Design Framework for Downtown.

Engagement efforts by the Project Team and City Staff sought to create an environment that was inclusive and responsive to the interests and concerns of residents. At each event, attendees were encouraged to weigh in, offer input, and share their own insights. These comments directly informed the Urban Design Framework.

Throughout the various public engagement events, there were a few concerns consistently raised by community members. Many expressed frustration over the barriers created by Canyon Road, Farmington Road, and the heavy rail line, which hinder pedestrian connectivity and the ability to travel easily between Downtown destinations. A lack of urban open spaces and recreation areas was also a concern for many participants.



BIG IDEAS THAT EMERGED THROUGH PUBLIC ENGAGEMENT

- "Park once and walk": the idea of developing a robust, coherent, and connected pedestrian network where people opt to walk between destinations instead of drive
- Restore the area's natural creeks as a public amenity and landmark feature of Beaverton
- Integrate more open spaces and plazas into the fabric of Downtown
- Introduce a connection that links activity areas in Downtown
- Reinforce emerging activity areas such as Restaurant Row and Beaverton Central, which includes The Round, BG Food Cartel, and the Patricia Reser Center for the Arts

COMMUNITY ENGAGEMENT

ACTIVE LISTENING

PUBLIC ENGAGEMENT EVENTS

PUBLIC FORUMS

- Open House #1 (Opportunities & Constraints)
- Open House #2 (Character Area Visioning)
- Open House #3 (Preliminary Framework Concepts)
- Open House #4 (Framework Alternatives)
- Open House #5 (Preferred Approach)

ADVISORY OR DECISION-MAKING BODY

- BCCI Meeting #1
- URAC
- Diversity Advisory Board
- City Council
- Planning Commission Meeting #1
- BURA
- Traffic Commission
- TAC Meeting #1
- VAC
- BCCI Meeting #2
- Beavertron Arts Commission
- Planning Commission Meeting #2
- THPRD Board of Directors
- Planning Commission Meeting #3
- Joint City Council/Planning Commission Work Session

STAKEHOLDER GROUPS

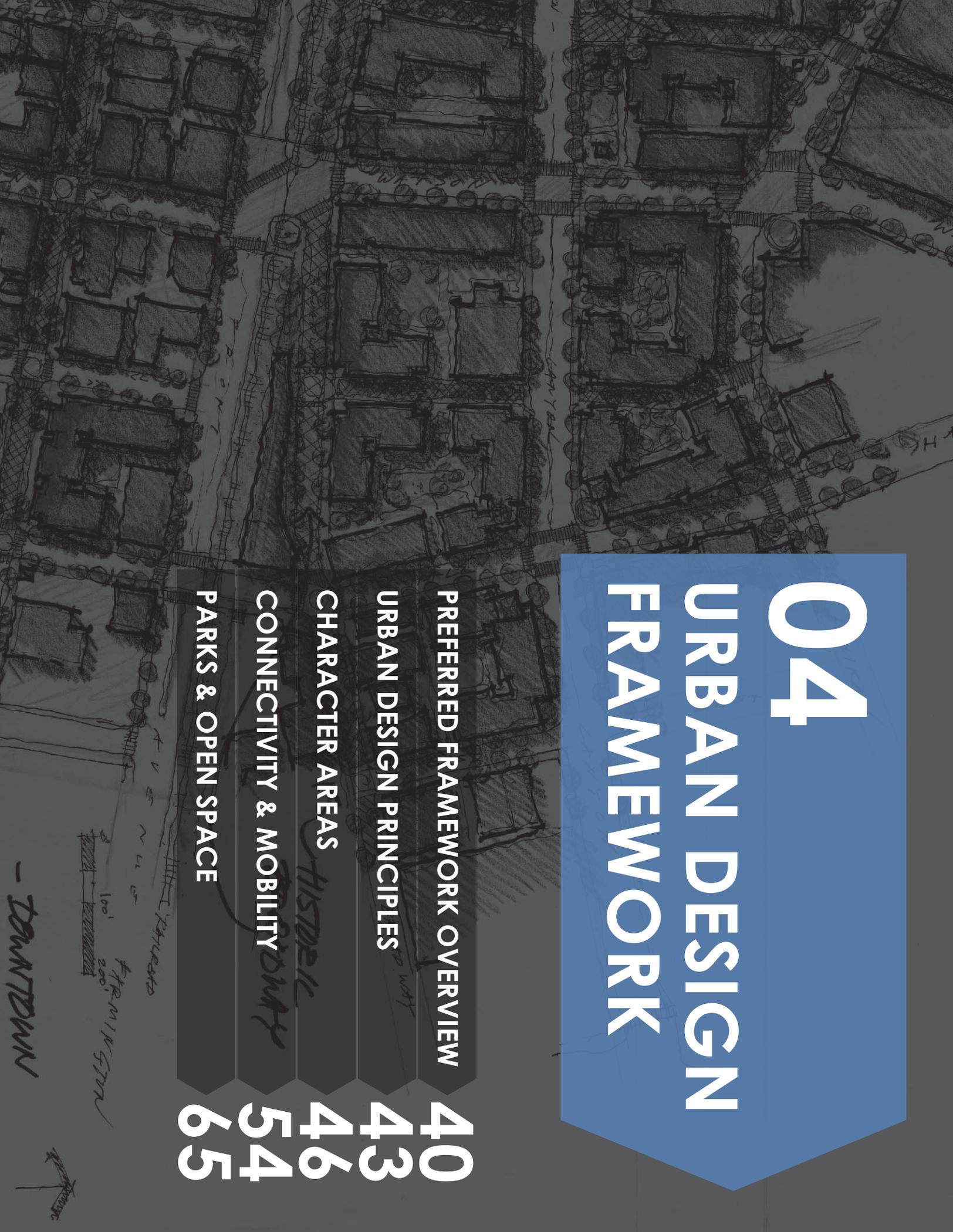
- Central Beavertron NAC Meeting #1
- Beavertron Downtown Association Meeting #1
- Developer Interviews
- Urban Design Academy
- Farmers Market Booth
- Beavertron High School Latino Family Night
- Central Beavertron NAC Meeting #2
- Central Beavertron NAC Meeting #3
- Beavertron Downtown Association Meeting #2
- Property Owner & Business Owner Summit

The following Urban Framework Plan builds on the thoughts, concerns, desires, and insights provided by community members and attempts to offer a strategic path toward a vibrant Downtown Beavertron.

A comprehensive list of engagement and outreach efforts can be seen on the left. Most notable were the Open House forums as these provided direct avenues for the Team to engage and collaborate with the members of the community. Detailed notes from public events are located in Appendix A1 at the end of this document.



Participants used precedent images to depict their vision(s) for the future.



04

URBAN DESIGN FRAMEWORK

PREFERRED FRAMEWORK OVERVIEW

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URBAN DESIGN PRINCIPLES

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CHARACTER AREAS

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CONNECTIVITY & MOBILITY

54

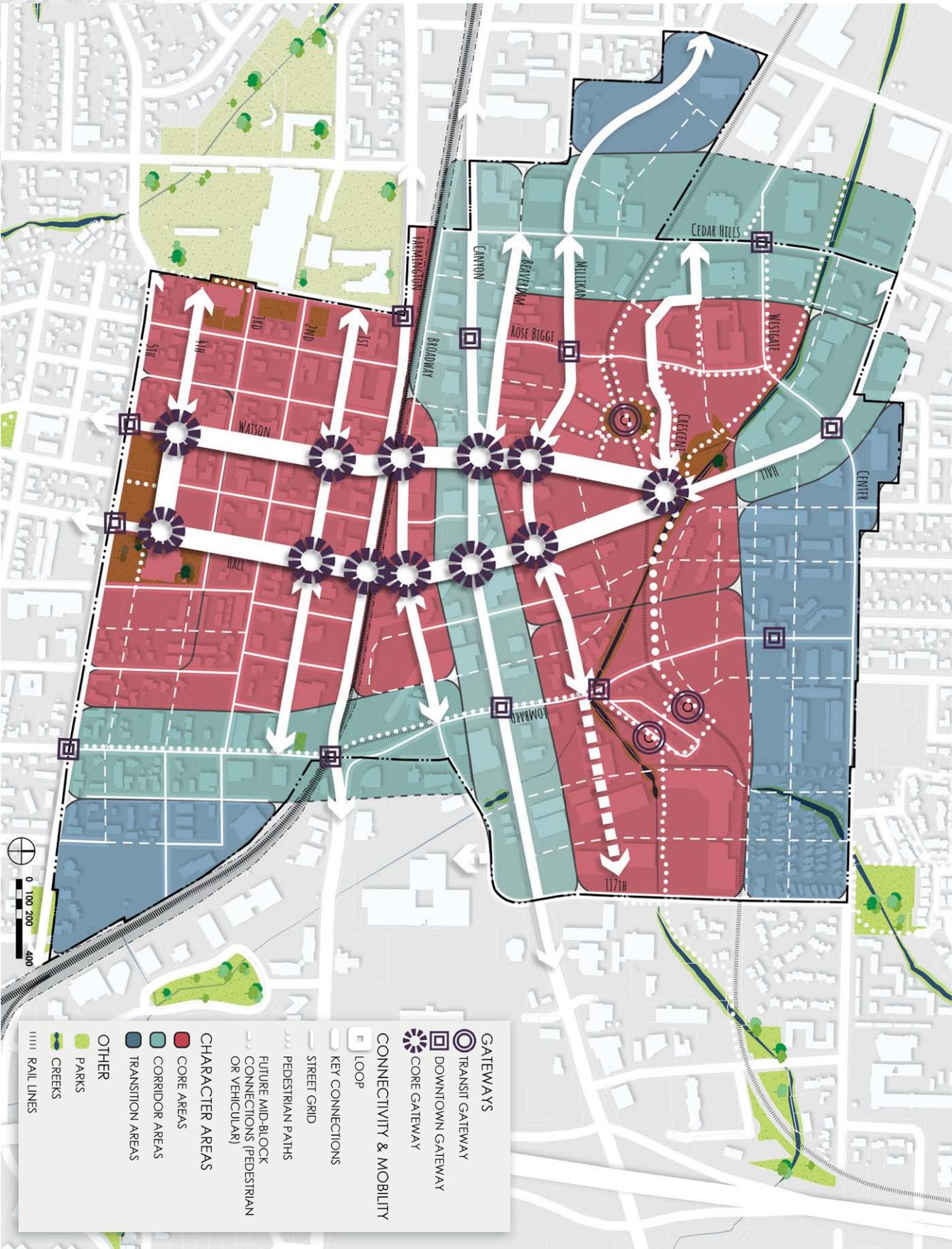
PARKS & OPEN SPACE

65

100'
200'
DOWNTOWN

DOWNTOWN





PREFERRED FRAMEWORK OVERVIEW

Intent of the Urban Design Framework

The following Urban Design Framework provides the high-level guidance and organizing structure to better define Downtown's centers of activity, establish strong connections north/south and east/west, and reinforce points of arrival and departure to and from Downtown. While the Urban Design Framework provides guidance to inform future implementation measures and the development code for Downtown, it is not intended to regulate development directly. Rather, it further articulates a vision for a "Vibrant Downtown" and identifies key components for moving forward. The Urban Design Framework is comprised of the following components:

Urban Design Principles

The Urban Design Principles build on the big picture vision for Downtown and act as a touchstone for future planning, implementation, and regulatory measures to be undertaken for Downtown.

Character Areas

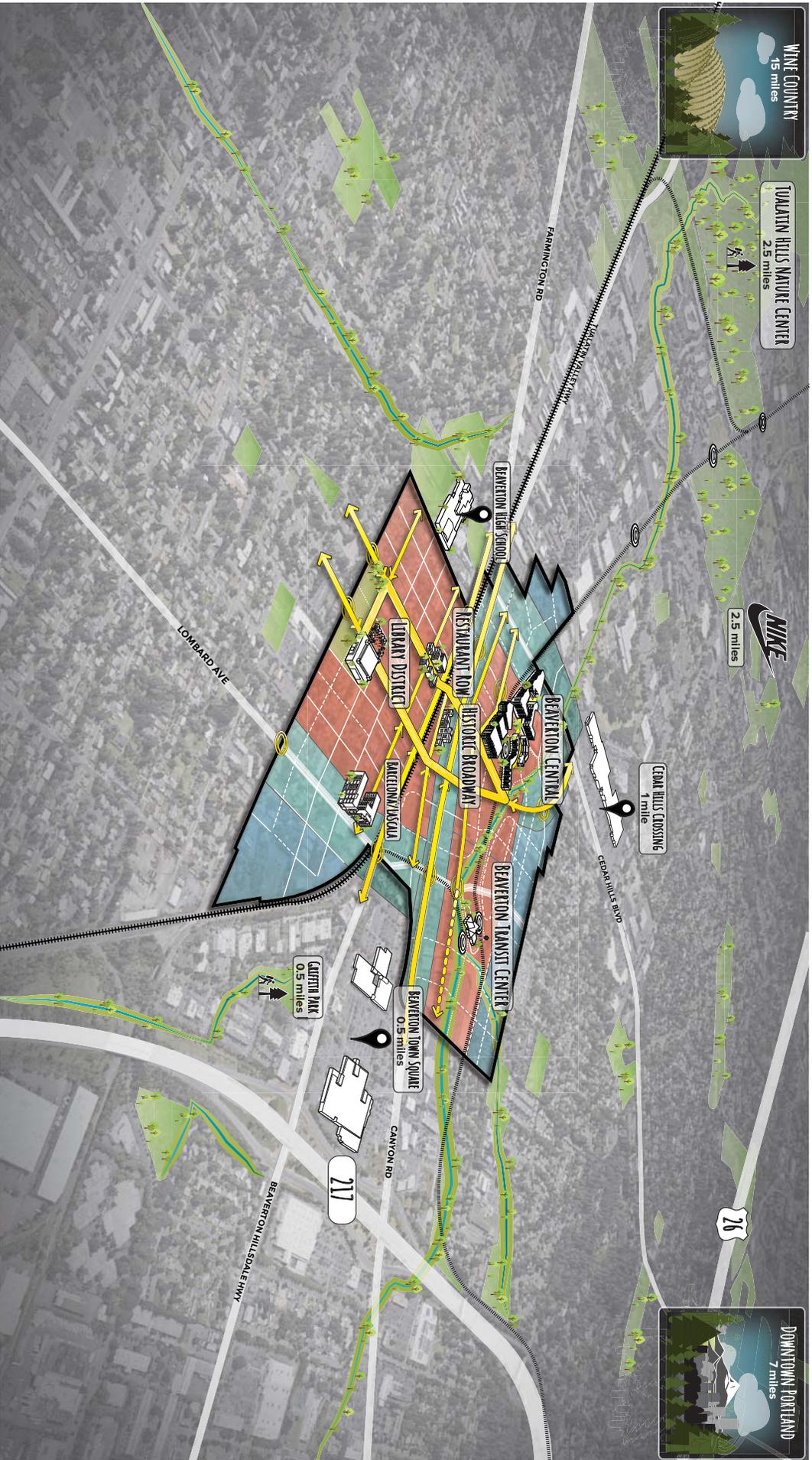
This Framework provides the high-level guidance to better define existing centers of activity in Downtown by establishing a series of Character Areas. This Character Areas have emerged directly from existing centers of activity in Downtown, and articulate a vision for the character and experience of these areas as Downtown grows and evolves. Five distinct core areas are located at the center of the Downtown, each embodying a unique character, style, and scale of development. Four key corridors frame these core areas; roadways with their own distinct identity and characteristics. And three transition areas on Downtown's periphery function as a buffer between the Downtown core and surrounding neighborhoods.

Connectivity & Mobility

An enhanced connectivity network in Downtown Beaverton will not only to improve the pedestrian and bicycle experience, but also to help distinguish the identity of Downtown through distinct and easily recognizable streets. This Framework consists of a central organizing "Loop," an enhanced bike and pedestrian circulator, in the heart of Downtown, supported by a network of Key Connections and future mid-block paths to improve circulation within Downtown.

Gateways

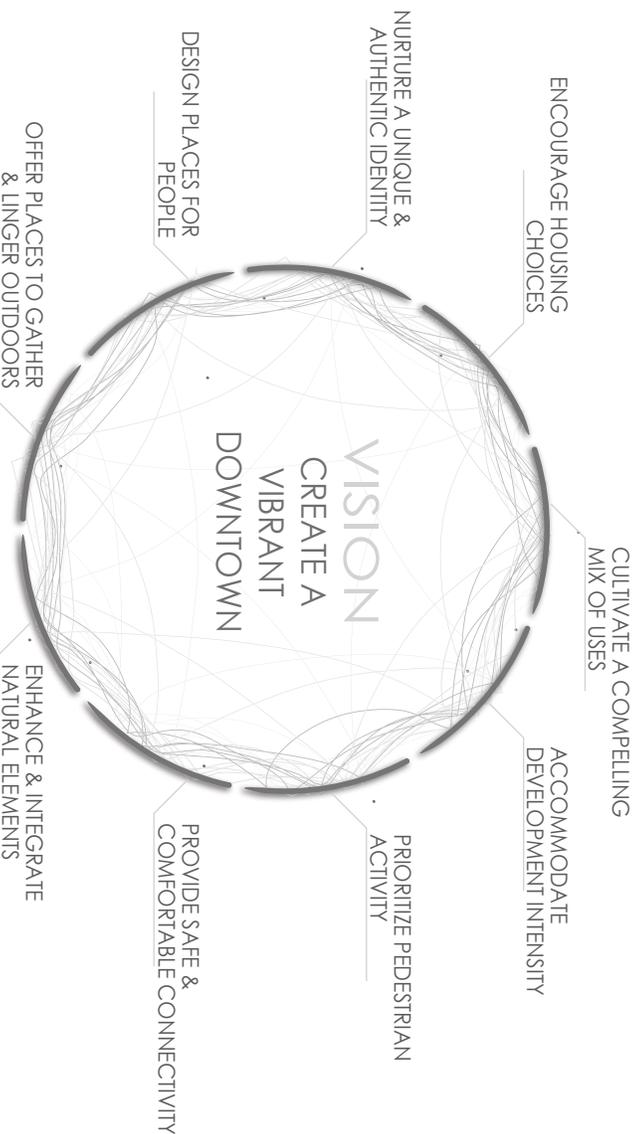
To help reinforce and acknowledge the primary arrival and departure points to Downtown, this Framework identifies a series of gateways. As both public and private improvements occur throughout the Downtown area, these gateways present the opportunity to further identify Beaverton's Downtown, whether through signage or public art, distinct architecture, or landscape features.



This rendering showcases Downtown Beaverton's proximity to other community destinations.

URBAN DESIGN PRINCIPLES

The principles for the Urban Design Framework Plan are intended to provide high-level guidance for redevelopment occurring in the future, and act as the touchstone for future Downtown planning and improvements. The principles are built on the big picture vision for Downtown Beaverton as articulated in the Community Vision Plan adopted in 2010.



"DOWNTOWN SERVES AS THE ECONOMIC, SOCIAL AND CULTURAL **HEART OF BEAVERTON**. A CLEARLY-DEFINED CITY CENTER HAS BEEN ESTABLISHED THROUGH A PHASED REDEVELOPMENT EFFORT INVOLVING PROPERTY OWNERS, BUSINESS PARTNERS AND THE BROADER COMMUNITY. WITHIN THE CITY CENTER, SEVERAL **UNIQUE MINI-DISTRICTS** PROVIDE DESTINATION RETAIL AND ENTERTAINMENT, BOUTIQUE BUSINESS OPPORTUNITIES AND A MIX OF COMMUNITY GATHERING PLACES. **EACH DISTRICT IS LINKED TO THE OTHER** THROUGH CONSISTENT DESIGN, STREET SIGNS AND ART; AND TO SURROUNDING RESIDENTIAL AREAS BY PROTECTED PATHWAYS, POCKET PARKS AND OPEN SPACES..."

- COMMUNITY VISION PLAN (2010)



DESIGN PLACES FOR PEOPLE

It is the details of design that create memorable and welcoming places for people to congregate and walk through. The ratio of building height to street width, the frequency of building entries that engage a street, and the visibility of activity on ground floors should all inform design in Downtown Beaverton.



PRIORITIZE PEDESTRIAN ACTIVITY

Streets buzzing with pedestrian activity are the hallmark of a vibrant downtown. Downtown Beaverton should strive for active streets that function as outdoor pedestrian gathering spaces as well as key destination connections.



ACCOMMODATE DEVELOPMENT INTENSITY

Downtowns thrive when there are high concentrations of people living, working, and gathering there. Focusing development intensity in strategic locations, while remaining sensitive to existing development, will create the concentration of activity necessary to activate Downtown Beaverton.



CULTIVATE A COMPELLING MIX OF USES

Vibrant downtowns accommodate a wide variety of uses in close proximity to each other, delivering a critical mass of energy. They have a healthy mix of use types, from places to work, play, live, and gather. Downtown Beaverton should promote a mix of uses to promote vibrancy.



PROVIDE SAFE & COMFORTABLE CONNECTIVITY

Pedestrian friendly downtowns allow for easy and safe movement regardless of travel mode. With strong transit already in place, reinforcing pedestrian and bicycle connectivity through Downtown should be a priority for Beaverton.



ENHANCE & INTEGRATE NATURAL ELEMENTS

Natural elements are one of the defining features that makes a place unique. One of Beaverton's most historically significant and unique features is currently one of its least prominent: the creek system. Enhancing the creeks, improving visibility and access, will help lend a unique identity to Downtown Beaverton.



OFFER PLACES TO GATHER & LINGER OUTDOORS

The downtown and heart of a city provides places to meet and be around concentrations of people. Providing welcoming places to gather and linger outdoors, whether it is through parks, small plazas, or even street seats, will help contribute to the vibrancy of Downtown Beaverton.



NURTURE A UNIQUE & AUTHENTIC IDENTITY

Memorable downtowns are those that are authentic to their culture. Beaverton is unique in its diversity, its natural and cultural history, and its location in the region. Downtown is comprised of multiple unique areas, each with their own identity. As Downtown grows, it is important to celebrate and enhance these characteristics in order to establish an overall sense of place that is uniquely Beaverton.



ENCOURAGE HOUSING CHOICES

Residential neighborhoods bring life and vitality to a downtown, as well as the concentration of people needed to support local businesses and amenities. Encouraging a variety of housing choices at a variety of price points will help bring that vitality to Downtown Beaverton, while also encouraging a more diverse resident base.

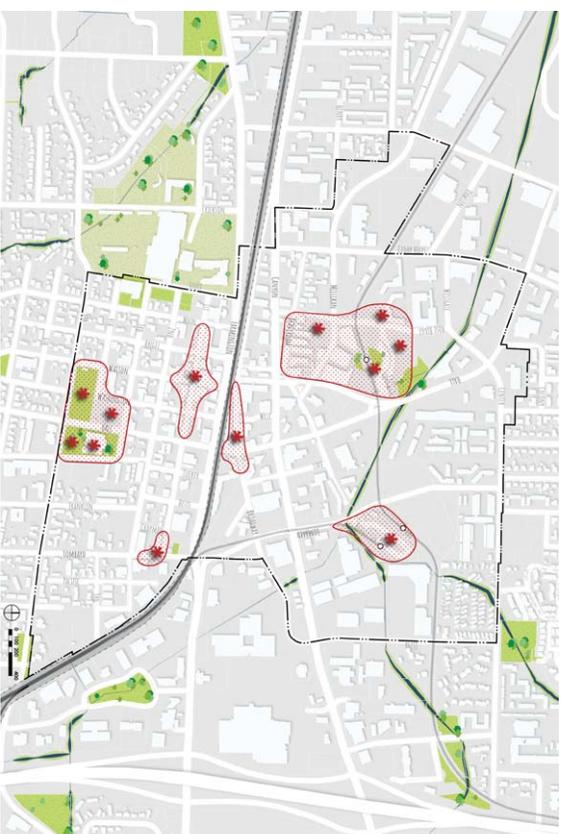
CHARACTER AREAS

... *One Downtown,*
many experiences...

While Downtown Beaverton today is functionally comprised of two zoning districts, Regional Center Old Town and Regional Center Transit Oriented, the impression of Downtown Beaverton is one of many varied experiences. The area surrounding the Round, contemporary and transit oriented, feels distinctly different from Broadway, a historic retail anchor, which differs even still from Old Town or the area surrounding the Library.

This Framework, building off of this mosaic of characters existing in Downtown today, establishes a series of different Character Areas. While they may inform future zoning, these are not intended as regulatory boundaries. Rather, these Character Areas articulate differences in characteristics, experiences, and identities. Core areas are central to the activity of Downtown. Corridors are the connective tissue more focused on movement to, from and between Downtown areas, and the Transition Areas serve as a buffer and transition to areas outside of Downtown.

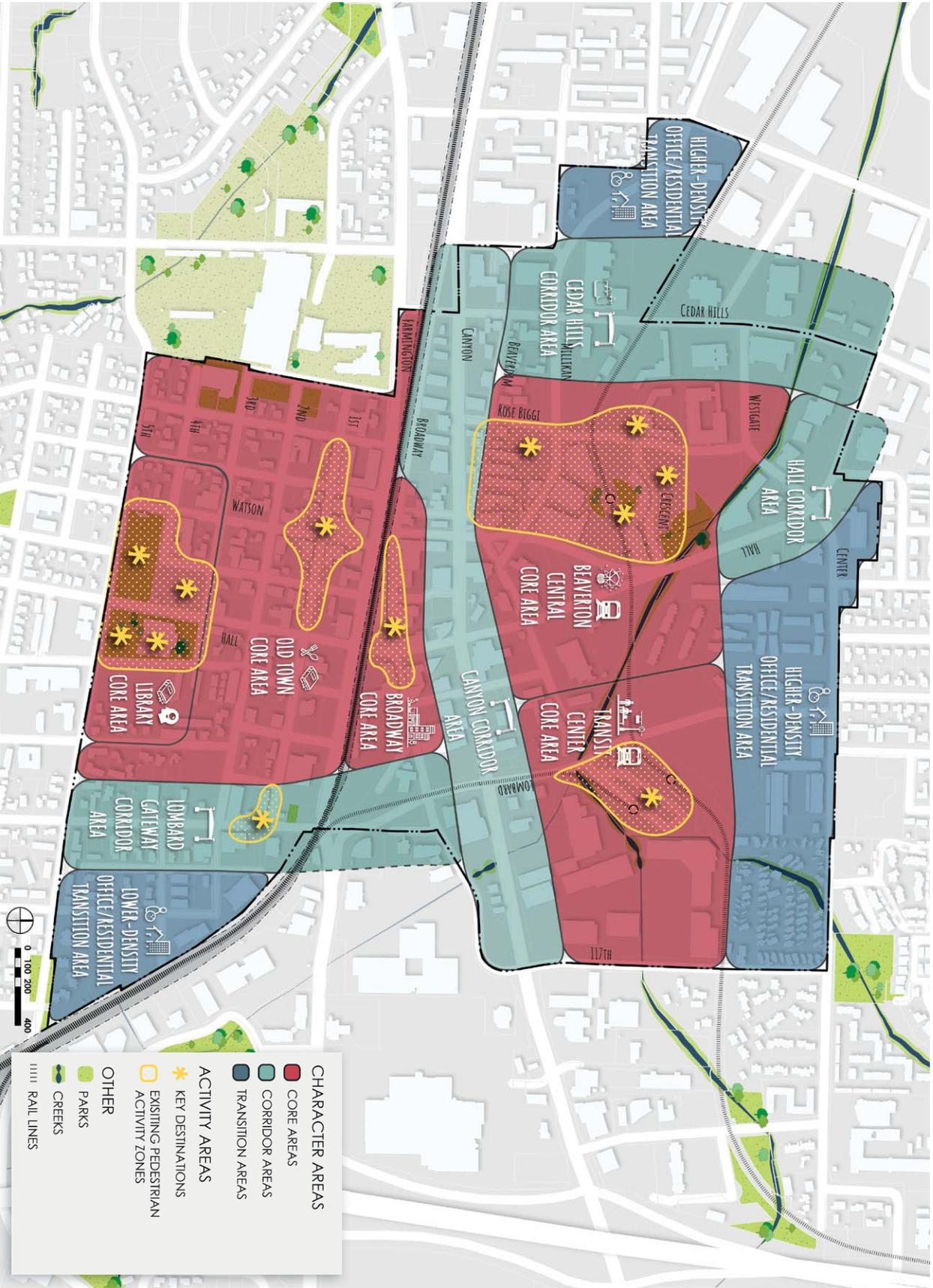
Core Character Areas: As growth and change come to Downtown Beaverton, these core areas (Beaverton Central, Transit Center, Broadway, Old Town, and the Library) will continue to serve as the key destinations or neighborhoods within Downtown, each with their own identity expressed through the uses, as well as the style and scale of development you find there. Transitions between some core areas may be subtle, or may be celebrated through signage and gateways.



Existing activity centers directly informed the development of the Core Character Areas for Downtown.

The five core areas are framed by a series of key **Corridor Character Areas:** Cedar Hills, Hall, Canyon, and Lombard. These corridor areas constitute key connections in and out of Downtown, connections to other major destination centers within the City, such as Cedar Hills Shopping Center and Beaverton Town Square, and are recognized regionally as destinations in their own right.

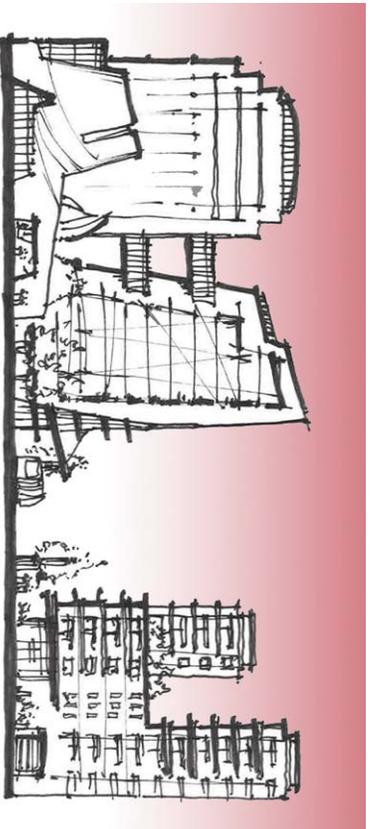
Transition Character Areas further frame and define the Downtown Core, and offer buffers between Downtown and the surrounding residential areas.



CORE AREAS

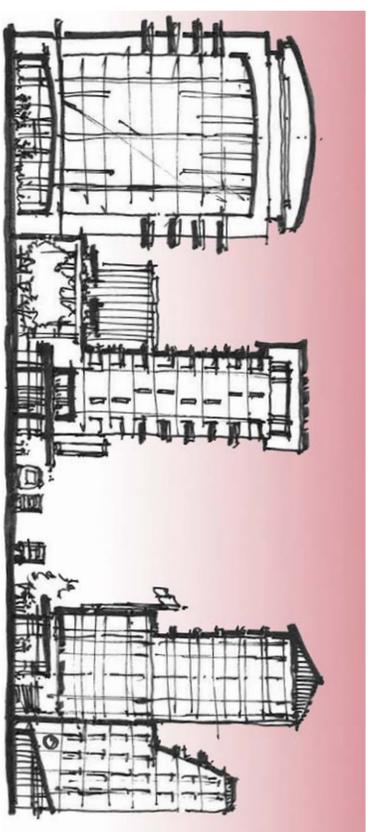


The descriptions of the Character Areas that follow are intended to convey a high-level vision for each area of Downtown. The land uses and development intensities described for each area are illustrative in nature only, and will not directly regulate development. Future planning efforts, informed by these character area descriptions, will update the development regulations that will determine permitted land uses and development intensity.



BEAVERTON CENTRAL CORE AREA

Beaverton Central Core Area is envisioned as **a modern, mixed-use neighborhood and entertainment destination**. With civic and cultural anchors like the new Patricia Reser Center for the Arts, City Hall, and the BG Food Cartel, this core area is a key destination within Downtown. Organized around a major light rail stop, Beaverton Central is also a key point of arrival and departure for transit goers traveling to Downtown. And with a high intensity of residential, hospitality, and office (approximately 6-10 story development) anticipated in the future, it will be a bustling population center. Residents and visitors will be able take in a show, visit a local gallery, grab dinner or a drink at one of the area's many restaurants or bars, or take a stroll along the enhanced Beaverton Creek trail.



TRANSIT CENTER CORE AREA

The Transit Center Core Area is envisioned as **a commuter crossroads for connectivity**. Located just over two miles from Nike's World Headquarters or a 30-minute MAX ride from Downtown Portland, and with links to Silicon Forest and many outlying residential communities, the Transit Center area is extremely well connected locally and throughout the region. With opportunities for high intensity residential, office, and hospitality uses in the future, this area will also become a vibrant neighborhood in its own right. Residents and visitors will be able to grab a snack or a cup of coffee at one of the many food offerings around the Transit Center, or take a stroll along the enhanced Beaverton Creek trail. A short walk to Beaverton Central, down Lombard Avenue or along the Loop to Old Town, the Transit Center area will be highly connected to other Downtown amenities.



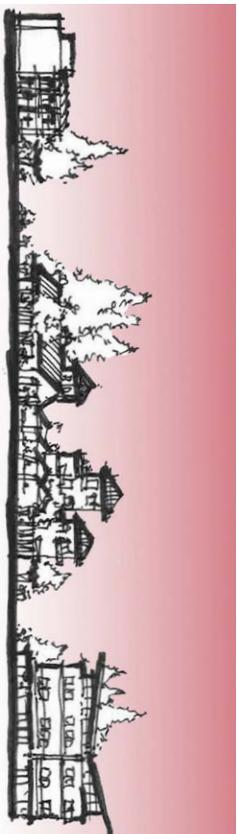
BROADWAY CORE AREA

The Broadway Core Area is envisioned as **the hidden gem in the middle of Downtown**. A short walk or ride along the Loop from Beaverton Central or from Old Town, Broadway is Beaverton’s historic main street. Future infill along Broadway Street is anticipated as lower in intensity (approximately 2-4 stories) and complementary to the historic character of the street, with a focus on mixed-use residential and office uses with active ground floors. Smaller scale developments with frequent entries will be directly on the street. The area will be highly pedestrian in nature, and a desirable shopping/dining destination with outdoor seating.



OLD TOWN CORE AREA

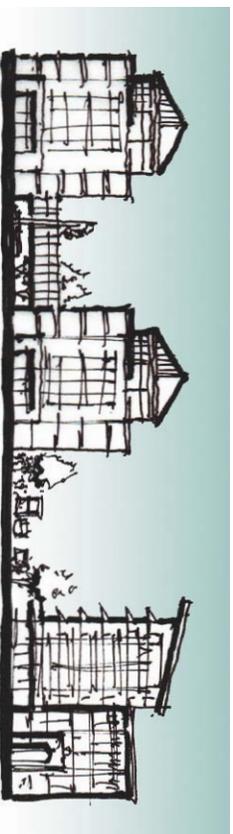
The Old Town Core Area is envisioned as **a vibrant mix of old and new**. A patchwork of infill, adaptive reuse, and new development, all complementary to the existing historic character of the area, Old Town is anticipated at more modest development intensity (approximately 3-5 stories). The historic block structure lends itself to walkability, and with further improvements to pedestrian and bicycle infrastructure, this area will be highly pedestrian in nature, with active uses offering frequent and easily identifiable building entries engaging the sidewalks. Home to Restaurant Row, a mix of existing businesses, and well as future residential mixed-use, live/work, and a concentration of services and amenities, Old Town will become home to a lively neighborhood with historic flare. With the Loop at its center, Old Town will also have strong connections to the civic and cultural offerings in Beaverton Central and transit north of Canyon.



LIBRARY CORE AREA

The Library Core Area already functions as **the living room for the community**, and is envisioned to continue in this role. The existing Park, Library, and Farmer's Market could be further reinforced with adjacent residential development that front on and help to frame the Park. Future development is anticipated to be complementary in scale with that of Old Town (approximately 3-5 stories). With the Loop running central to the Library Core Area, and directly in front of the Park and Library itself, this significant community asset will also be closely connected to the larger Downtown area and the amenities of Old Town, Broadway, and Beaverton Central.

CORRIDOR AREAS



CEDAR HILLS CORRIDOR AREA

Downtown is located a short distance from other major destinations within the community to the west, such as Cedar Hills Crossing Shopping Center or Nike's World Headquarters. The Cedar Hills Corridor Area is **the connection to these other community hubs, and forms a key western gateway** and boundary for Downtown. Arrival to Downtown will be signaled through a transition to medium-scale development intensity (approximately 4-6 stories), and with a strong presence of activity and development fronting onto Cedar Hills Boulevard. Changes in development patterns along Cedar Hills Boulevard south of Hall Boulevard will start to signal to drivers that they are entering Downtown, and an increased focus on pedestrian and bicycle infrastructure in this area will reinforce multi-modal connectivity.



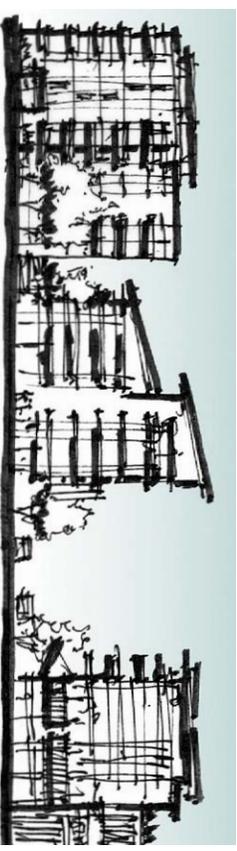
HALL CORRIDOR AREA

A northern gateway into Downtown, Hall Boulevard offers a connection to Cedar Hills Crossing Shopping Center, connections to Nike World Headquarters, and neighborhoods to the north directly into Beaverton Central and Transit Center Core Areas, as well as to an enhanced Beaverton Creek trail. Uses along this corridor are anticipated to include a mix of residential, office, and retail at a medium scale of development intensity (approximately 4-6 stories).



CANYON CORRIDOR AREA

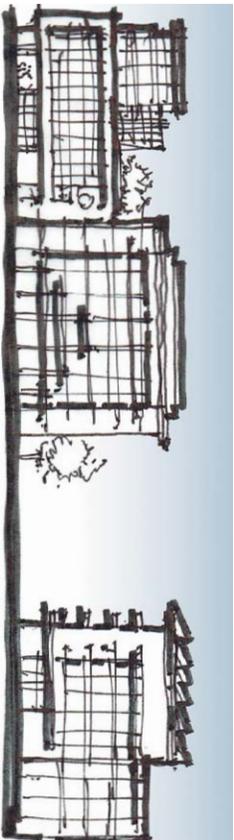
In addition to being a major regional connection east to west, Canyon Road is also **the seam between north and south Downtown**. In its current state, Canyon forms a barrier to connectivity. In the future, Canyon Road can function as a key linkage within Downtown. Intersection improvements along the Loop, as well as a shift in development patterns along Canyon over time, can transform the corridor into Canyon Road into a critical arrival point into Downtown, and integral transition moment north to south. As the buffer between the higher intensity Beaverton Central Area and the lower intensity Broadway Core Area, this area is anticipated as medium scale in its development intensity (approximately 4-6 stories) with uses desiring high visibility, such as hospitality and office. The character of Canyon Road may change along its length, with a high degree of pedestrian activity and desire for active frontages, focused around the intersections and between segments of the Loop. The stretches from Lombard Avenue to Hall Boulevard and Cedar Hills Boulevard to Watson Avenue may remain less pedestrian focused, but should still signal to cars, buses, and bikes alike that they are approaching a new place with a different mentality: Downtown Beaverton is a place for people.



LOMBARD GATEWAY CORRIDOR AREA

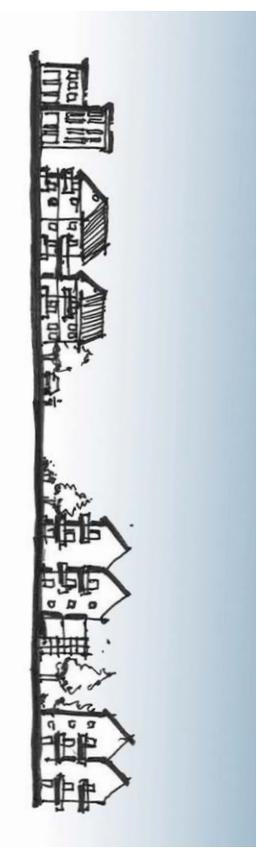
Signaling eastern and southern gateways into Downtown, Lombard Avenue forms **a key corridor with strong connections to the Transit Center** in the north. Close proximity also offers the opportunity for strong connections to Beaverton Town Square. With improvements to the pedestrian and bicycle infrastructure along this corridor in the future, Lombard Avenue should provide a short and pleasant walk to the Transit Center and the Beaverton Creek trail. Uses are anticipated to be largely residential, and at a medium scale of development intensity (approximately 4-6 stories), with active ground floors that front on Lombard Avenue. As Restaurant Row expands along 1st Street, Lombard Avenue could also offer an eastern anchor and gateway to Restaurant Row in Old Town.

TRANSITION AREAS



HIGHER-DENSITY OFFICE/RESIDENTIAL TRANSITION AREA

A **transition and buffer** between Downtown and the residential areas to the north of Downtown, this area would be comprised of medium scale residential and office uses (approximately 4-6 stories).



LOWER-DENSITY OFFICE/RESIDENTIAL TRANSITION AREA

A **transition and buffer** between Downtown and the residential areas to the south of Downtown, this area would be comprised of largely lower scale residential uses (approximately 1-3 stories) and have more of a quiet neighborhood character.

CONNECTIVITY & MOBILITY

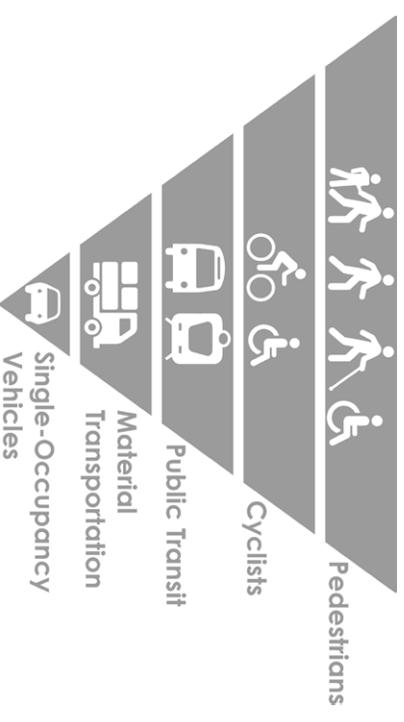
*... Downtown streets should
put people first...*

Successful downtowns are easily identifiable, not just through their concentration of services and uses, but also through the definition, identity, and branding of their public spaces. Downtown Beaverton today lacks a singular feature that defines the core and “ties it all together.” Most streets in Downtown Beaverton are designed to move vehicles through Downtown, rather than encouraging people to stop, stay, and gather.

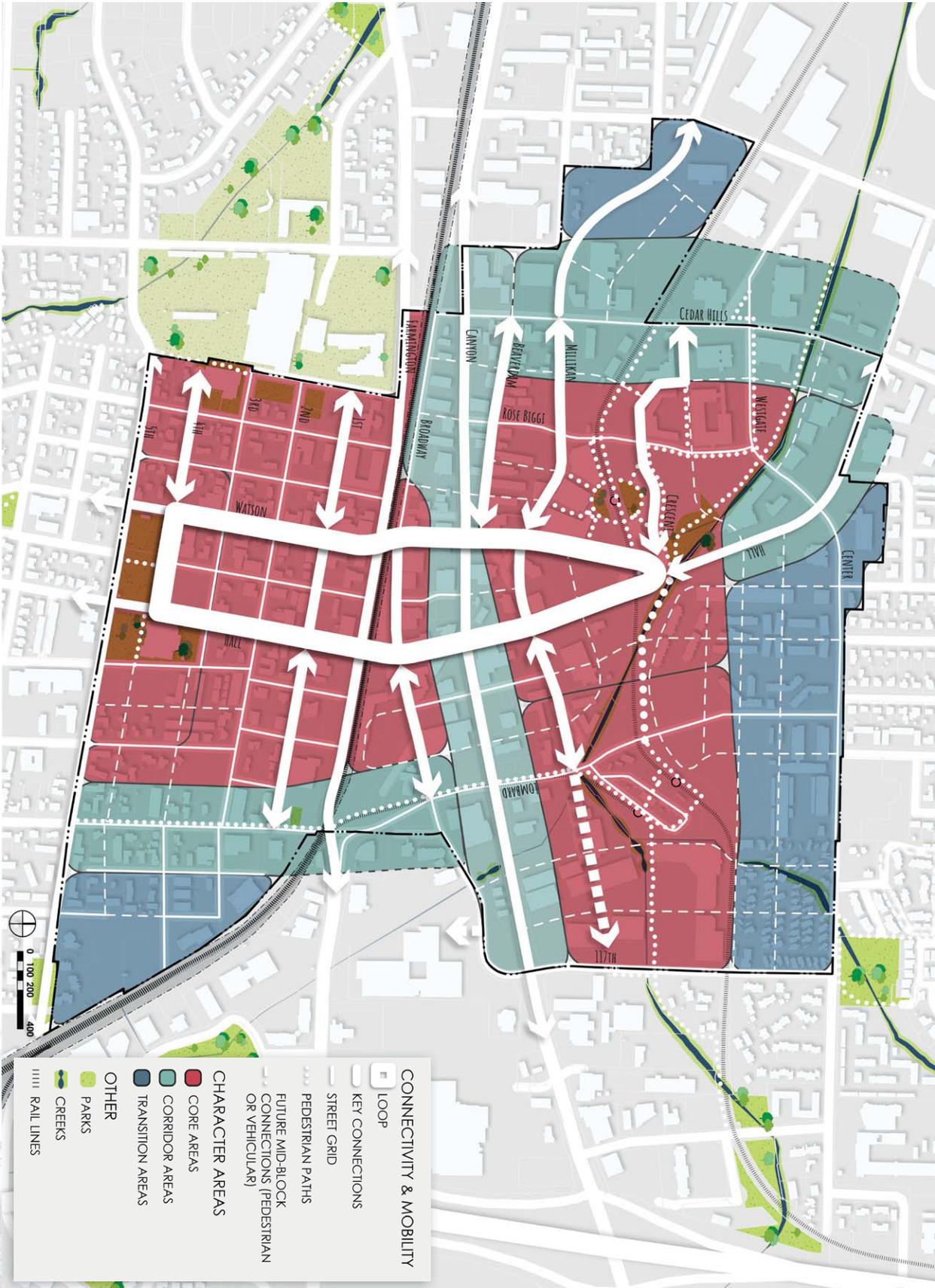
This Framework offers an organizing structure for Downtown streets that prioritizes people, provides a sense of destination to Downtown that is easily identifiable, and reinforces internal Downtown connectivity to promote a “park once and walk” model.

At the heart of the organizing structure is The Loop. The Loop will distinguish the core of Downtown through prominent bike and pedestrian enhancements, improved intersections and crossings, and a distinct palette of fixtures and materials that help to brand Downtown.

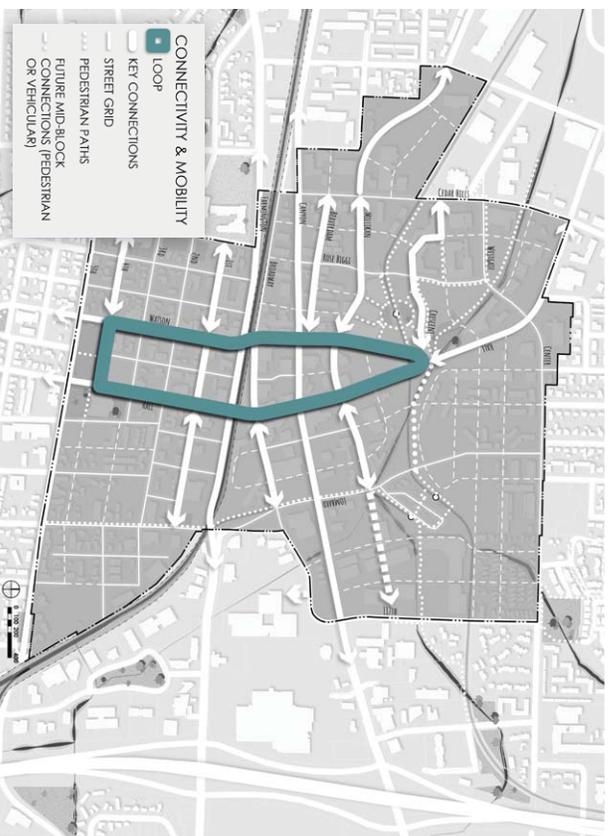
Acting as vital transit ways regionally and locally, key connector streets support the movement of people through and to destination areas. A supporting street network, made up of existing streets, trails, and mid-block connections, completes the Downtown street grid by reinforcing a system of walkable, bikeable blocks.



Vibrant, urban streetscapes prioritize pedestrian and other active travel options above vehicular transit modes. Designing streets intended for people first encourages safe connections, activity along streets, and greater investment in and by local businesses while still providing ways to move people into and through Downtown.



THE LOOP



Similar Loop systems have proven successful in other communities. Many communities have experimented with the idea, with the Indianapolis Cultural Trail providing a high benchmark of success for other communities to emulate.

The Loop, the central feature of the Framework Plan, will connect the people and places of Downtown Beaverton in a new and attractive way. Today, Downtown is a collection of emerging activity areas (Beaverton Central, Historic Broadway, Restaurant Row, Beaverton City Library), separated by significant barriers such as the railroad, light rail corridor, and Highways 8 and 10 (Canyon Road and Farmington Road).

In the future, Downtown's activity centers will be intentionally joined via a distinct bike and pedestrian Loop, to create one extended and unified Downtown Beaverton Core. The Loop will utilize existing streets and insert a common set of elements into the streetscape to create an instantly recognizable character that will aid wayfinding, establish a distinct identity, and prioritize pedestrian and bicycle access and safety. The physical location of The Loop will utilize the existing **Hall Boulevard/Watson Avenue** couplet, central to the Downtown core, terminating at Crescent Street at the northern end and along 4th Street at the southern end.

The Loop has the potential to become a recognized regional destination as well as promote a local sense of pride. As a core path without a beginning or an end, it is easily accessible from anywhere within Downtown. A cohesive palette of landscaping, signage, art, materials, and colors, will provide The Loop with an identity that is easily recognized. Most significant, The Loop will improve the experience of pedestrian and bicycle riders in key locations, focusing public investments where they can have the biggest impact on safety, walkability, branding, and legibility.



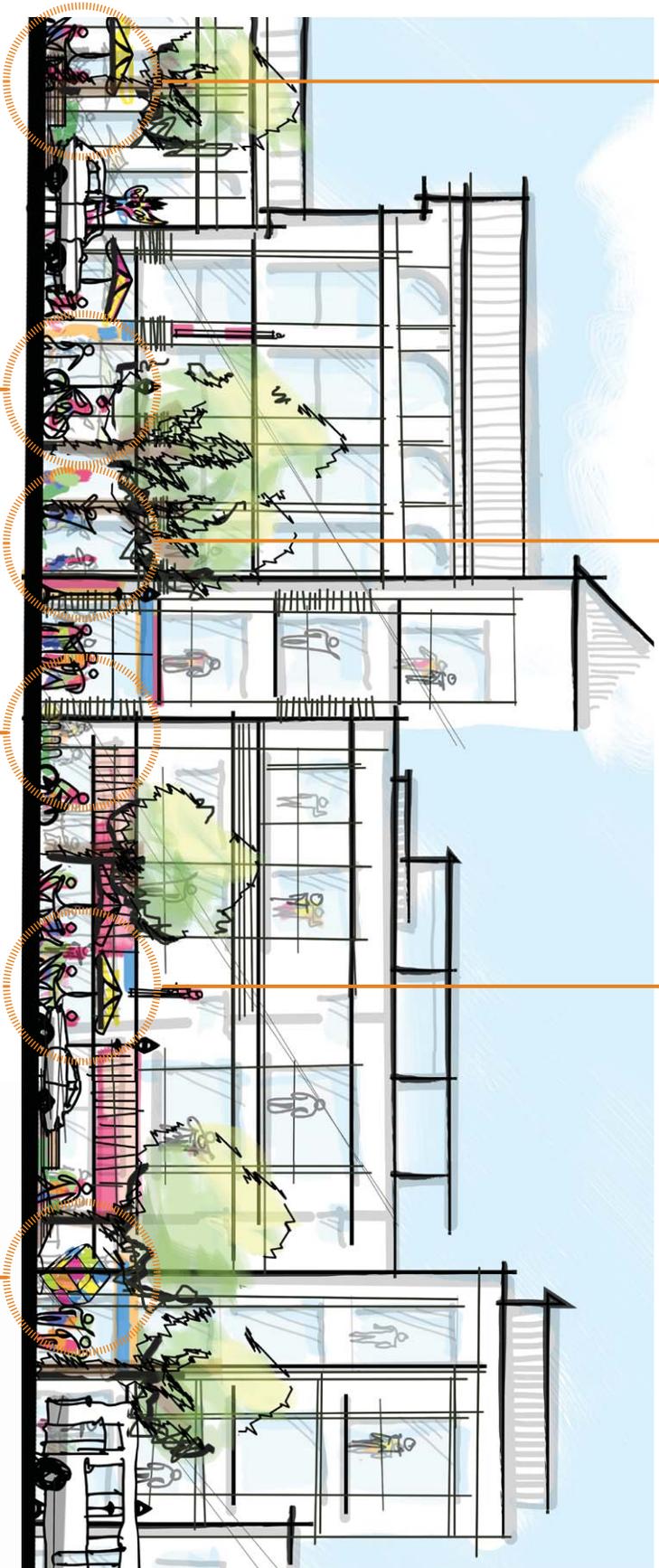
STREET SEATS



TRANSPARENT STOREFRONTS



OUTDOOR SEATING



MULTI-MODAL



BIKE PARKING



PUBLIC ART

KEY CONNECTIONS

While the strength of The Loop is in its ability to connect Downtown destination areas and serve as a central organizing feature - a pathway easy to find and orient to - it will also be supported by a formalized network of Key Connections. The map on the right illustrates these Key Connections that will improve pedestrian accessibility to and from The Loop within Downtown, as well as to and from outlying areas. These streets can be organized into three categories:

- **Regional Connectors** act as a throughways to statewide destinations, such as the Willamette Valley Wine Country and the City of Portland. These streets function as state highways and are controlled by the Oregon Department of Transportation (ODOT).
- **City Connectors** provide strong links to destinations within the City of Beaverton, such as Cedar Hills Crossing and major area employers.
- **Local Connectors** realize important routes within Downtown and reinforce the idea of a strong interior network of streets between Cedar Hills Boulevard and Lombard Avenue. These local connectors have an opportunity to become special streets with unique character and amenities.

The potential for Local Connectors to become not just great streets, but active, energizing places in their own right can be achieved by offering superior pedestrian and multi-modal access to existing or emerging activity areas. Below are brief descriptions of the importance each of these local streets serve in the wider Downtown street grid.

Crescent Street will provide important connections between the Loop and important civic destinations such as the light rail stop, the Patricia Reser Center for the Arts, and Cedar Hills Boulevard.

Millikan Way will serve as the primary, low-traffic, pedestrian-friendly, east-west alternative to Canyon Road. It connects existing activity nodes such as the BG Food Cartel and the Transit Center.

Beaverdam Road is a narrow street with an eclectic mix of businesses, and despite its lack of sidewalks, it is preferred by many pedestrians over Canyon Road. Improvements to this street could transform Beaverdam Road into a festival street.

Broadway Street feels most like the historic Main Street of Downtown. The presence of several historic buildings, combined with key destinations and recent storefront improvements, make this street one of the more authentically vibrant places of Downtown. Continued street improvements could further reinforce its sense of place.

First Street is part of the historic town plot and recognized for its location at the heart of the emerging Restaurant District. Over time, First Street has the potential to become one of Old Town's most vibrant, pedestrian-oriented urban streets.

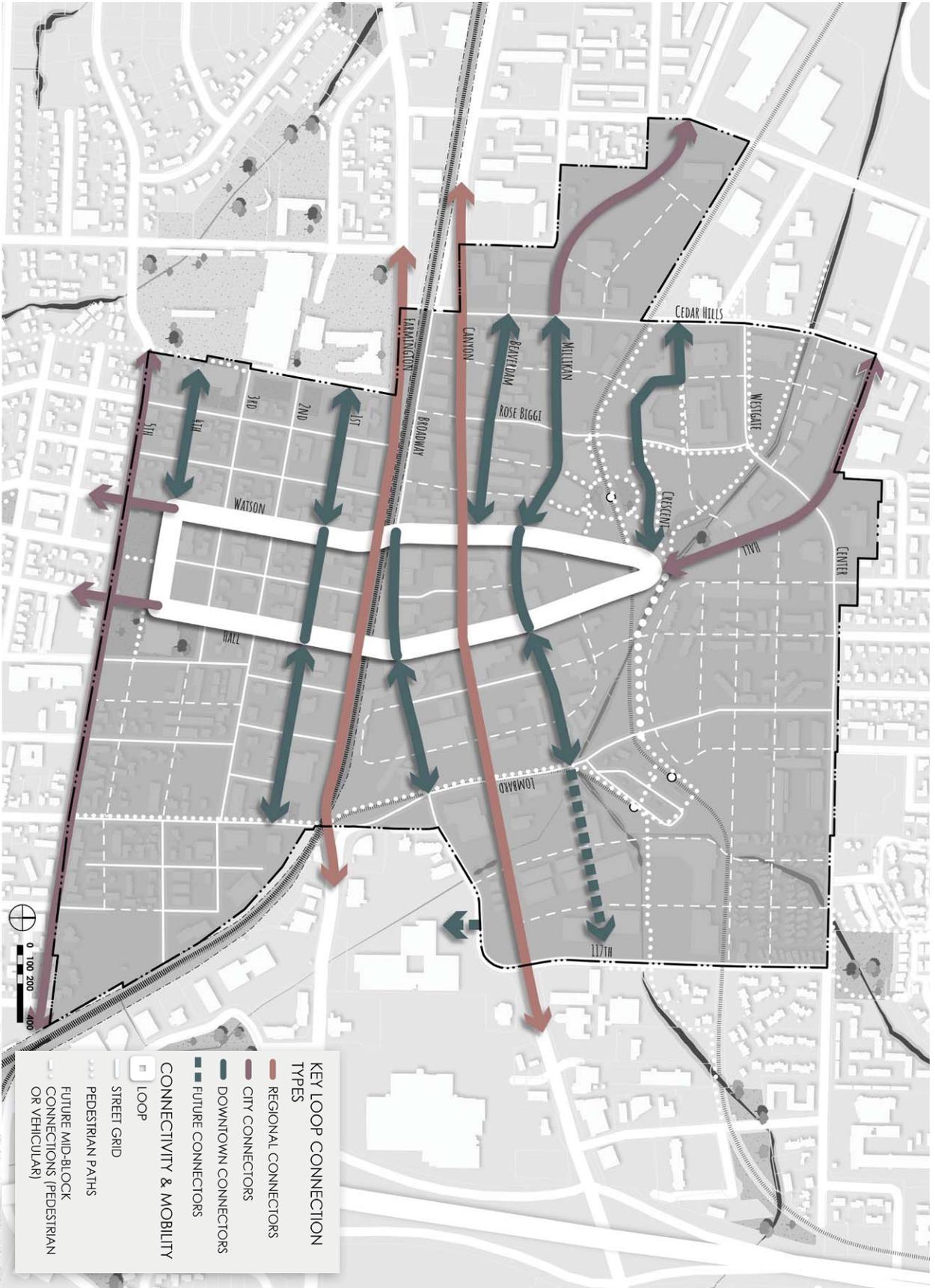
Fourth Street, like First Street, reinforces the formalization of a pedestrian-oriented network of streets within Old Town and provides connections between the Beaverton City Library and the local High School.



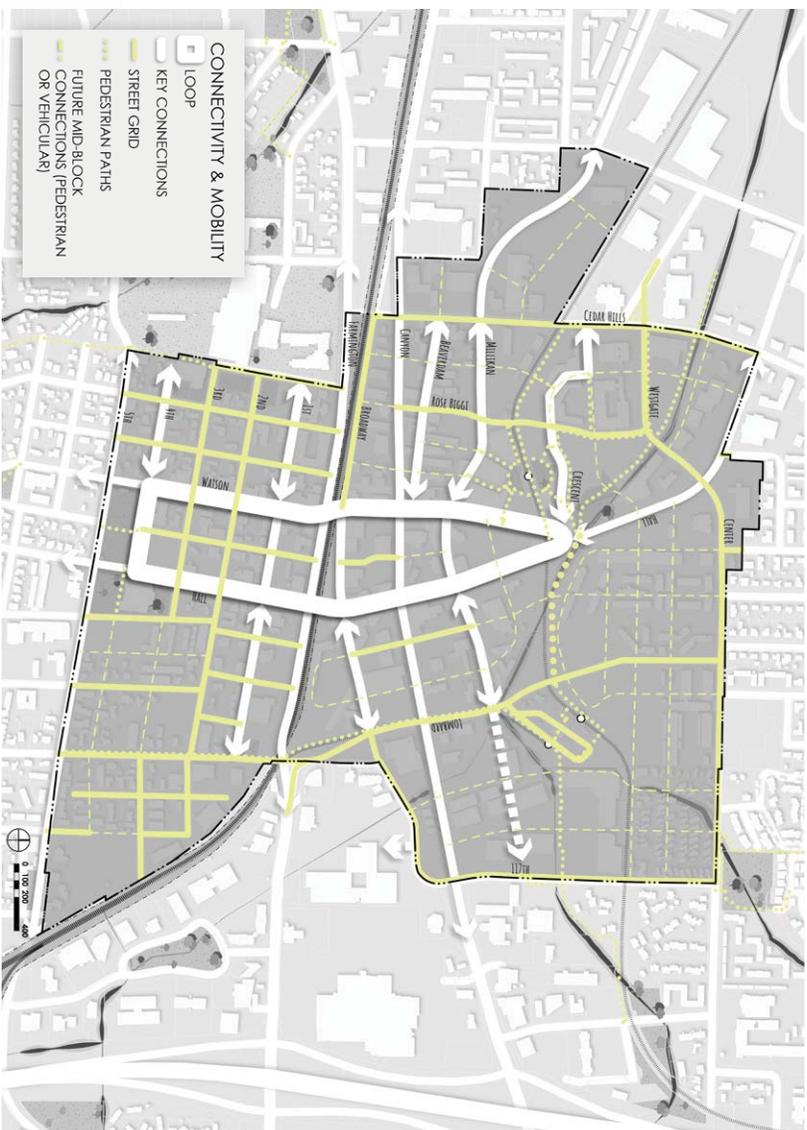
This separated bike path in Boulder, CO illustrates safe and comfortable bike/pedestrian facilities that reinforce connections to and within a centralized core.



Dense destination areas provide great opportunities for curbside, festival streets that allow free movement of pedestrians, bikes, and vehicles. These spaces can also be used as public plazas and event spaces.



SUPPORTING STREET NETWORK

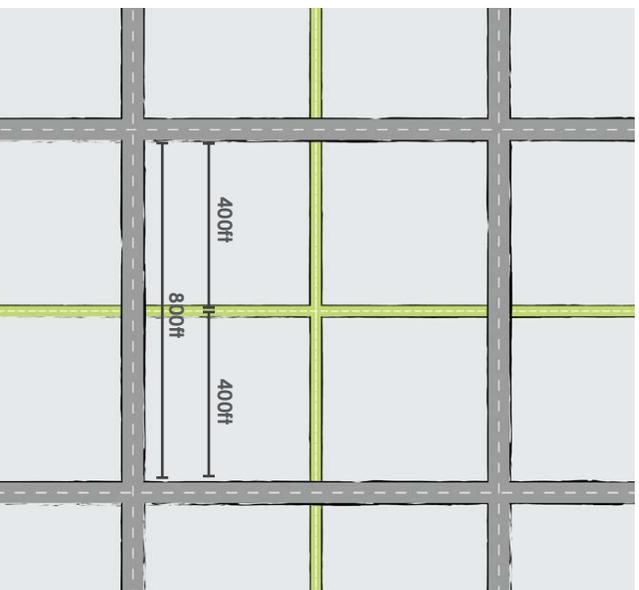


The supporting street network of Downtown Beaverton is comprised of an underlying street grid that accentuates and supports a complete, walkable Downtown. This network includes trails, existing streets, and possible mid-block connections, serving either pedestrian or multi-modal travel.

Breaking down existing superblocks will support a more inviting, walkable, and navigable block structure that is appealing to all users - pedestrians, cyclists, and drivers. Ultimately, this complete network of connectivity will foster a more active, urban Downtown.

Note: The future mid-block connections on the page are conceptual and require further study as well as the involvement of private property owners.

MID-BLOCK CONNECTIONS



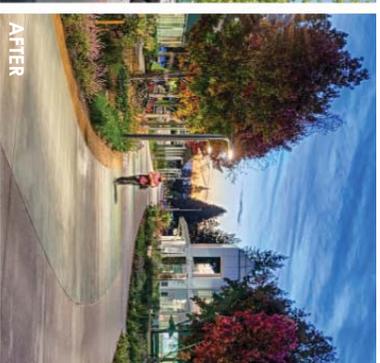
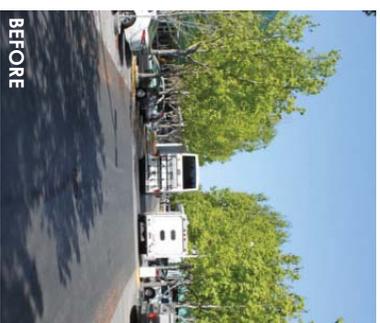
Creating a network of connected, walkable blocks is a critical step in the creation of a vibrant Downtown. Smaller blocks reduce the perceived distance for pedestrians and cyclists, encouraging pedestrian and bicycle activity along streets and sidewalks. They also create more variety and options for moving through the area, establishing more opportunities for informal gathering.

Block size in Downtown Beaverton varies greatly today in the areas north and south of Farmington. While blocks in Old Town are roughly 200 feet and form a regular and walkable grid, blocks in the northern area of Downtown are as large as 1000 feet. A walkable urban model of blocks tend to average 200 feet by 200 feet at the smaller end to 400 feet by 400 feet at the larger end.

In order to achieve a more walkable block pattern in Downtown, it is recommended that a series of mid-block connections be established within larger blocks through either the addition of new public streets, or through publicly accessible pathways and alleys, as redevelopment occurs and/or where existing conditions allow the conversion of parking/drive aisle areas to pathways. Private streets may also be considered a means to support Downtown connectivity, depending on the site and its uses.



Mid-block alleys and pedestrian connections can become integral elements of placemaking for a downtown by providing unique spaces for outdoor seating, and places for people to meander and discover. Downtown San Mateo, CA (pictured left) has branded their mid-block connections with distinct gateways and lighting fixtures, contributing a unique character to these pedestrian pathways.



Through a public/private partnership, the Green Loop in Mountain View, CA, transformed an existing surface parking and drive aisle to a public pedestrian and bicycle path in order to break down large blocks before redevelopment in the area could occur.

GATEWAYS



One block north of Downtown Mountain View, CA's main street (top) roadways are wide and development is set back from the road. The gateway to main street (bottom) is signaled not by arches or signage, but by an easily identifiable change in the environment. Roadways narrow, crossings are frequent, outdoor seating is plentiful, and a series of shops and businesses open directly onto the streets.

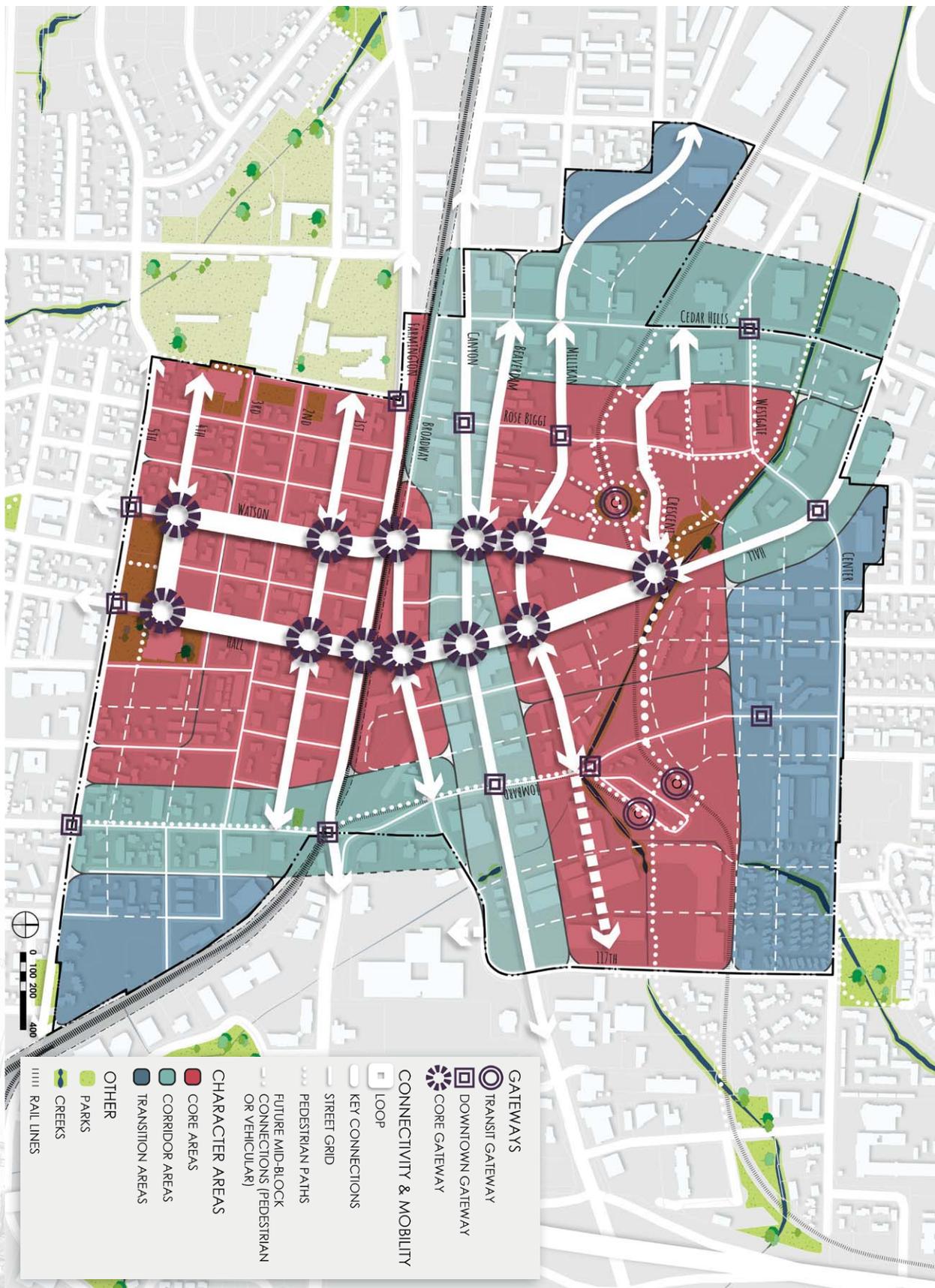
The recurring question: "Where is Downtown Beaverton?" can be answered through the strategic definition of Downtown arrival and departure points, or gateways. Marking the boundaries of Downtown along primary travel routes will, over time, result in a collectively shared mental map of the extent of Downtown. As the street network for Downtown becomes more pedestrian and bicycle oriented, these gateways will resonate for all modes.

While some of these transitions may be reinforced by signage or public art, the transition into the core of Downtown will largely be signaled by changes in building form - denser development with active uses and building entries that front on roadways - and in the public spaces between buildings (i.e., the streets). Once inside the boundaries of Downtown, visitors should expect an environment that caters to pedestrians, bicyclists, and group travel modes such as light rail. Motorized modes of transportation (i.e., cars) are welcome, but secondary to walkers, wheelchair users, and cyclists of all ages and capacities. This shift in priority will be further expressed in the design of Downtown streetscapes.

Arrival into the **larger Downtown area** should be announced by major entry points. These entries, occurring along Canyon Road, Farmington Road, Hall Boulevard, and Lombard Avenue, should signal to residents and visitors that they are entering Downtown proper, and a highly pedestrian environment. But the transition to that pedestrian environment should begin even before reaching those gateway points, sending signals to travelers that they are approaching a different atmosphere and place.

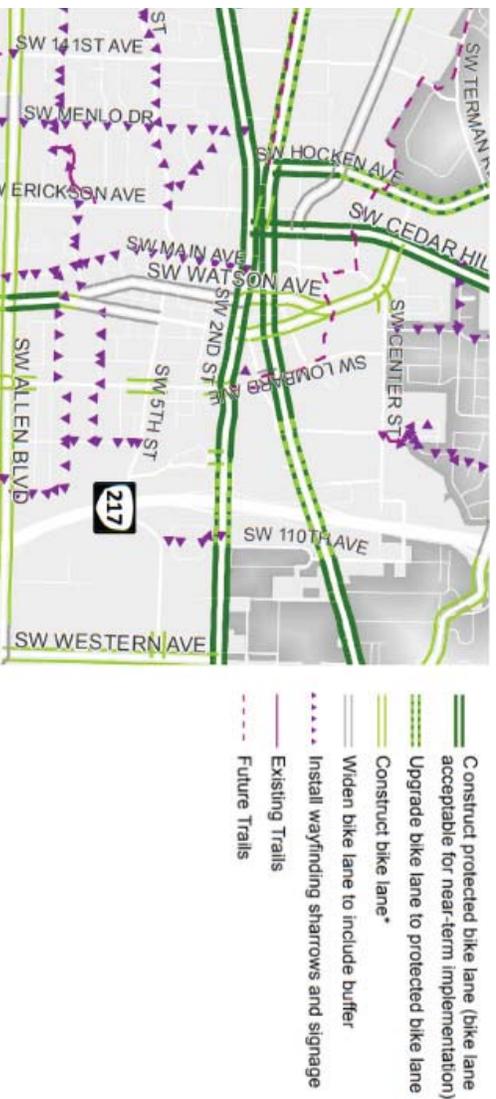
The map to the right illustrates a **focused Downtown** by emphasizing the physical center of the diagram, reinforced by gateways along the Loop. These may take the form of robust intersection improvements augmented by active uses with transparent ground floors fronting onto the Loop and onto those key intersections. The Loop may also provide an opportunity for additional branding and signage opportunities to further define the Downtown core.

Additionally, the Framework Plan recognizes that transit nodes are also gateways and very important sources of pedestrian energy. In response, it proposes to embed them in a high quality and well-connected pedestrian network, so the entirety of Downtown becomes easily and seamlessly accessible to the transit user. Instead of a second-class place that is all about departure, the experience becomes one of arrival and lingering in a first-class walkable destination: Welcome to Beaverton!

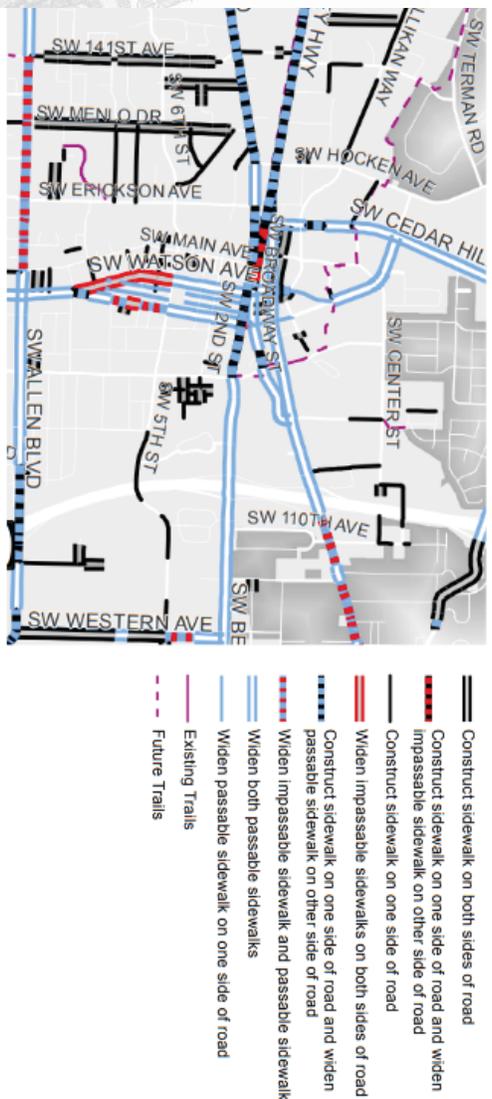


ALIGNMENT WITH ACTIVE TRANSPORTATION PLAN

PRIORITIZED BICYCLE NETWORK IMPROVEMENTS



PRIORITIZED PEDESTRIAN NETWORK IMPROVEMENTS



The 2017 Active Transportation Plan identifies priority bicycle and pedestrian improvements along Hall Boulevard and Watson Avenue, consistent with the location of the Loop in this Urban Design Framework. The Active Transportation Plan also identifies the need for bicycle and pedestrian improvements along Canyon Road and Farmington Road to support east-west connectivity. These improvements will help support overall connectivity through Downtown; however, as part of this Framework, a series of additional primary (Millikan Way, Beaverdam Road, Broadway Street, and 1st Street) and secondary (Westgate Drive to Cedar Hills Boulevard and Broadway Street to Town Square Shopping Center) east-west connections have been identified as strong locations for internal Downtown connectivity and for creating an active pedestrian friendly Downtown core.

PARKS & OPEN SPACE

...A connected network of new open space types is a community wish...

With limited parks and open spaces in Downtown Beaverton currently, this section explores options for different types of outdoor areas the Beaverton community may want to consider as Downtown continues to develop. These typologies are coordinated in partnership with the Tualatin Hills Park & Recreation District (THPRD) as they work to categorize open spaces in urban settings.



Children's Play Areas

Children's play areas offer safe and encouraging environments for children and families to meet and recreate. They often encourage active play, discovery, learning, and are social in atmosphere. These spaces are usually accompanied by other amenities such as seating, restrooms, eating areas, etc.



Community Events & Festivals

Community events and festivals bring character and vibrancy to urban parks. They require medium-to-large open areas that accommodate groups of people, installations, and equipment. Ideally, these spaces offer opportunities for flexible configurations of hardscape and lawn to suit various needs/activities. Possible activities include public film screenings, craft shows, farmer's markets, and cultural events.



Dog Parks

Dogs parks serve as social hubs and bring energy to a park setting. They are designated areas where pets can run and play off-leash while being supervised by their owners. Dog parks typically include fencing, seating areas, water, shade, and waste disposal tools and containers. One of the benefits of dog parks is their ability to draw activity away from private landscaping, which can have costly impacts, and instead focus activity in unique community gathering spaces.



Gardens

Gardens integrate nature and people in urban settings. Garden types include habitat, botanical, healing/meditation and community. They range in maintenance intensity and purpose. For example, urban habitat-oriented gardens typically require occasional care, while educational botanical gardens, or healing and meditative gardens are more highly curated garden types. An example of a garden type with a range of maintenance includes community gardens, which allow groups and residents the ability to rent and care for individual garden plots.



Habitat / Natural Area

Habitat and natural areas are designed to protect or conserve significant natural features, including trees, rivers, and wildlife habitats. As a result, the size, shape, and service area of natural areas will vary depending on the intended functions and uses. In cities, these areas also offer great outdoor amenities for residents and visitors, by creating unique opportunities to engage with nature. Successful habitat/natural areas can be iconic destinations that integrate and celebrate local history.



Informal Seating / Casual Dining

Outdoor seating areas are a subtle but effective way to activate urban spaces, streets/corridors and small plazas. They are inherently pedestrian-oriented and offer places for visitors to rest, gather, and linger. Outdoor seating, in combination with retail and commercial businesses, can be particularly effective at increasing sales and promoting business.



Multi-Purpose Green

Multi-purpose green spaces create civic open areas that allow for flexible and/or multiple program types in one location. These lawn areas require minimal improvements and have potential to host many activities year round such as large community events, informal gatherings and sports, picnics and informal gatherings. Multi-Purpose Greens often require more maintenance depending on intensity and frequency of use.



Pop-up Parks

Underutilized drive aisles, streets, surface parking, and plaza spaces have the opportunity to become lively, temporary spaces through pop-up park installations. Using some paint, turf, and lawn furnishings, a dead zone within Downtown can be transformed into a vibrant public space nearly overnight.



Trails / Multi-Use Paths

Trails and multi-use paths in urban areas help cities integrate safe, non-motorized transportation, while also promoting increased integration of natural elements in the urban fabric. These spaces can be used to promote connectivity between destination areas as well as for exercise and community events.



Urban Recreation

Urban Recreation areas offer areas for specialized recreation for children and families. This can include skate parks, tennis/ basketball courts, climbing walls etc. Like Children's Play Areas, they often include seating areas, restrooms, and other park-like amenities.



Year-Round Protected Space

With an annual average rainfall of nearly forty inches, having covered spaces for outdoor activities will make the parks and open spaces in Downtown Beaverton more useable year-round. Covered play areas and multi-purpose recreation areas not only offer cover during the rainy season, but can also provide shade during the summer months.

A detailed architectural site plan sketch in pencil, showing a grid of rectangular building footprints, streets, and landscaping elements like trees and walkways. The drawing is dense and shows a complex urban layout.

05

OPPORTUNITY SITE STUDIES

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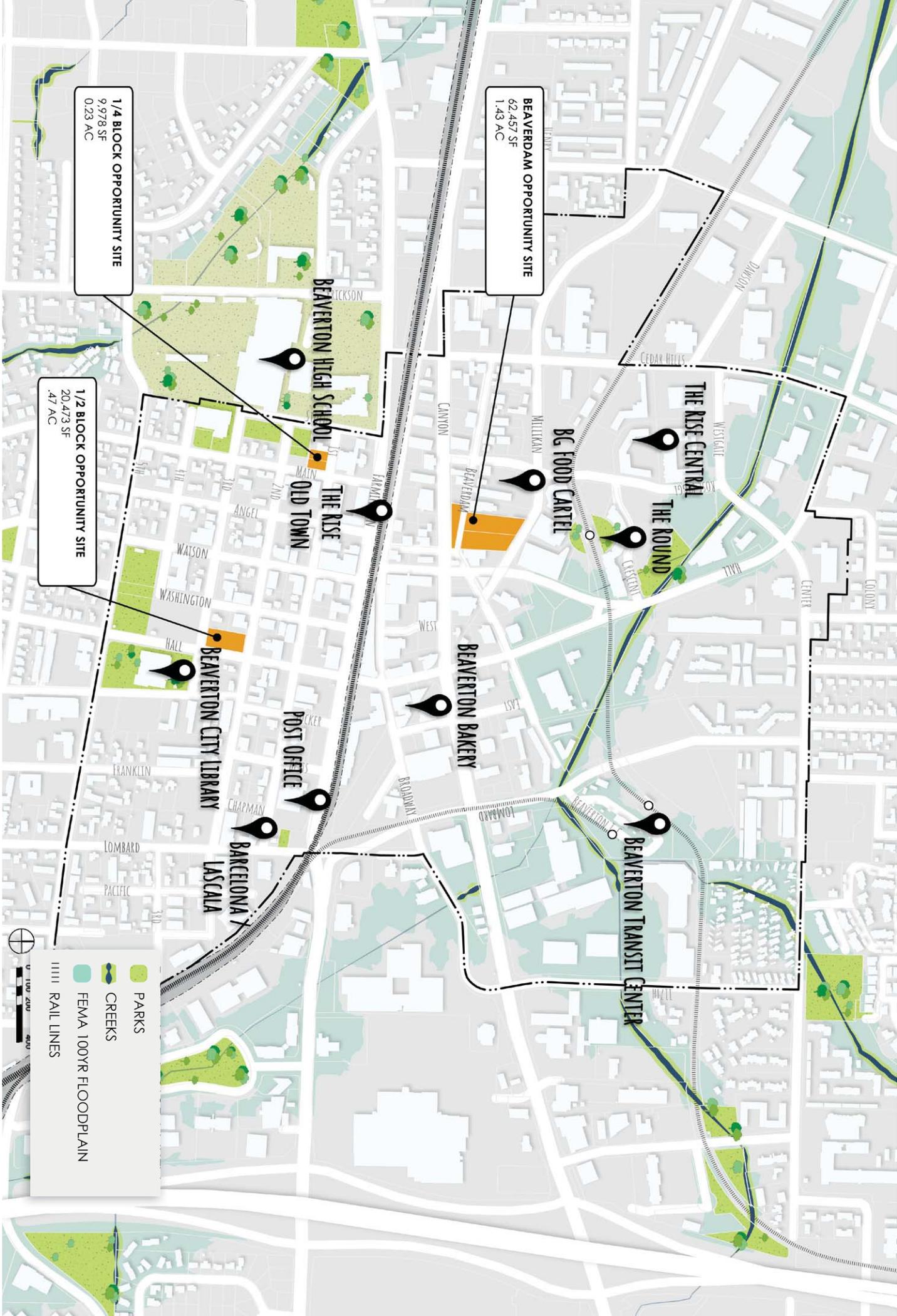
RECOMMENDATIONS

86

100'
200'
APRIL 1957

- DOWNTOWN





BEAVERDAM OPPORTUNITY SITE
 62,457 SF
 1.43 AC

1/4 BLOCK OPPORTUNITY SITE
 9,978 SF
 0.23 AC

1/2 BLOCK OPPORTUNITY SITE
 20,473 SF
 .47 AC

0 100 200 400

- PARKS
- CREEKS
- FEMA 100YR FLOODPLAIN
- RAIL LINES

BEAVERTON HIGH SCHOOL

OLD TOWN

BEAVERTON CITY LIBRARY

BARCELONA LASCALA

BEAVERTON BAKERY

BC FOOD CARTEL

THE RISE CENTRAL

THE ROUND

BEAVERTON TRANSIT CENTER

5TH

4TH

3RD

2ND

ANGEL

WALSON

WASHINGTON

HALL

FRANKLIN

LOMBARD

PACIFIC

3RD

CHAPMAN

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CHAPMAN

POST OFFICE

STUDY OVERVIEW

This Urban Design Framework envisions a more urban style of development for Downtown Beaverton. In order to test the viability of urban development types in the Downtown environment - both how they fit on different typical site types, and how they perform economically - three sites were selected throughout Downtown. Test fit design concepts were then developed to understand how each site could accommodate a range of development types and their corresponding parking, and pro formas were generated to assess their economic viability.

The findings generated by these opportunity site studies will inform future updates to the Development Code for Downtown, as well as potential policies and subsidies undertaken by the City in order to achieve the type of development desired for Downtown Beaverton.

The primary tasks for these studies were as follows:

- Identify three sites that typify the development challenges in Downtown
- Generate high-level development concepts to test the development feasibility
- Provide a pro forma for each site concept to estimate costs/revenues for the development concepts.

Overview of Sites Studied

For the purposes of this study, it was important to assess locations in each of the two zones that comprise Downtown (Regional Center Transit Oriented and Regional Center Old Town), as well as to examine a variety of parcel sizes in order to assess the challenges inherent to development at different scales. As pictured left, two of the sites selected are located in Old Town, within the Regional Center Old Town zone; one is a quarter-block site and the other is a half-block site. The third site selected is a larger parcel area, more equivalent to a full-block site area, located in Beaverton Central, within the Regional Center - Transit Oriented zone.

SUMMARY OF DESIGN CONCEPT FINDINGS

Particularly for the smaller sites, it is challenging to fit the amount of parking currently required for a denser, urban style of development (4-6 stories).

Height restrictions were not the limiting factor for development potential; on-site parking is the limiting factor based on what can reasonably fit within the site area.

The current Development Code allows for low-density development and surface parking, while not providing guidance/regulations applicable to more urban style developments:

- Minimum Floor Area Ratios of 0.6 in the RC-TO and 0.35 in the RC-OT zones are low for a Downtown area;
- The Development Standards in Chapter 20 of the Development Code, summarizing the uses and densities allowed, regulates residential-only buildings but do not address mixed use developments;
- The current parking requirements in today's market conditions make lower density developments with surface parking the most financially feasible development type.



CONCEPT DESIGNS



1/4 BLOCK OPPORTUNITY SITE

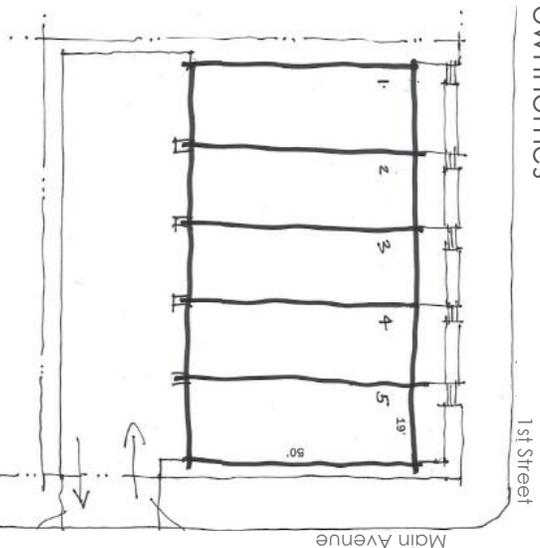
- (9,978 SF/0.23 Acres)
- Zoning - RC:OT (Old-Town)
- Min/Max Dwelling Units - 12/40 per acre for residential only project
- Min FAR (no max) - 0.35 FAR
- Max Height Limit - 40ft
- Parking Ratio Req. - 0.75/DU
- Parking District - 1

1/4 BLOCK SITE: OLD TOWN

The quarter-block site selected for this study is located at the intersection of 1st Street and Main Street in the Old Town District, currently within the Regional Center Old Town zone. The maximum height allowed is 40', and while there are set maximums and minimums for dwelling units per acre for residential-only projects, no density regulations exist for mixed-use developments. The parking required is 0.75 stalls/dwelling unit for residential uses, with no parking requirements for office, retail, or restaurant uses.

Located along 1st Street, one of the Key Connectors identified in this Framework, all development concepts oriented entrances/ground floor uses toward 1st Street, with parking accessed from Main Street. Due to the small size of the site, this study looked at an array of potential development types ranging from townhomes to six-story apartments. The townhome and six-plex development types were able to meet or exceed the required parking on site. Higher intensity development types such as a four or six-story apartment building were studied to evaluate denser options; however, they were not able to provide the required parking on-site. As found in this study, increasing allowed height limits alone will not make redevelopment possible for higher intensity developments. These projects will require creative parking solutions, such as district, shared, or reduced parking, bike parking, etc.

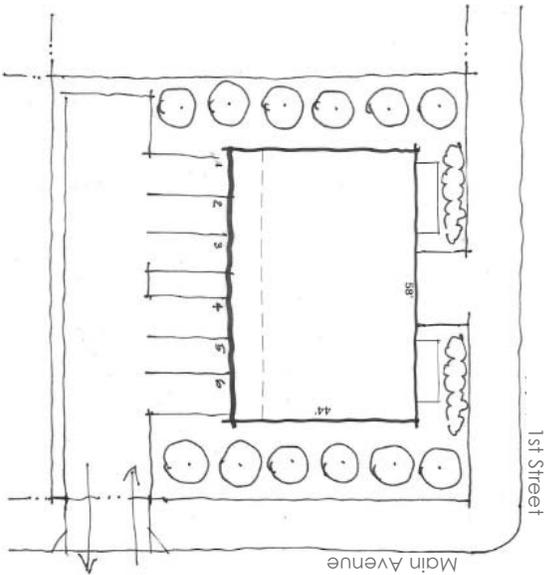
Townhomes



- Development Type: Sixplex, 3 Story
- Units: 6
- Parking On-Site: 6
- Parking Ratio: **1/DU***
- Unit Type(s): 1BR w/den - 2BR
- SF/Unit: 1000 SF-1,200 SF
- Total SF: 7,300 SF
- *Exceeds parking ratio requirement.

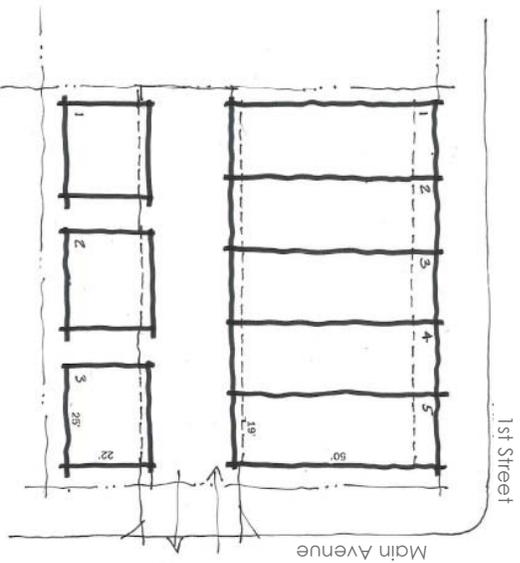
OPPORTUNITY SITE STUDIES

Six-plex with Garages



Development Type: Six-plex, 3 Story
 Units: 6
 Parking On-Site: 6
 Parking Ratio: **1/DU***
 Unit Type(s): 1BR w/den - 2BR
 SF/Unit: 1000 SF-1,200 SF
 Total SF: 7,300 SF
 *Exceeds parking ratio requirement.

Townhomes with ADUs



Development Type: Townhouses/ADUs
 Units: 5 Townhouses/3 ADUs
 Parking On-Site: 10/3
 Parking Ratio: **1.6/DU***
 Unit Type(s): 3BR/2BR
 SF/Unit: 2,200 SF - 1,450 SF
 Total SF: 13,000 SF/4,950 SF
 *Exceeds parking ratio requirement.

CONCEPT DESIGNS

1/4 BLOCK FINDINGS

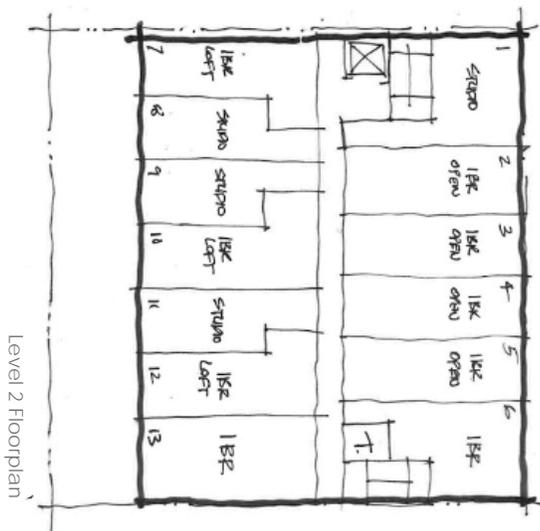
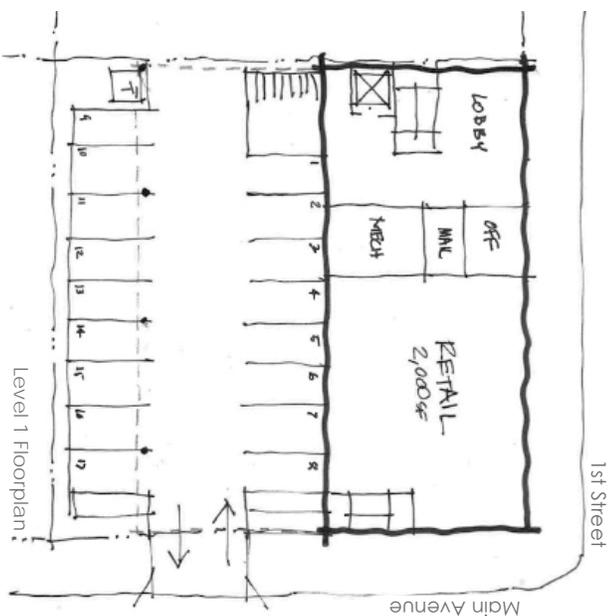
The 1/4 block site is the ideal scale for incorporating townhome and six-plex style housing with the current parking ratios required.

For the higher density uses on the 1/4 block site, it is not possible to fit on-site parking at the current ratios required by the Development Code.

4 Story Apartment with Tuck-Under Parking



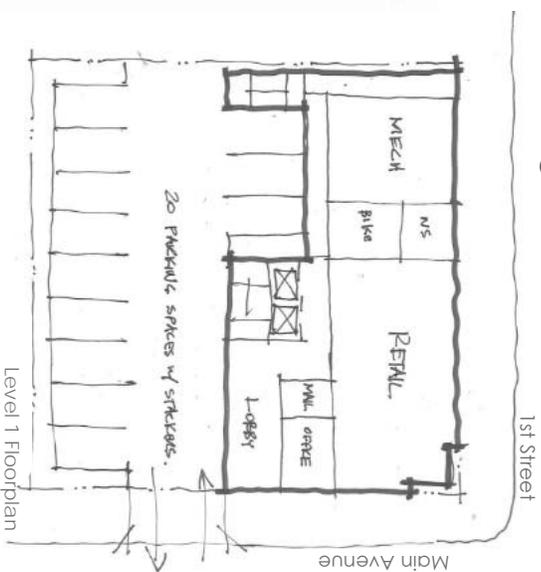
Development Type: Apartments
 Units: 39
 Parking On-Site: 17
 Parking Ratio: **0.43/DU***
 Unit Type(s): Studio - 1BR
 SF/Unit: 430 SF- 630 SF
 Total SF: 27,734 SF
 *Does not meet parking ratio requirement.



6 Story Apartment with Tuck-Under Parking



Development Type: Apartments
 Units: 55
 Parking On-Site: 20*
 Parking Ratio (with stackers): **0.36/DU****
 Unit Type(s): Studio - 2BR
 SF/Unit: 550 SF - 870 SF
 Total SF: 47,600 SF
 *20 spaces with stackers, 12 without
 Parking Ratio (without stackers): **0.21/DU





1/2 BLOCK OPPORTUNITY SITE

(20,473 SF/0.47 Acres)

Zoning - RC-OT (Old-Town)

Min/Max Dwelling Units - 12/40 per acre for residential only project

Min FAR (no max) - 0.35 FAR

Max Height Limit - 75ft

Parking Ratio Req. - 0.75/5/DU

Parking District - 2

1/2 BLOCK FINDINGS

1/2 block site scale opens up opportunities to incorporate podium or below-grade parking solutions. Even these are challenged to park at the currently required ratios.

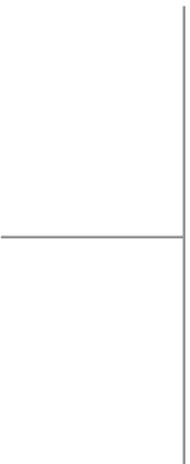
1/2 BLOCK SITE: OLD TOWN

The half-block site selected for this study is located between 2nd Street and 3rd Street along Hall Boulevard in the Old Town District, currently within the Regional Center Old Town zone. The maximum height allowed is 75'. Minimum/maximum dwelling units per acre are regulated for residential only projects, and density for mixed-use developments is regulated only through FAR (Floor Area Ratio), but is difficult to find in Chapter 20 of the Development Standards. The parking required is 0.75 stalls/dwelling unit for residential uses, with no parking requirements for office, retail or restaurant uses.

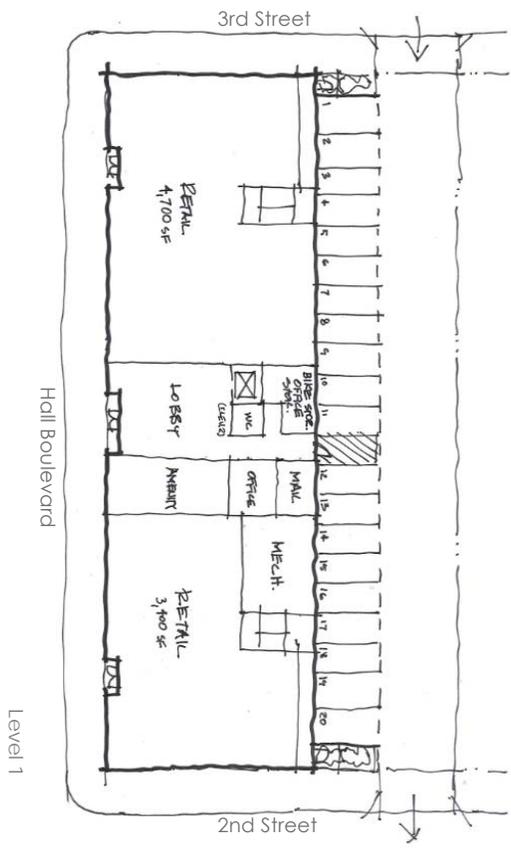
Hall Boulevard is identified as one of the key streets in The Loop concept, and ground-floor retail and building entries front on that major street. All development scenarios assume a component of ground-floor retail in order to front active uses along the Loop. Parking is accessed mid-block along 3rd Street and/or 2nd Street. Given the size of this site, larger development concepts were tested, but the smaller townhome/sixplex style developments tested for the quarter-block could also apply to this site. An office use was also tested for this site to provide a point of comparison to residential mixed-use.

At the half-block scale, below-grade or podium parking could be provided, but remains costly and difficult to fit at the current ratios required. Below-grade parking is most efficient and provides the greatest number of stalls when the lot extends into the right-of-way, under the sidewalk area (shown in the Mixed-Use Residential 6 Story concept). While tuck-under parking is the least costly for development, it provides significantly fewer stalls than required under the current code requirements, and would likely need to be supplemented by an off-site district or shared parking solution.

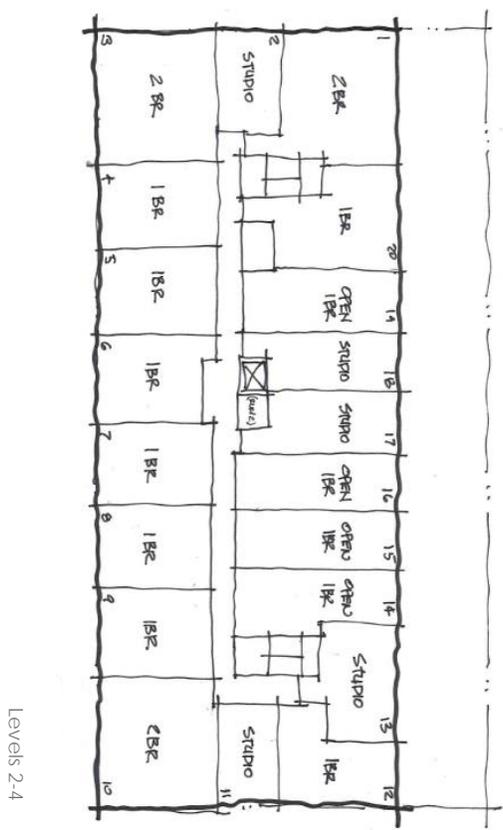
This location was selected as an example site to examine a typical half-block redevelopment scenario. The property owner will ultimately have to decide if they would like to redevelop the property in the future.



Mixed-Use Residential (4 Story) with Tuck-Under Parking



Level 1



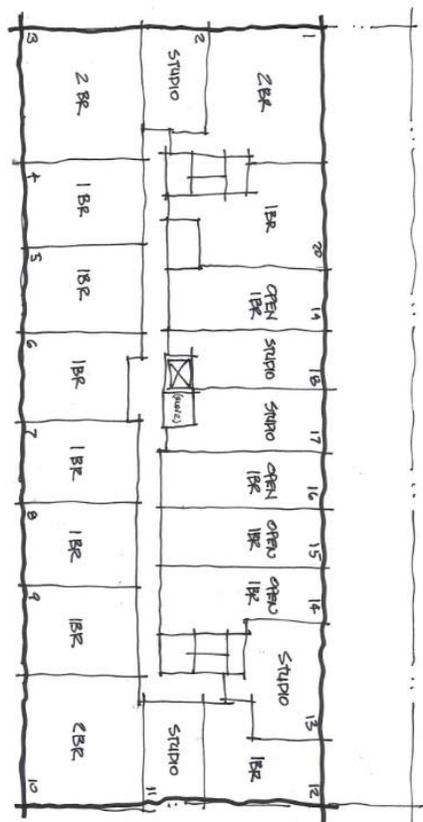
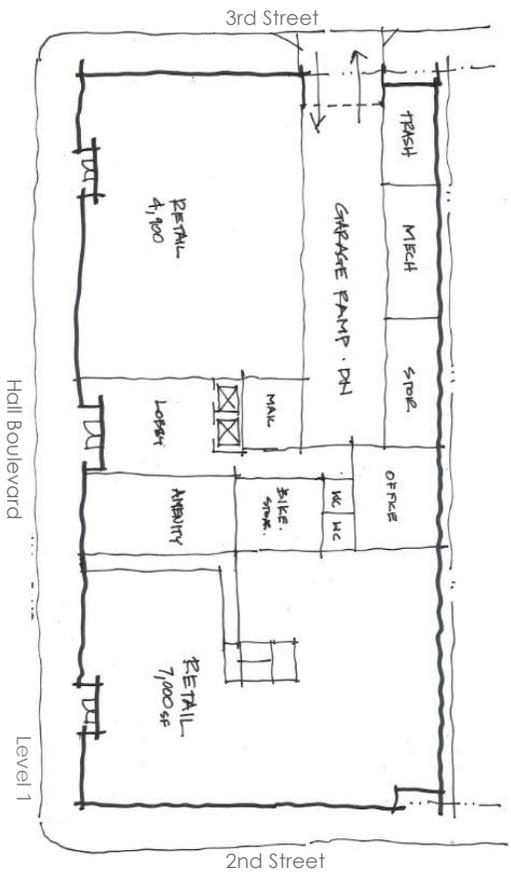
Levels 2-4



Development Type: Mixed-Use Residential, 4 Story
 Units: 60
 Parking On-Site: 20
 Parking Ratio: **0.33/DU***
 Unit Type(s): Studio - 2BR
 SF/Unit: 540 SF- 980 SF
 Retail SF: 8,100 SF
 Total SF: 58,200 SF

*Does not meet parking ratio requirement.

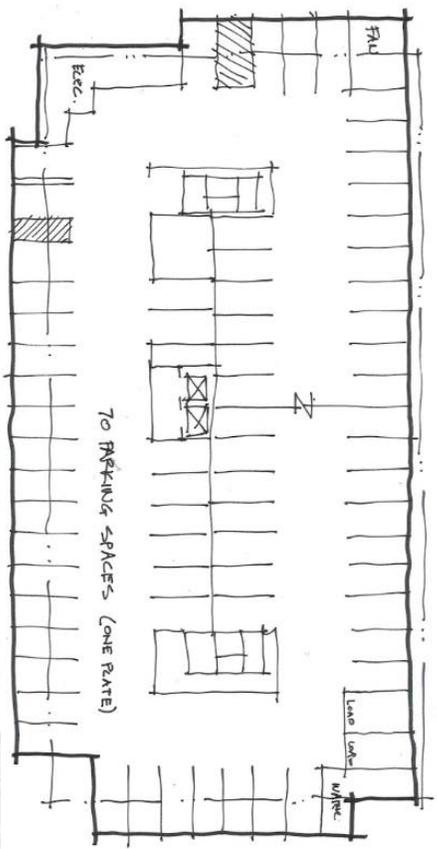
Mixed-Use Residential (6 Story) with Below-Grade Parking



Development Type: Mixed-Use Residential, 6 Story
 Units: 100
 Parking On-Site: 70*
 Parking Ratio: **0.7/DU****
 Unit Type(s): Studio - 2BR
 SF/Unit: 540 SF- 980 SF
 Retail SF: 11,900 SF
 Total SF: 115,800 SF

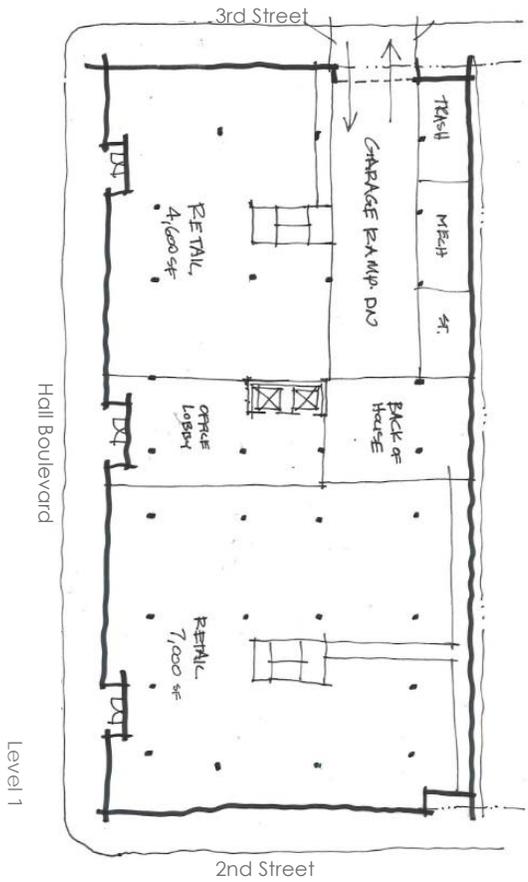
*Parking encroaches under the Right of Way in order to maximize parking efficiency and stall count. This is not consistent with current city standards, but has been implemented in other urban areas in the region

**Does not meet parking ratio requirement.

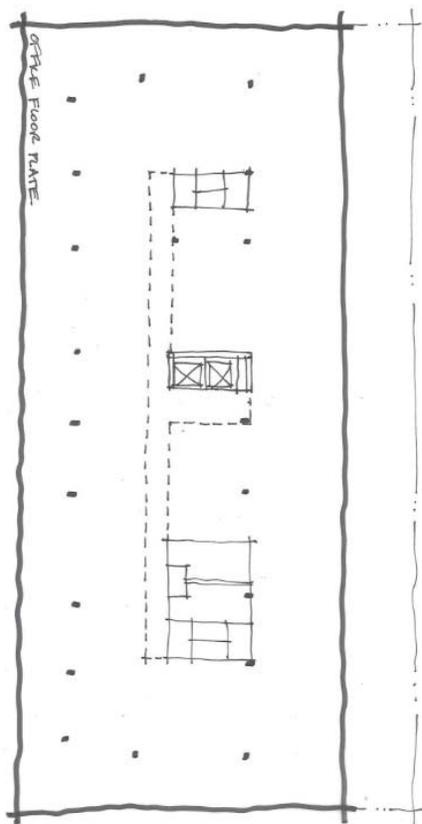


Below Grade Parking

Mixed-Use Office (6 Story) with Below-Grade Parking



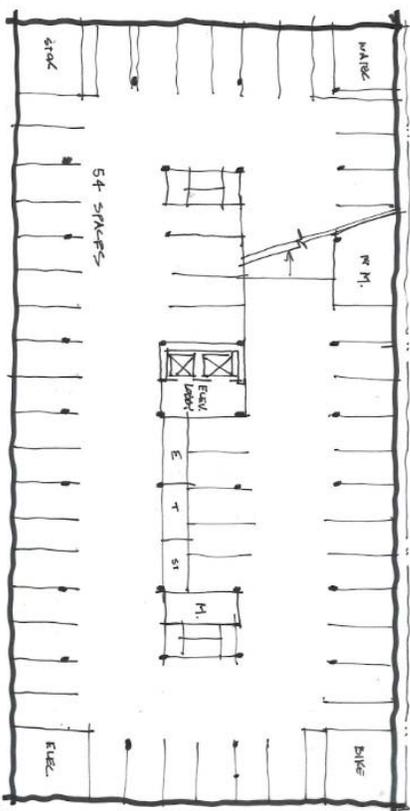
Level 1



Levels 2-6



Development Type: Mixed-Use Office, 6 Story
 Units: N/A
 Parking On-Site: 54
 Parking Ratio: **1/1,300 Office SF***
 Retail SF: 11,600 SF
 Total SF: 121,200 SF
 *Parking is not required for office, retail, or restaurant uses. This development therefore exceeds the parking requirement.



Below Grade Parking

LARGE SITE/FULL BLOCK: BEAVERTON CENTRAL

The large site selected for this study is located in Beaverton Central, along Beaverdam Road. The site was selected because of its location within the Regional Center Transit Oriented zone, because of its proximity to the BG Food Cartel, the Round, and light rail, and because the large parcel size provides an interesting comparison to both the quarter and half-block sites.

While the parcel size is larger than those studied in Old Town, this site presents its own unique challenges. Beaverdam Road bisects the parcel at the southern end, leaving a small and irregularly shaped piece along Canyon Road. For the purposes of this study, we have assumed that that segment of the site will be utilized as an open space buffer along Canyon Road, but could also be developed as townhomes or a unique, though costly, commercial structure. Beaverdam Road and Millikan Way have both been identified as Key Connectors, each with their own unique character, and both highly pedestrian and bicycle oriented. The concept design for this study assumes that parking will be accessed from Millikan Way in a podium structure on levels 2-3 in order to maintain active ground floors on both Beaverdam Road and Millikan Way.

The site is able to fit either a podium or below-grade parking solution easily and efficiently; however, meeting the existing parking ratios is still a challenge. Dedicating two stories of the structure, either through podium or below grade, would be able to provide a parking ratio of 0.5 stalls/DU, where the current code requires 0.75 stalls/DU.



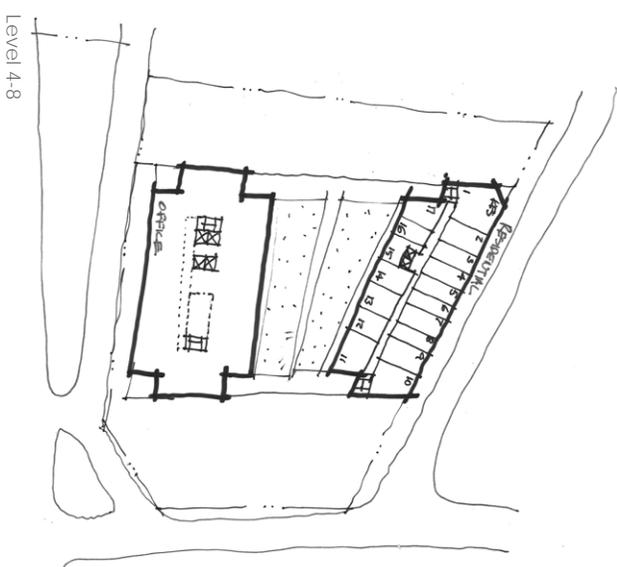
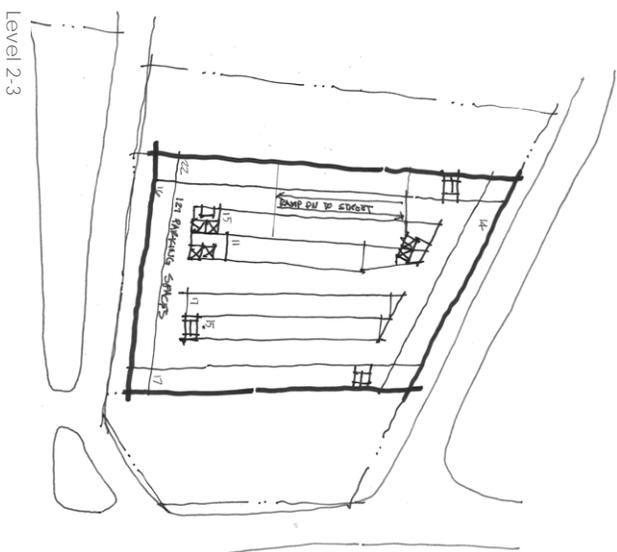
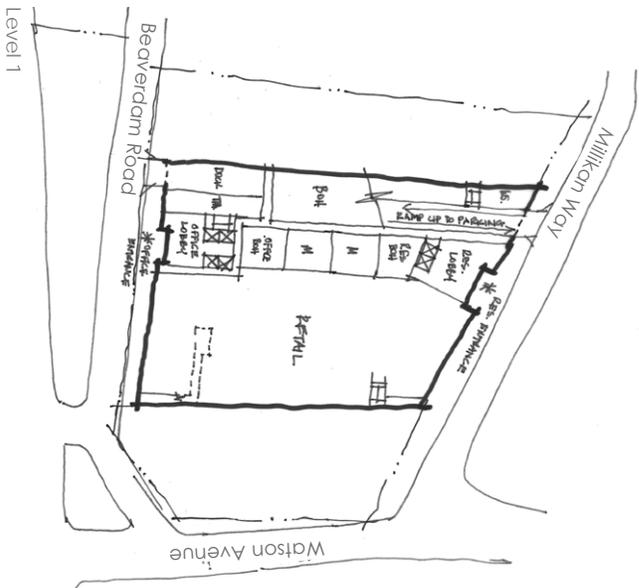
LARGE SITE/FULL BLOCK OPPORTUNITY SITE

- (62,457 SF/1.43 Acres)
- Zoning - RC-TO (Transit Oriented)
- Min/Max Dwelling Units - 20/160 per acre for residential only project
- Min FAR (no max) - 0.60 FAR
- Max Height Limit - 120 ft
- Parking Ratio Req. - 0.75/DU
- Parking District - 2

LARGE SITE FINDINGS

The large site area is able to more easily and efficiently accommodate either below-grade or podium parking, but would require 3-4 levels of parking to meet the parking ratios currently required by the Development Code.

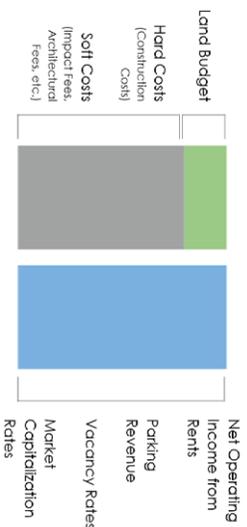
Mixed-Use Residential and Office (6 Story) with Podium Parking



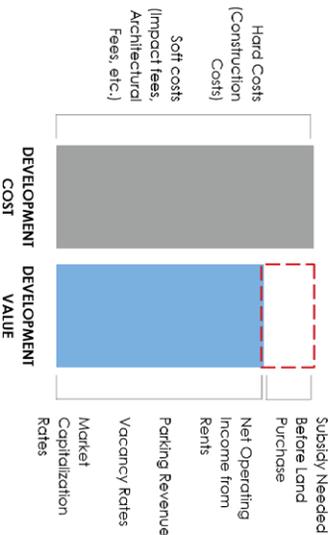
- Development Type: Mixed-Use Residential and Office, 6 Story
- Residential Units: 85
- Parking On-Site: 211/143
- Office Parking Ratio: 3/1,000 Office SF
- Residential Parking Ratio: **5/DU***
- Office SF: 91,000 SF
- Retail SF: 23,900 SF
- Total SF: 304,100 SF
- *Does not meet parking ratio requirement.



ECONOMIC ANALYSIS



(A) Likely Feasible– Developer has money to pay for land



(B) Likely Infeasible– Development requires subsidy, even before land purchase

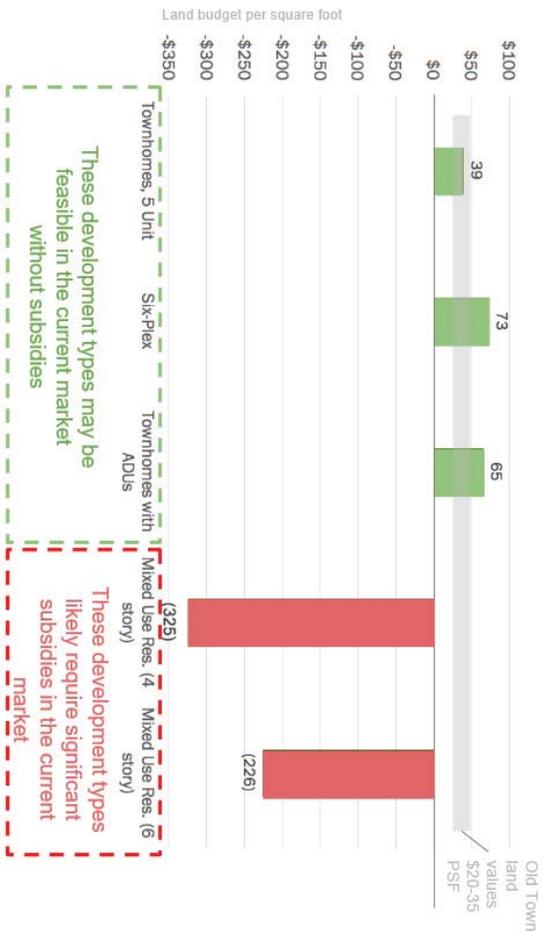
To compare development feasibility across different prototypes, ECONorthwest used a common method called a residual land value analysis. Residual land value is a measure of what a developer would be able to pay for land, given expected construction and operating costs, and expected rent revenue. In other words, it is the budget that developers have remaining for land after all the other development constraints have been analyzed. It is a useful metric for assessing the impacts of changes to the development code and accompanying development incentives because these policies principally affect land value, especially in the short run.

The diagrams to the left summarizes the residual land value method by illustrating two example developments (or prototypes), one which is feasible and the other likely infeasible. In both scenarios, the right-hand column (shown in blue) illustrates the total value that comes from the project (less any operating expenses and vacancy costs). The left-hand column (shown primarily in grey) shows the total costs to build the project, both the hard construction costs and the soft costs such as the design and City fees, as well as the return threshold needed for financing. If the blue column is greater than the grey column, there is budget leftover to buy the land (shown in green). A positive land budget means that a proposed development project is likely to be feasible (contingent on the price for which the land is being offered). If the blue column is smaller than the grey column, then a subsidy is needed to get the project to be feasible (shown in a red outline). A land budget below \$0 means that a proposed development project is not feasible, absent offsetting incentives that can cover the difference (plus any additional subsidy or incentives for the land).

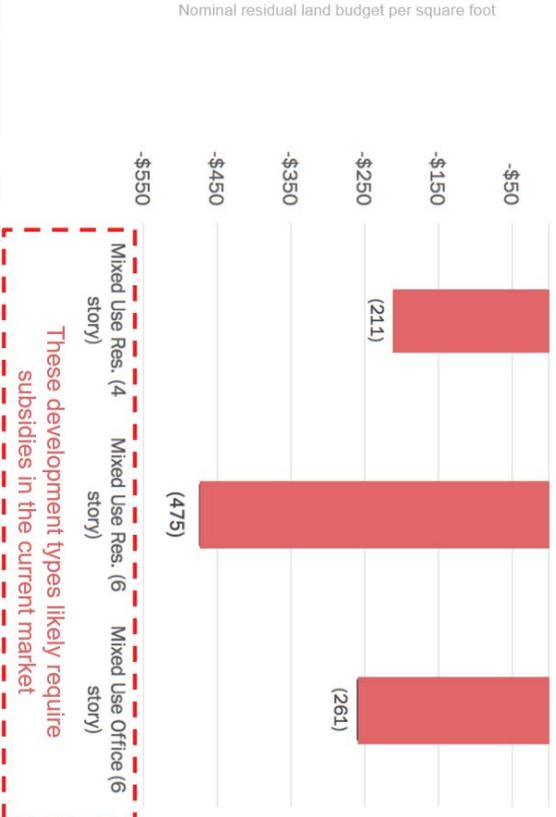
We analyzed each of the development concepts using this residual land value approach. The results for each prototype are illustrated in this same chart format in Appendix 3. These results describe a general analysis of development product types in Downtown Beaverton and do not consider the many potential unique conditions of a site that could be a factor in development feasibility (e.g. increased predevelopment costs, low land basis from longtime land ownership). For these reasons, a residual land value analysis should be thought of as a strong indicator of the relative likelihood of feasibility, rather than an absolute measure of return to the investor or developer.

Though most of the focus of our analysis was on market rate developments, we conducted some sensitivity testing to understand the impact of different tools and incentives (e.g. reduced parking, vertical housing tax abatement program, reimbursement of system development charges) as well as the feasibility of the housing development if built with affordable housing funding sources instead of market rate. The results of these analyses are presented in the key findings. For a list of all assumptions see Appendix 3.

Market Rate Residential in Current Market Conditions



Market Rate in Current Market Conditions



1/4 Block Site Pro Forma Comparison

The charts to the right summarize the pro forma results for the five development types studied for the quarter-block site, comparing market rate residential (top) against affordable residential (bottom). Multifamily rents in Downtown Beaverton currently do not support higher density development, given the high construction costs in the region.

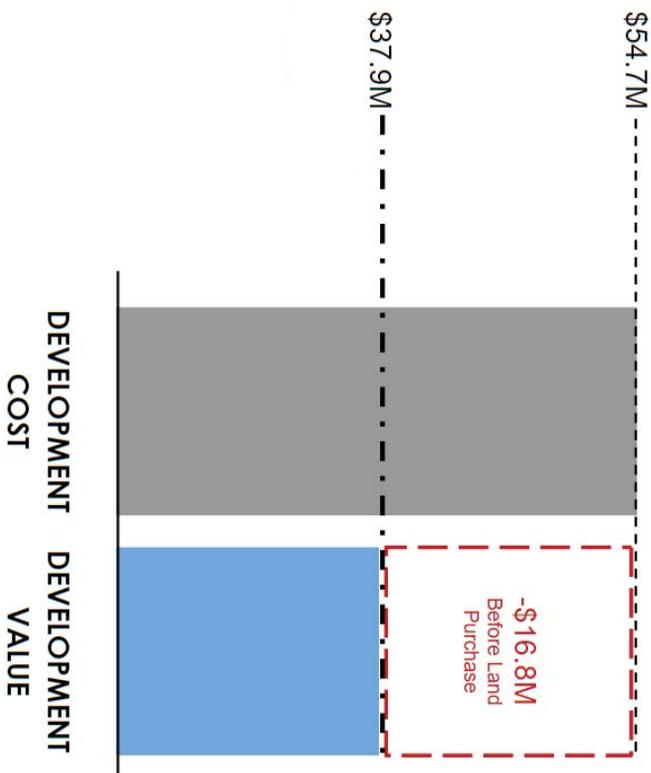
1/2 Block Site Pro Forma Comparison

The charts to the left summarize the pro forma results for the three development types studied for the half-block site, comparing market rate (top) against affordable (bottom) multifamily residential and office rents in Downtown.

Large Site/Full-Block Redevelopment

The chart to the right illustrates the pro forma results for the development concept located in Beaverton Central, along Beaverdam Road. The same market trends visible for the 1/4 and 1/2 block sites in Old Town are shown for the larger site development as well. In market conditions where higher densities are not feasible, adding additional development capacity and building more area only results in a lower development feasibility.

Market Rate Mixed-Use Residential and Office



DEVELOPMENT FEASIBILITY

- In the 1/4 block site, Townhomes and Sixplexes were the most feasible development types
- On the 1/2 block site, the Mixed-Use Office development was most feasible due to its ability to conform to city parking requirements. Both Mixed-Use Residential developments were unable to meet city parking ratio requirements.
- In the full block test site, the Mixed-Use Residential and Office struggled to provide an acceptable quantity of parking due to the number of residential units being considered.

Key Findings

Higher-density development is challenging in Downtown Beaverton, but that may change in the future with shifts in market demand. Multifamily and office rents in Downtown Beaverton currently do not support higher density development, given the high construction costs in the region.

- **Rents are the highest that multifamily rents have ever been in Downtown Beaverton, but remain lower than other areas of the region.** ECONorthwest gathered achievable rents from developers active in Downtown Beaverton and found that the most recent development, the Rise Old Town, is achieving a blended rate of \$2.00 per square foot across the different unit types. This is lower than the approximate average of \$2.50 in achievable rent for newer, comparable developments in Central Portland. According to the data source, Costar, rent growth in the region has slowed down, and many property managers (even in the most accessible, expensive areas of Central Portland) are offering rent concessions to attract tenants.
- **New construction financing is becoming challenging due to increasing construction costs, which are too high to justify development of high-density projects without subsidy.** Construction costs have become too high to justify new development, specifically of higher-density product, without a subsidy. Increases in construction costs have outpaced the growth in rents for most of the region outside of Central Portland. This has caused new development to slow, except in a few unique cases: (1) a developer is vertically integrated, and thus has their own construction team in house, (2) a developer controls land and bought it for a low price (likely many years ago), (3) a developer is receiving offsetting incentives.
- **When development at higher densities is not feasible, adding additional development capacity and building more area only results in even lower development feasibility.** This is reflected in the preliminary results from the Beaverdam site analysis, which models a mixed-use building of office and residential with above-ground parking. Given that revenues do not cover the cost to build, especially at tower construction prices, building more only makes the project less feasible.



Downtown Beaverton faces the same challenges for new mixed-use, medium- to high-density development as other cities in Washington County, including Forest Grove, Hillsboro, and Tigard. However, this story is not consistent across all development types nor across time. Lower density developments (rental townhomes and plex apartments) are feasible in Downtown Beaverton, even with current construction costs and rents. There are many longtime landowners in Downtown Beaverton who have a very low basis in their land: they purchased their land many years ago when land values were much lower than they are today. Those landowners may, over time, consider their options for development or redevelopment and are one of the unique circumstances that could allow for denser development to occur at current prices. Further, over time, it is likely that overall land development pressures that accompany growth in the region will continue to result in changes in the rent profile in Beaverton, which could result in increases in development feasibility for prototypes that do not work today.

Higher density development is currently more feasible for affordable projects than market rate projects

In addition to testing market-rate development feasibility, we evaluated the relative feasibility of affordable housing development. For this sensitivity testing, we assumed that a project was able to obtain a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program. More specifically, we assumed that the project applied a 9% LIHTC and received private equity pricing at a rate of \$0.95 to every \$1. The LIHTC is a competitive program and the dollars are in short supply, but it is the most commonly-used development support for most affordable projects in Oregon and relatively few projects are built without credits. The pricing of tax credits is volatile in the current market, given proposed changes to the federal tax code. Despite these caveats on the assumptions, this analysis allowed us to arrive at a general understanding of feasibility to inform policy conversations about development code. For an affordable project that successfully obtained a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program, the value of the subsidy is sufficient to make the project feasible and cover the cost of construction even at affordable rents.

Due to the fact that tax credits are awarded based on the eligible basis of the construction costs (higher construction cost leads to greater subsidy), higher density affordable projects actually end up receiving larger credits. This helps to fill in the feasibility gap, such that the affordable rents are able to cover the cost of construction and that denser affordable prototypes perform better than the less dense types (such as the six-plex).



RECOMMENDATIONS

SUMMARY OF RECOMMENDATIONS

- The City should aim to create flexible zoning that provides certainty to landowners as they consider future development.
- Underground parking drives up development cost significantly; decreasing parking requirements and/or other creative parking solutions, such as shared parking, could improve feasibility.
- Maintaining the City's Vertical Housing program would have a positive impact on development.
- Other incentives, like SDC reimbursements, could be used in certain cases.

The City should aim to create flexible zoning that provides options for landowners as they consider future development.

Even if the desired development type is not feasible under today's market conditions and without subsidy, the City of Beaverton should establish clear standards for Old Town Beaverton that reflect community priorities. A development code that provides both certainty and flexibility will be more attractive for developers. Possible options could include lower parking ratios, height or FAR increases that provide flexibility to the developer while still clearly spelling out the required parameters for development in code. The City could also reevaluate the land use review process to help streamline the process and facilitate development.

Although denser development is less feasible today, as reflected in the pro forma results for both the 1/4 and 1/2 block sites, (which shows the comparison of developer land budget across the five prototypes on the quarter-block site relative to current land pricing), the Land Development Code will carry forward into future markets. Therefore, the Development Code should provide as much flexibility as possible (while maintaining functional urban form) to allow current unique circumstances (such as low land basis and any subsidies) to move forward, and to set up for future successful development if and when market conditions change.

Underground parking drives up development cost significantly; decreasing parking requirements could improve feasibility.

Underground parking spaces cost approximately \$50,000 per space to build, compared with \$30,000 per space for tuck-under parking and \$5,000 per space for surface parking. In Downtown Beaverton, the current market does not support the parking rent prices needed to cover the cost of developing underground parking, which would be necessary for higher density prototypes. Lower density developments like townhomes and plexes can configure parking as a mixture of garages, tuck-under, and surface parking, which is much less expensive to build and is more likely to be feasible.

For illustration, we tested feasibility when parking is removed entirely as a development expense. This has a positive impact on development feasibility, as shown in the example of layered development incentives seen on the right. However, even with a hypothetical lower parking minimum (or no minimum), developers may continue to build a certain number of parking stalls to meet the requirements of their lenders, who may still believe that a project without on-site parking will not be rentable. In practice, other approaches, such as shared parking or transportation demand management would be needed to effectively accommodate the parking associated with new development while still reducing the amount required in any particular building.

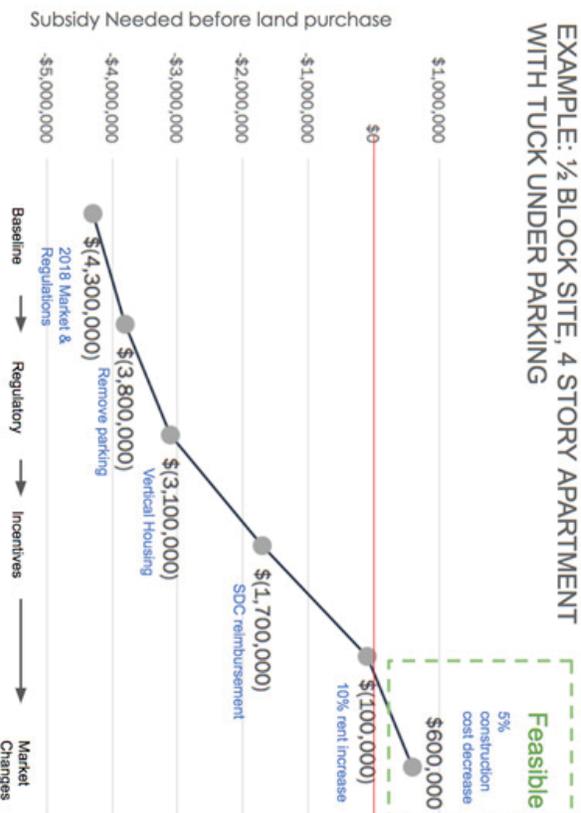
Retain the City's Vertical Housing Tax Abatement Program

The Old Town area is located within the City's current Vertical Housing Development Zone, which offers a partial tax abatement for multi-use developments that meet certain requirements. This tool proves to be a useful incentive for developers – if it increases the land budget by approximately fifteen to thirty percent depending on the product type. However, the denser project types that are eligible for this program are currently not feasible (do not have a positive land budget), even with the abatement, and would require additional subsidy to pencil.

Other incentives, such as SDC reimbursements, or other subsidies could be used in certain cases.

It is likely that many new developments at higher densities will require higher offsetting incentives into the foreseeable future. Since this area is also located in the City's urban renewal area, the urban renewal agency can offer individual incentives to developments that meet the urban renewal area's goals. These incentives could include full or partial SDC reimbursements, which has a positive impact on development feasibility.

**STACKING INCENTIVES
EXAMPLE: ½ BLOCK SITE, 4 STORY APARTMENT
WITH TUCK UNDER PARKING**



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06 NEXT STEPS

SUMMARY OF NEXT STEPS
IMPLEMENTATION STRATEGIES

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91



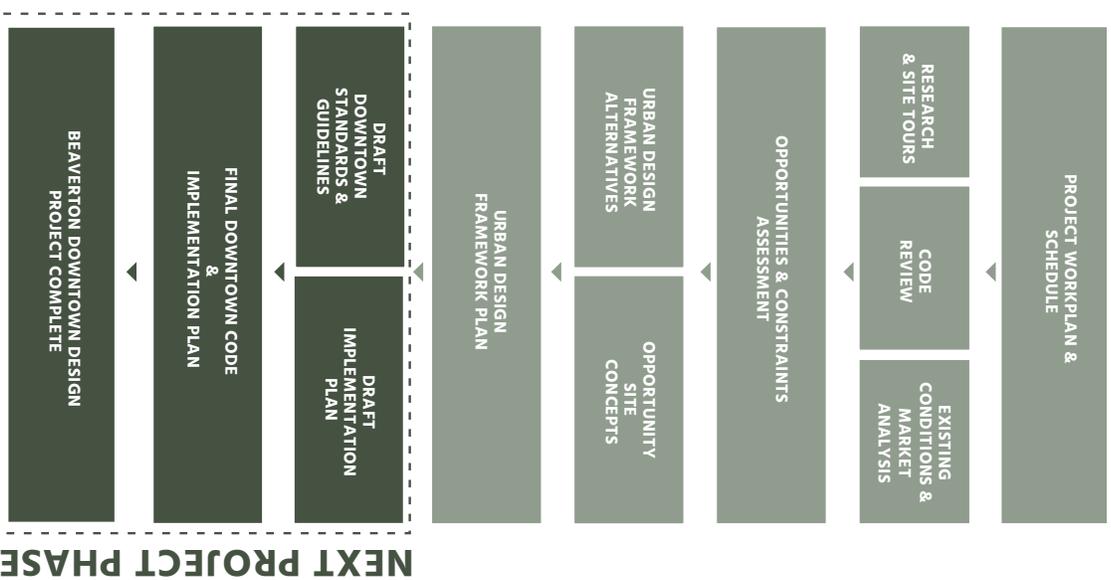
NEXT STEPS

SUMMARY OF NEXT STEPS

This Urban Design Framework articulates the long term vision for Downtown, but implementation of this vision will not happen overnight. Transformation of Downtown will require a combination of public and private investments, and will be subject to market cycles, property availability, and fiscal budgets.

Immediate next steps following this effort include an update to the City's Development Code as well as the development of an Implementation Plan. These efforts will help to continue to move Downtown forward toward a realization of the Urban Design Framework.

Because implementation of the Framework will take place over decades, and will be subject to changing market realities, it is likely to take many different forms. The following pages outline a series of high-level implementation strategies ranging from full site or infrastructure redevelopment, to partial site development or activation and temporary installation projects.



IMPLEMENTATION STRATEGIES

REDEVELOPMENT STRATEGIES

Downtown Beaverton is diverse, comprised of many distinct districts each possessing its own unique redevelopment challenges and opportunities. Furthermore, redevelopment will not happen overnight. It will be a slow transformation, taking place over the course of many decades.

The following redevelopment strategies offer a few different "prototypes" for how redevelopment could occur in a way that supports the Urban Design Framework, while also responding to varying market and real estate conditions. These are applicable throughout Downtown, but the highest priority area for implementation may be along the Loop.

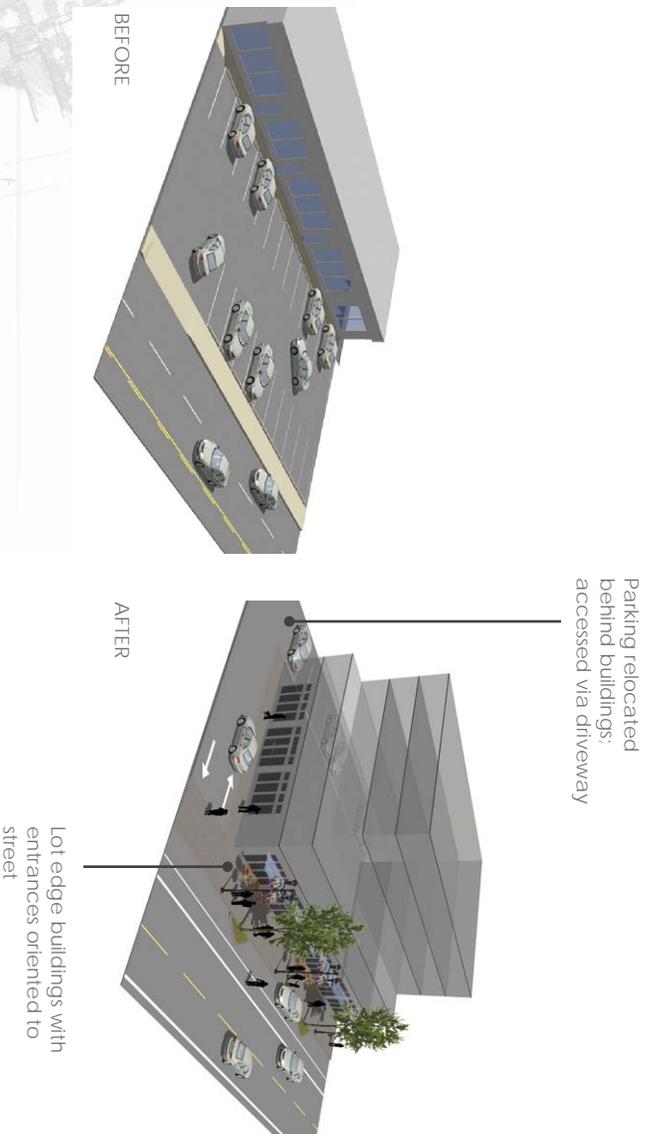
The sketch (right) illustrates how redevelopment strategies, from full block to infill, combined with improvements to public spaces, streets, parks and plazas, can be combined over time to achieve a vibrant core within Downtown.



FULL-BLOCK SITE REDEVELOPMENT

This scenario illustrates the redevelopment of a full-block site, including demolishing any existing structures in order to build a new, multi-story building along the sidewalk. This scheme locates parking and vehicular circulation areas to the side and rear of the building, preserving an active street frontage along key streets. Depending on the scale of the project, parking may also be located underground, or in a second-floor podium above street level, as illustrated in the Development Opportunity Sites Studies in Chapter 5.

This type of new mixed-use development will help to transform Downtown Beaverton into a vibrant, pedestrian-oriented area, but this type of large-scale development project may or may not be feasible as property availability and market demand varies over time.

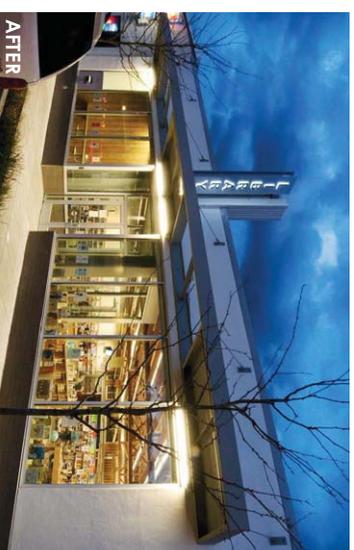
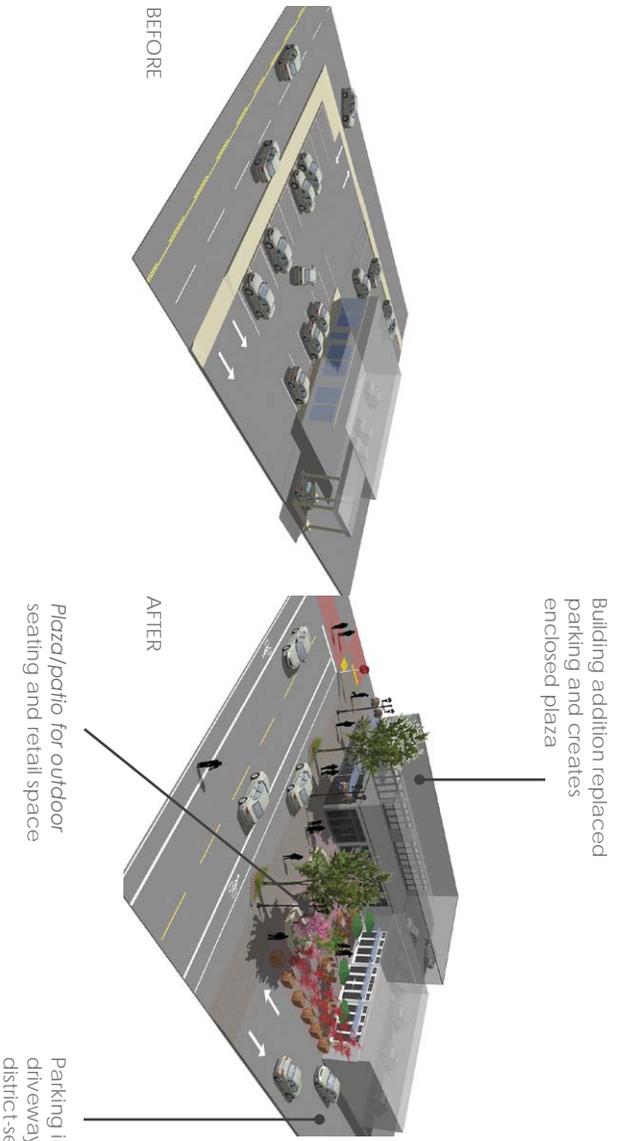


The Rise Old Town and the Barcelona/LaScala projects are precedents for how redevelopment projects can transform an area of Downtown, increasing population while also activating ground-floors with services and retail.

INFILL & ADAPTIVE REUSE

Due to property availability and market conditions and cycles, full-block site redevelopment may not always be feasible. Infill redevelopment and adaptive reuse may provide opportunities to dramatically improve the look and feel of downtown areas on a smaller, site by site and building by building scale. When executed well, infill redevelopment and adaptive reuse offer the opportunity to revitalize and intensify the development while remaining sensitive to the existing character and scale of a neighborhood. These strategies may be particularly relevant in the Historic District of Downtown.

The diagrams below illustrate how existing, auto-oriented sites with buildings that are set back behind parking can provide new building additions that extend into surface parking areas in order to engage the sidewalk and create a public or semi-public plaza area. When combined with building facade improvements, this strategy can dramatically improve the look and function of existing developments.



With significant storefront improvements, Portland's Kenton neighborhood was able to transform an abandoned retail space into a new community hub and beacon of activity.

Parking in rear accessed by driveway. Other parking in district-serving locations.

ACTIVATE SURFACE PARKING

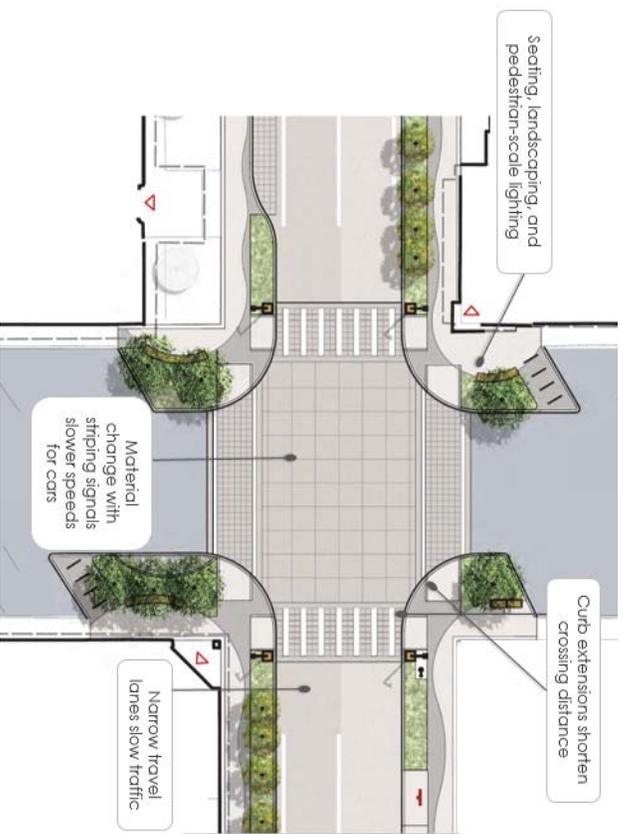
Where infill opportunities are not achievable in the short term, existing buildings with surface parking still have an opportunity to contribute to the vitality of Downtown by transforming surface parking areas into outdoor gathering and seating areas. These improvements are relatively low cost, and are becoming increasingly popular as a method for creating lively, attractive building frontages on sites already developed in an auto-oriented manner.

The illustration below shows how developments with surface parking within the front setback can potentially meet parking demand on-street while simultaneously – and with relatively low cost site improvements – creating outdoor dining areas and/or semi-public gathering spaces in areas formerly dedicated to parking.



Before (top) and after (below) of APEX Brewery in Portland, OR illustrates how surface parking areas can be transformed into a hub of activity with minimal cost improvements. In the case of APEX Brewery, this creative transformation was enabled by a development code that does not require the business to provide off-street parking.

INTERSECTION ENHANCEMENTS



Providing frequent opportunities for pedestrian crossings, and intersections that are safe, pedestrian-friendly, and designed to promote walkability will go a long way toward making Downtown Beaverton a walkable and vibrant place. Through the use of distinct materials, fixtures, and landscaping, intersections can also become key elements in the identity of a downtown, helping to brand the area and signal you have reached a special place.

As public realm improvements occur, particularly along the Loop, Key Connections, and the Support Street Network identified in this Framework, it is recommended that intersection enhancements incorporate the following:

- Marked Crossings
- Pedestrian-prioritized signal timing or pedestrian activated signals, where appropriate, if no traffic signal exists;
- Curb extensions to shorten pedestrian crossing distances and improve safety;
- Material changes at the intersection with striping to signal slower speeds for approaching cars;
- Seating, landscaping, and pedestrian-scale lighting to make pedestrian waiting areas more pleasant.



The Indianapolis Cultural Trail uses distinct striping and materials to help brand the Trail Loop.



Intersection treatments for State Highway 20 in Sisters, OR, utilize a combination of curb extensions, striping, pedestrian scale lighting, a distinct materials palette, and seating/landscaping areas to create intersections that are safe, pedestrian friendly, and help to brand the Downtown area.

PARKING STRATEGIES

Shared Parking

In mixed-use districts, shared parking facilities can be an effective means of providing adequate parking in minimum space. Different types of developments tend to have different peak parking characteristics, and parking lots that are used by multiple businesses can operate very efficiently. For example, office buildings tend to fill up in the morning and remain relatively full throughout the workday and are nearly empty after 5pm. In contrast, restaurants and lounges often have very little usage in the daytime hours and are at their peak sometime after 5pm. The City should continue to support and bolster shared parking initiatives to more efficiently utilize existing off-street parking areas. Shared parking lots could be publicly or privately owned depending on the circumstances.

District Parking Lots/Structures

Constructing and/or maintaining small, publicly-owned parking lots just outside the Downtown Core Loop area could help to meet district parking demand, while allowing frontages along Hall and Watson to be populated with active uses, creating a "park once and walk" scenario. In areas where space is at a premium and where multiple-story building heights are expected, development densities may encourage the use of structured parking.

Other Tools

The City can also explore other parking management tools. These measures may include, but are not limited to, re-evaluating parking requirements for mixed-use and/or transit-oriented development, additional provision of long-term bicycle parking, car and ride-sharing opportunities, subsidized transit passes, fee-in-lieu of parking, or any appropriate combination of measures.



Providing public parking adjacent to, but just outside of core Downtown and Main Street areas is a strategy that many communities use effectively. Downtown Mountain View offers a series of public parking lots with direct pedestrian connections to their "Main Street" along Castro Street.

INTERIM STRATEGIES

Creating lively public streets does not always necessitate costly public infrastructure investments. Many communities are finding that improvements can be made on a temporary, or even permanent, basis with minimal investment. Interim installations have the opportunity to activate streets with outdoor seating and gathering spaces in a way that is cost sensitive. They can also provide an opportunity to pilot or test new configurations and materials before committing to full infrastructure build out.

The following are a few examples of interim installations that could be considered for Beaverton's Downtown:

Parklets

Parklets, or "street seats," are becoming an increasingly common method for communities to activate their streets with outdoor seating and gathering spaces. Temporary or permanent structures that replace on-street parking spaces, parklets are also an opportunity to infuse a street with a creative and diverse use of materials and landscaping. As a result, parklets have the opportunity to become new focal points of community life on downtown streets.

Temporary Bike Buffers

Temporary bike buffers can reallocate vehicular space or travel lanes to expanded, safer bike facilities, while simultaneously introducing new materials or landscaping into a streetscape. At its most basic, temporary bike buffers can consist of paint and temporary construction bollards, but some communities choose to embrace the use of new materials and landscaping through temporary planters to buffer bicyclists from traffic lanes. This strategy offers a solution for improved bikeways without the cost of heavy infrastructure investments.

Events in the Street

While cars typically dominate our streets from curb to curb, many communities are taking back that space, even on a temporary basis, for programmed events in the street. Temporary street closures can be a tool for hosting community events, promoting growing business areas, and reinforcing community branding and character, such as Last Thursdays in the Alberta Neighborhood of Portland, OR, or reinforce bicycling activities like Bogata's Ciclovía event or Portland's Sunday Parkways. They also provide the community with an opportunity to experience their streets through a different perspective: as spaces for people.



Portland's Street Seats competition challenges local designers and businesses to create temporary parklets around the Downtown area. Many of the street seats created for the one-day competition are repurposed as semi-permanent outdoor seating in other locations in the City.



This example of a temporary bike buffer uses construction bollards, bright mats, and low-cost barricades to create a buffered bike lane in an otherwise on-street parking lane in Portland, OR.

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APPENDICES

A1 PUBLIC ENGAGEMENT MEETINGS

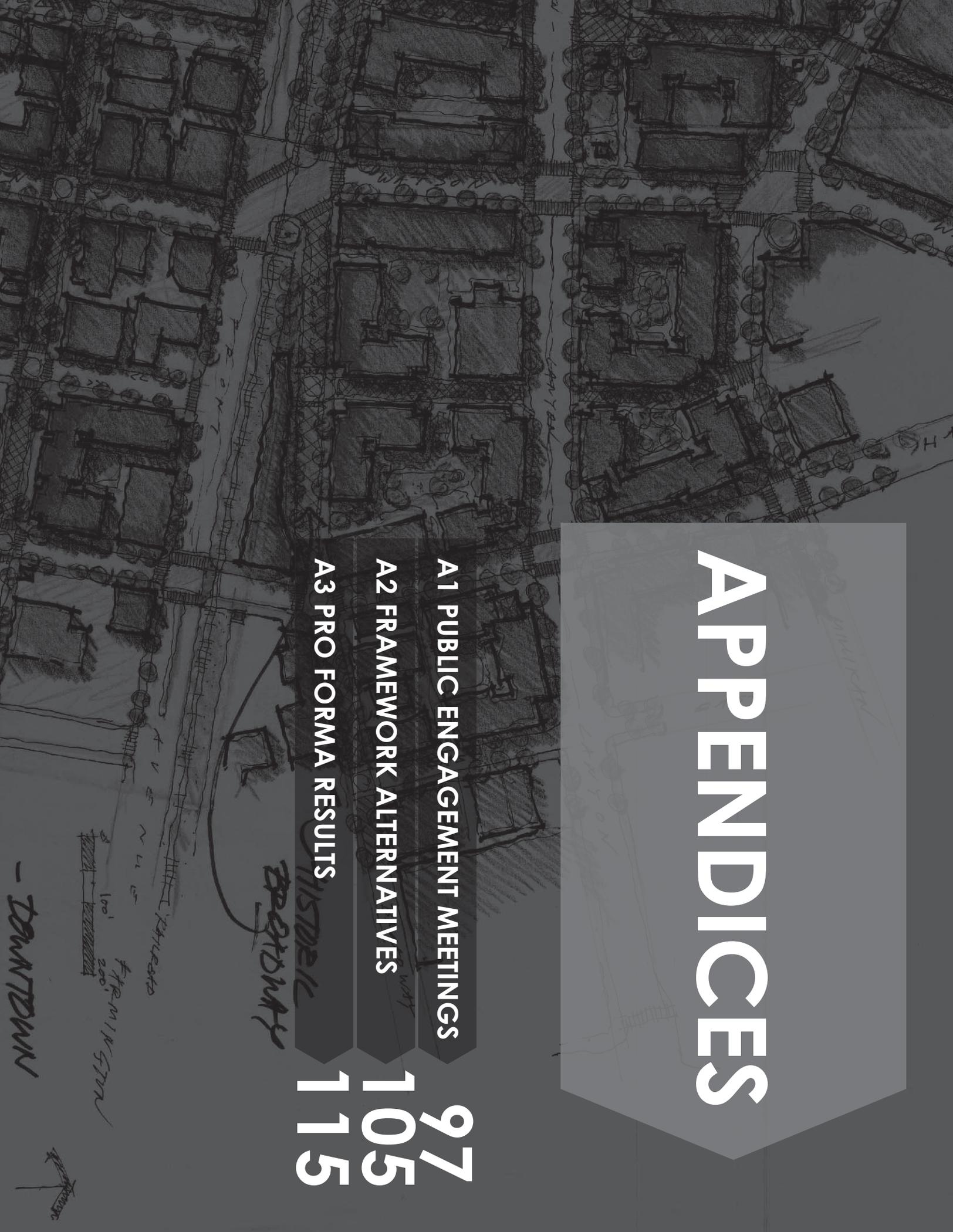
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A3 PRO FORMA RESULTS

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APRIL 1957

- DOWNTOWN



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A1

PUBLIC ENGAGEMENT MEETINGS

CHARACTER AREA VISIONING

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CHARACTER AREA VISIONING

The following is a summary of notes and comments received from the public during an Open House at City Hall on Thursday, February 22nd for the Downtown Design Project.

Building off feedback gathered previously on the team's analysis of opportunities and constraints facing Downtown Beaverton, participants at this Open House were asked to comment on the character they envision for the opportunity areas identified in Downtown, using precedent imagery, voting dots, and notes. The resulting feedback created a collage of imagery comments to illustrate a character vision for the future of Downtown.

GENERAL COMMENTS

Participants repeatedly noted Canyon Road and Farmington road as highly trafficked thoroughways for cars and barriers to pedestrian connectivity between areas of Downtown. Participant responses also expressed preferences for more pedestrian and bike-oriented infrastructure within Downtown. Additionally, participants consistently noted support for passive parks and recreation in areas adjacent to the creek(s) as well as the restoration of the creek(s) as a natural landmark.

VISION FOR DOWNTOWN BEAVERTON

Many community members expressed a vision for Downtown that showcased the area as a unique, walkable, active place that attracts people and businesses. In particular, many noted a desire for a comprehensive, integrated identity, greater walkability and connectivity, more/improved access to nature and open spaces, and more urban programming, such as museums, retail shops, restaurants, and plazas. Also noted was a desire for road improvements and more robust parking options/strategies.

The following are summaries of key takeaways for each opportunity area discussed during the Open House:

The Round/Beaverton Arts Opportunity Area

Many community members expressed a desire to see this area incorporate more pedestrian-oriented open spaces, such as parks, plazas, wider sidewalks with street trees, and access to nature. Development in these areas was envisioned as multi-storied developments with continuous building frontages.



After commenting on boards provided by the Project Team, members of the public were asked to populate comment boards with precedent images and ideas depicting what they envisioned for each Opportunity Area.

Beaverdam Opportunity Area

Participants felt this area could support more dense development, with multi-storied mixed uses, such as retail, services, and residential. Community members also envisioned this area as a pedestrian-friendly environment with wide sidewalks supporting street amenities such as outdoor dining areas, plazas, street lights, etc.

Millikan Opportunity Area

Stakeholders favored this area having much denser, mixed use development with active ground floor uses. Participants also envisioned this area providing more pedestrian and bike infrastructure including plazas, public art, separated cycle tracks, and traffic calming.

East Broadway Opportunity Area

Stakeholders expressed excitement for this area to build on the success of the Broadway Historic District and incorporate more active, mixed use development such as retail, creative office space, and restaurants with outdoor seating. Participants also felt this area could include more street amenities such as plazas, public art, and plantings. In addition, reclaiming parking areas for active uses in this area was consistently supported by community members.

Restaurant Row Opportunity Area

Community members noted a desire to see more pedestrian and bike-oriented infrastructure in this area, including a bike/pedestrian bridge across Canyon Road and Farmington Road, outdoor street seating, street lights, and buffered bike facilities.

Library Opportunity Area

Overall, community members did not address how/if this area should change in the future, instead focusing their attention in areas closer to Farmington Road. However, stakeholders agreed that this area could include more vertical, mixed use development such as live/work developments with active ground floors.

Old Town Opportunity Area

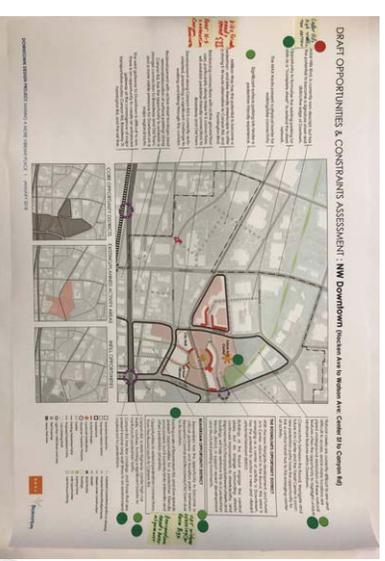
Comments for this opportunity district largely centered around the preservation of the existing residential neighborhood, with specific notes regarding preserving large trees and the historic neighborhood character.

West Broadway Opportunity Area

Stakeholders agreed that this area could develop as a more visible gateway into Downtown and envisioned more housing targeted toward non-car owners to minimize traffic impacts.

West Broadway/Post Office Opportunity Area

Participants envisioned this area having dense, vertical, mixed use development with continuous building frontages on the street and active ground floor uses. All of the images selected by community members suggested wide sidewalks with space for pedestrian-oriented street amenities. Individual images portrayed pedestrian amenities such as easy access to transit, open space and plazas, weather protection, street lights, outdoor seating, and integrated water features. Safe and comfortable bike facilities were also desired in this area by participants.



Boards prepared by the Project Team cataloged area opportunities and constraints. Residents were invited to comment on these findings and also include some of their own.

PRELIMINARY FRAMEWORK CONCEPTS

The following is a summary of notes and comments received from the community during an Open House at Beaverton City Library on Saturday, February 24th for the Downtown Design Project.

Participants were presented with draft plan alternative sketches, based on primary topic areas (Character Areas, Circulation/Mobility, Open Space/Natural Areas, and Development Strategies) for Urban Design Framework elements in Downtown Beaverton. Each topic area was set up as an individual station which participants could self-navigate between and offer comments. The following are the key takeaways from each station.



Character Areas

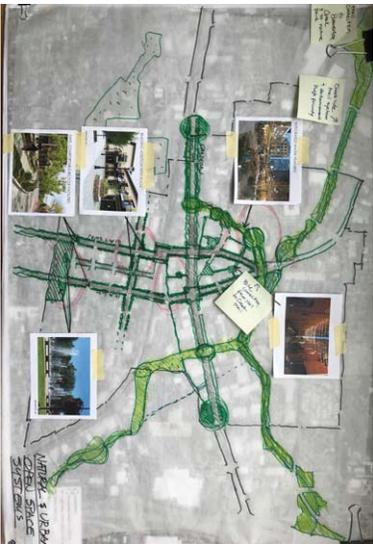
Community members expressed interest in seeing distinct variation in character, density, and sense of place across Downtown. It was repeatedly noted that the character of Old Town (specifically around Broadway and the Historic District) can and should be distinctly different from that in Beaverton Central. In general, the precedent images illustrating a range of development types and densities resonated strongly with the participants.



Circulation/Mobility

On the topic of circulation and mobility in Downtown, community members expressed a general excitement for a circulator path or route that connects parking areas to destinations throughout Downtown. If the circulator were to be vehicular (i.e. bus, trolley, etc), however, participants noted concern related to the frequency of service. Participants also noted a desire to have more and better bike/pedestrian access and infrastructure throughout Downtown.

Overall, there was a preference stated by community members for a future decoupling of Hall Boulevard and Watson Avenue, which are both one-way streets currently. Participants saw de-coupling of these streets as a way to slow traffic, increase pedestrian/bike connectivity, and increase retail activity.



Open Space/Natural Systems

Participants at this station consistently noted support for the integration of more open space into the fabric of Downtown, and relayed the importance of natural elements to the identity of Beaverton (visibly evident today in many areas of Beaverton today, but not in Downtown). A variety of open space types were suggested including: plazas, community gardens, sculpture gardens, dog parks, etc. The idea that open space character would vary from Beaverton Central to Old Town resonated strongly with members of the community. The proposal to integrate creek enhancements (paired with trail enhancements) into the overall open space network was a topic that stood out as a high priority for many participants. There was also a desire expressed repeatedly to integrate landscaping and open space improvements into street and connectivity enhancements.



Development Strategies

Community members favored the pedestrian-oriented environment depicted in the sketch, particularly regarding the open spaces, and recapturing streets as functional public spaces. Some expressed concern for parking locations in future redevelopment schemes. However, it was also noted that vehicular use may change in the future with the growing popularity of car-sharing programs and technologies.



FRAMEWORK ALTERNATIVES



During the Open House, participants were asked to “vote” for their preferred options using green (agree) and red (disagree) sticky dots.

The following is a summary of notes and comments received from Beavertron residents during an Open House at Beavertron City Library on Saturday, April 21st for the Downtown Design Project.

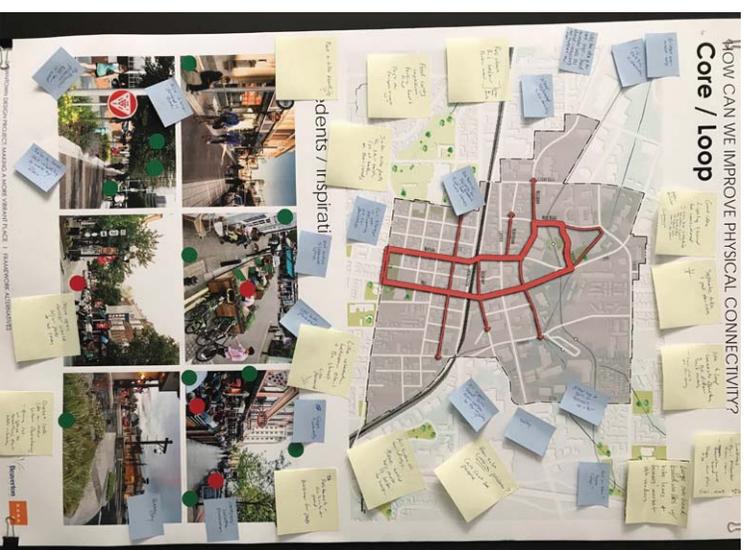
Participants were greeted with boards detailing the Downtown Design Project’s goals, timeline, and other introductory material, including information gathered in previous meetings and the project’s design principles. They were then invited to weigh in on the Project Team’s proposal(s) for: (1) A physical connectivity framework, (2) Three character area options, and (3) Potential urban open space typologies. What follows are the key takeaways and preferences expressed for each of the three topics.

Physical Connectivity

The concept of a targeted, looped, multi-modal system in Downtown garnered consistently positive feedback from community members. A few residents also suggested the City use this concept as a branding opportunity to encourage more activity and investment in Downtown.

A Loop would link the core of Downtown through bike and pedestrian connections and movement. This idea resonated strongly with community members. Residents generally expressed support for the idea of improving and expanding the bike and pedestrian networks Downtown. Additional comments included support for separated bike and pedestrian facilities, questions/concerns about bike safety, particularly at major intersections, and signal timing. There were also suggestions for bike/pedestrian bridges over major transportation ways and a vehicular circulator along the primary loop.

Participants also expressed a desire for design solutions to be fully accessible and reflective of Beavertron’s growing diversity and also for this system to encourage/reinforce active uses and destinations, such as restaurants, retail, commercial, food carts, and residential uses, in Downtown.



The Physical Connectivity board proposed an initial idea for improving area connectivity through the establishment of a central, formalized circulation loop to support more active transit modes, such as walking and biking, or even a dedicated public transit option that served Downtown Beavertron.

Character Areas

When presented with three options for character area configurations of the Downtown area, community members were supportive of higher intensity development being located near transit. Many residents also voiced concern about the negative impacts increased development would have on parking availability. Residents expressed a preference for limiting the number of districts in Downtown, and for providing more unification among districts.

Community members also expressed interest in the accessibility of Downtown, whether that meant housing for all incomes, services for aging citizens, support for different ethnic or economic groups, or access to green space.

- Feedback on specific character areas proposals included:
 - Support for a combined The Round/ Transit District (Three Cores & Corridors Option)
 - Support for the Historic Core District (Historic Core Connector Option)
 - Some support for a Library District separate from Old Town (Collection of Neighborhoods Option)
 - Some support for the Residential

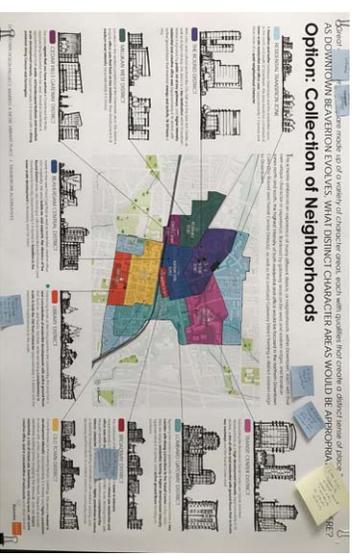
Transition zone north of the Round and Transit Center areas (Three Cores & Corridors Option)

Urban Open Space

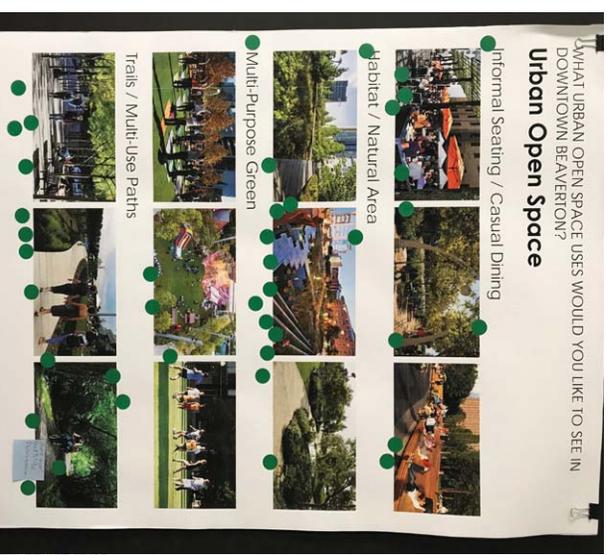
Participants were supportive of increased urban open space throughout Downtown Beaverton. Out of nine park types presented in these displays, residents communicated a higher preference for the following typologies:

- Habitat / Natural Area
- Dog Parks
- Trails / Multi-Use Paths
- Community Events and Festivals
- Children's Play Area / Splash Pads

The idea of a connected network of several small-to-medium parks resonated strongly with community members. As found through the voting dots and conversation, participants also desired to see a mixed of programs offered by the park spaces including concerts, outdoor eating areas, community gardens, and children's nature play areas. Community members also noted a preference for weather-protected outdoor areas so these spaces can be used year-round.



The Character Area boards depicted options for organizational configurations of Downtown areas and used descriptions and sketches to illustrate potential characters that could be associated with each "neighborhood."



Urban Open Space boards presented attendees with different urban open space typologies and the various designs and elements that could be included in each.

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FRAMEWORK

ALTERNATIVES

COLLECTION OF NEIGHBORHOODS
OPTION

110

THREE CORES & CORRIDORS
OPTION

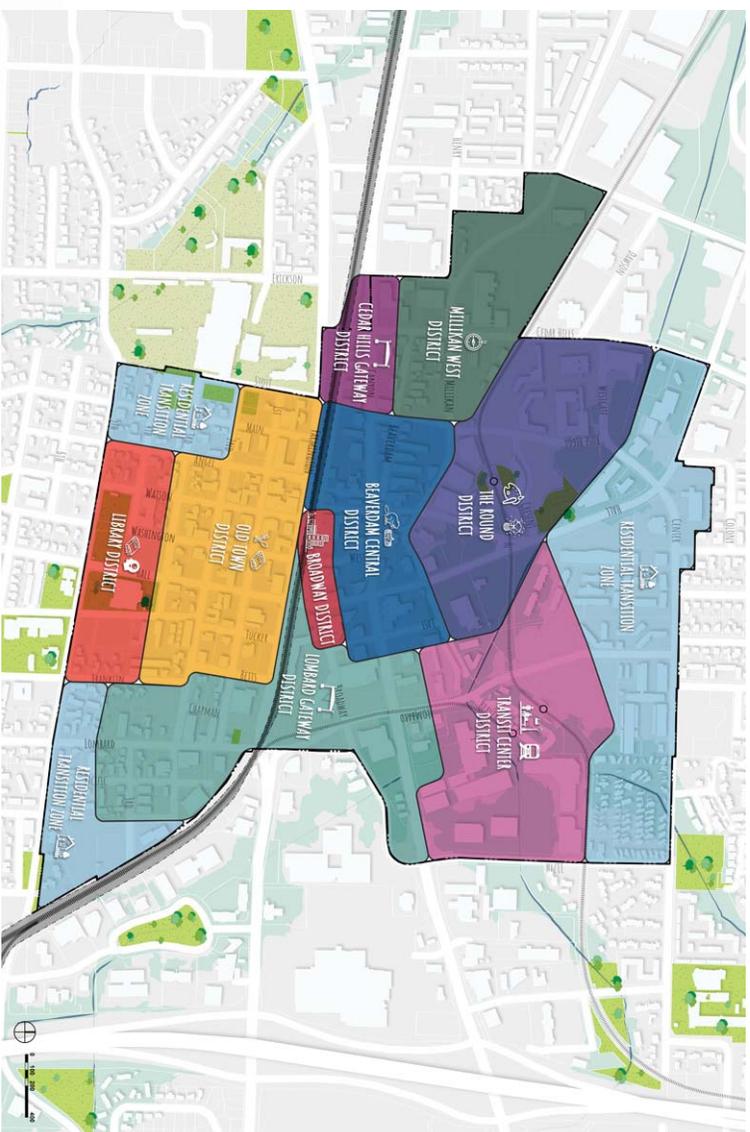
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HISTORIC CORE CONNECTOR
OPTION

116

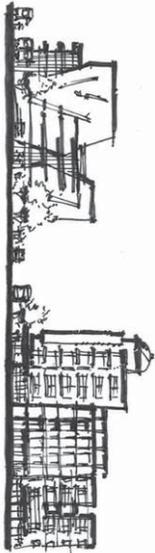


COLLECTION OF NEIGHBORHOODS



This scheme embraces an experience of many different districts, or neighborhoods, within Downtown, each with their own unique character or experience. Bordered by gateway areas on the west and eastern edges, and transition zones north and south, the highest intensity of both residential and office would be focused in the northern Downtown Core (The Round and Transit Center Districts), as well as the Lombard Gateway District forming a distinct eastern edge to Downtown.

Attributes of each proposed character area are provided on the following pages.



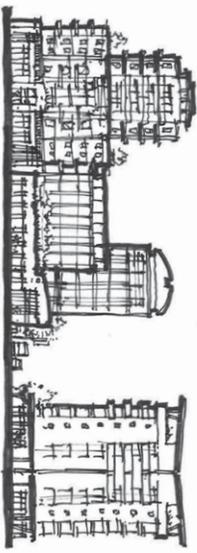
BEAVERDAM CENTRAL DISTRICT

Home to the BG Food Cartel as well as residential, creative office, and hospitality, this area builds on, and supports, the vibrancy of The Round District while also forming a critical connection and medium level development intensity (approximately 4-8 stories) to transition to the lower scale development in Broadway and Old Town.



CEDAR HILLS GATEWAY DISTRICT

This area signals that you have arrived in Downtown for those approaching Beavertron from the west. Arrival to Downtown is signaled through both public art/landscaped features and medium scale development intensity (approximately 4-6 stories) with a strong presence along Canyon Road and Farmington Road.



LOMBARD GATEWAY DISTRICT

Signaling the eastern gateway into Downtown, Lombard Gateway forms a key corridor with strong connections to the Transit Center in the north. Uses are largely residential, having a higher development intensity (approximately 6-10 stories), and active ground floors fronting on Lombard Avenue.



BROADWAY DISTRICT

The character of the Broadway District is lower in intensity (approximately 2-4 stories) with a focus on mixed-use residential and office uses with active ground floors. Smaller scale developments with frequent entries fronting directly on key roadways compliment the historic character of Broadway Street. The area is highly pedestrian in nature, a desirable shopping/dining destination with outdoor seating, and Broadway Street itself functions as a festival street for community events.



LIBRARY DISTRICT

Embracing its role as the living room for the community, this area has a new concentration of residential developments with active ground floors that front on, and frame, the Park, while remaining complimentary in scale to both the Old Town character (approximately 2-4 stories) and the residential neighborhoods to the south.



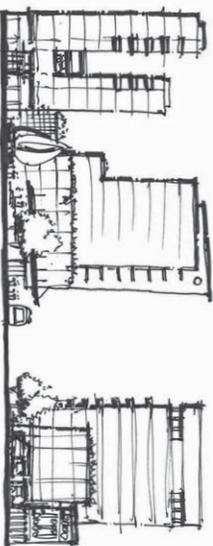
MILLIKAN WEST DISTRICT

Located on the western periphery of the Downtown area, this district is largely office uses that front on key roadways. New development is of medium level intensity (approximately 4-6 stories).



OLD TOWN DISTRICT

Complimentary to the existing historic buildings, this area is modest in development intensity (approximately 3-5 stories) and highly pedestrian in nature with active uses fronting on key streets, frequent and easily identifiable building entries engaging the sidewalk. Uses are largely residential, a mix of mixed-use, townhomes, and live/work, with some creative office, and a concentration of restaurants and other services.



THE ROUND DISTRICT

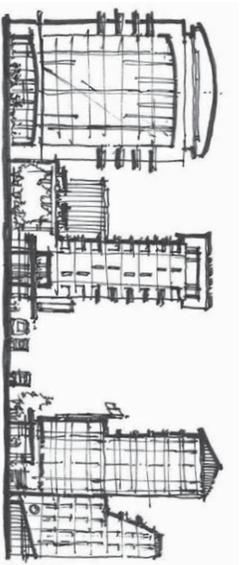
With civic and cultural anchors like City Hall and the Patricia Reser Center for the Arts, as well as its light rail stop, this district is a key destination within Downtown. Arrival is signaled by public art at key gateways, and higher intensity residential and creative office uses (approximately 6-10 stories) with active ground floors that maintain energy and activity 18-24 hours a day.



RESIDENTIAL TRANSITION ZONE

A transition and buffer between Downtown and the residential areas to the north and south of Downtown, this area would be comprised of lower scale residential and office uses (approximately 1-3 stories) and have more of a quiet neighborhood character.



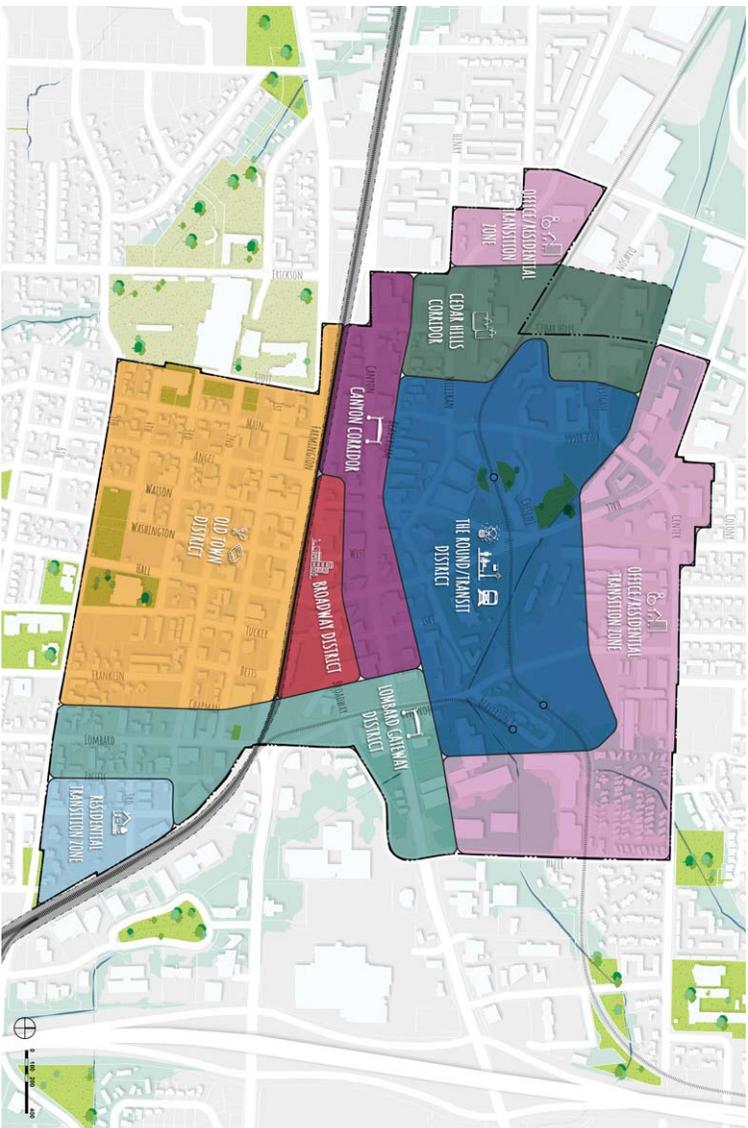


TRANSIT CENTER DISTRICT

Surrounding the Beaverton Transit Center are transit oriented developments at a high development intensity (approximately 6-10 stories), a mix of office and residential with ground floors that activate key roadways and the Transit Center itself.



THREE CORES & CORRIDORS



This scheme creates a series of strong corridor experiences, three distinct core neighborhoods, and transition zones in the north and south areas of Downtown. Development intensity is concentrated into one central north core surrounding transit augmented by a medium scale intensity Old Town District.

Attributes of each proposed character area are provided on this and the following page.



BROADWAY DISTRICT

The character of the Broadway District is lower in intensity (approximately 2-4 stories) with a focus on mixed-use residential and office uses with active ground floors. Smaller scale developments with frequent entries fronting directly on key roadways compliment the historic character of Broadway Street. The area is highly pedestrian in nature, a desirable shopping/dining destination with outdoor seating, and Broadway Street itself functions as a festival street for community events.



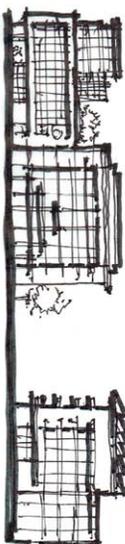
CANYON CORRIDOR

Canyon Corridor forms a critical arrival into Downtown, as well as a key connection between northern and southern areas of Downtown. Acting as the seam between larger scale development at the Round/Transit Center District and lower scale development at the Broadway District, this district is medium scale development intensity (approximately 4-6 stories) and its uses are comprised primarily of office and hospitality.



CEDAR HILLS CORRIDOR

This area forms a key western gateway and boundary for Downtown. Arrival to Downtown is signaled through a transition to medium scale development intensity (approximately 4-6 stories) with a strong presence of activity and development fronting on Cedar Hills Boulevard.



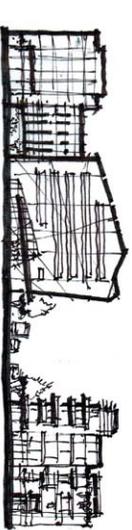
OFFICE/RESIDENTIAL TRANSITION ZONE

A transition and buffer between Downtown and the residential areas to the north, this area would be comprised of medium scale residential and office uses (approximately 4-6 stories).



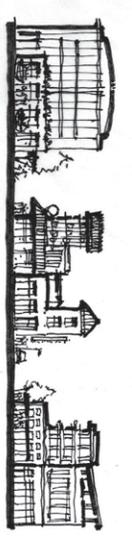
RESIDENTIAL TRANSITION ZONE

A transition and buffer between Downtown and the residential areas to the south of Downtown, this area would be comprised of largely lower scale residential uses (approximately 1-3 stories) and have more of a quiet neighborhood character.



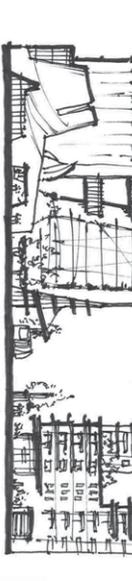
LOMBARD CORRIDOR

Signaling the eastern and southern gateway into Downtown, Lombard Avenue forms a key corridor with strong connections to the Transit Center in the north. Uses are largely residential, at a medium scale development intensity (approximately 4-6 stories), with active ground floors fronting on Lombard Avenue.



OLD TOWN DISTRICT

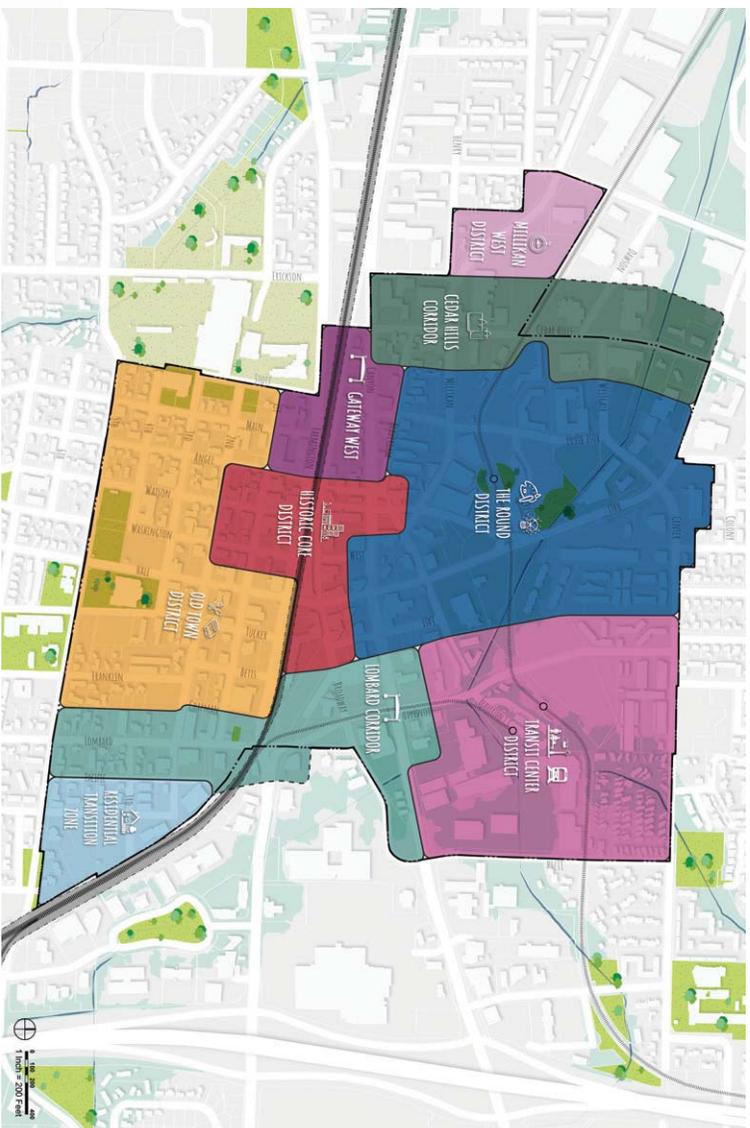
Complimentary to the existing historic buildings, this area is modest in development intensity (approximately 3-5 stories) and highly pedestrian in nature with active uses fronting on key streets, frequent and easily identifiable building entries engaging the sidewalk. Uses are largely residential, a mix of mixed-use, townhomes, and live/work, with some creative office, and a concentration of restaurants and other services.



THE ROUND/TRANSIT DISTRICT

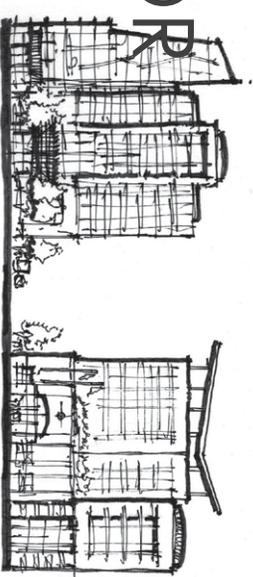
With civic and cultural anchors like City Hall and the Beaverton Center for the Arts, as well as its light rail stop and Transit Center, this district is a key destination within Downtown. Arrival is signaled by higher intensity residential and creative office uses (approximately 6-12 stories) with active ground floors that maintain energy and activity 18-24 hours a day.

HISTORIC CORE CONNECTOR



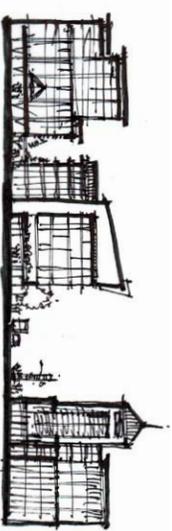
This scheme bridges significant barriers through neighborhoods of varying and distinct character. It brings Broadway and Historic Old Town into a single, central neighborhood. Development intensity extends throughout the northern portion of Downtown with medium scale intensity development throughout the southern area of Downtown. Gateways on the western and eastern boundaries signal distinct arrivals into Downtown.

Attributes of each proposed character area are provided on this and the following page.



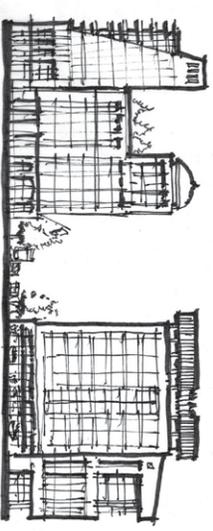
CEDAR HILLS CORRIDOR

This area forms a key western gateway and boundary for Downtown. Arrival to Downtown is signaled through a transition to large scale development intensity (approximately 6-10 stories) with a strong presence of activity and development fronting on Cedar Hills Boulevard.



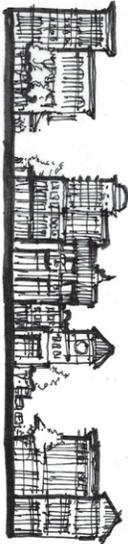
GATEWAY WEST DISTRICT

Announcing the arrival to Downtown from the west, this area is comprised of largely office uses of medium scale intensity (approximately 4-6 stories).



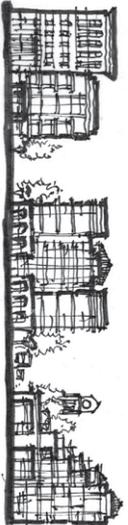
MILLIKAN WEST DISTRICT

An area of high development intensity (approximately 6-10 stories), with largely office-oriented uses, this employment area will benefit from adjacency to Cedar Hills Corridor and proximity to The Round and light rail.



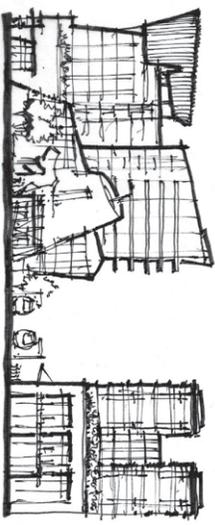
HISTORIC CORE DISTRICT

The character of the Historic Core District is medium scale intensity (approximately 3-5 stories) with a focus on mixed-use residential and office uses with active ground floors. Mid-scale developments with frequent entries fronting directly on key roadways, and designs complementary to the historic character of Broadway Street, the area is highly pedestrian in nature and a desirable shopping/dining destination with outdoor seating. Broadway Street itself functions as a festival street for community events.



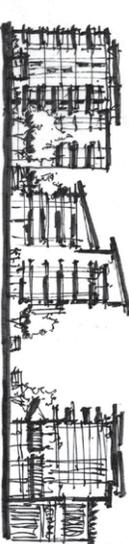
OLD TOWN DISTRICT

Complimentary to the existing historic buildings, this area is medium scale in development intensity (approximately 4-6 stories) and highly pedestrian in nature with active uses fronting on key streets, frequent and easily identifiable building entries engaging the sidewalk. Uses are largely residential, a mix of mixed-use, townhomes, and live/work, with some creative office, and a concentration of restaurants and other services.



THE ROUND DISTRICT

Home to the BG Food Cartel as well as residential, creative office, and hospitality, this area builds on, and supports, the vibrancy of The Round District while also forming a critical connection and medium level development intensity (approximately 4-8 stories) to transition to the lower scale development in the Historic Core and Old Town.



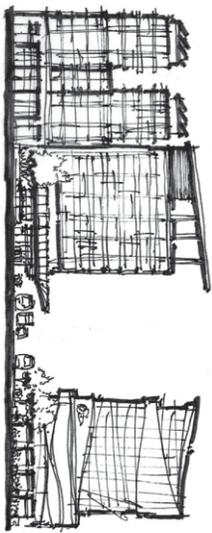
LOMBARD CORRIDOR

Signaling the eastern and southern gateway into Downtown, Lombard Avenue forms a key corridor with strong connections to the Transit Center in the north. Uses are largely residential, at a medium scale development intensity (approximately 4-6 stories), with active ground floors fronting on Lombard Avenue.



RESIDENTIAL TRANSITION ZONE

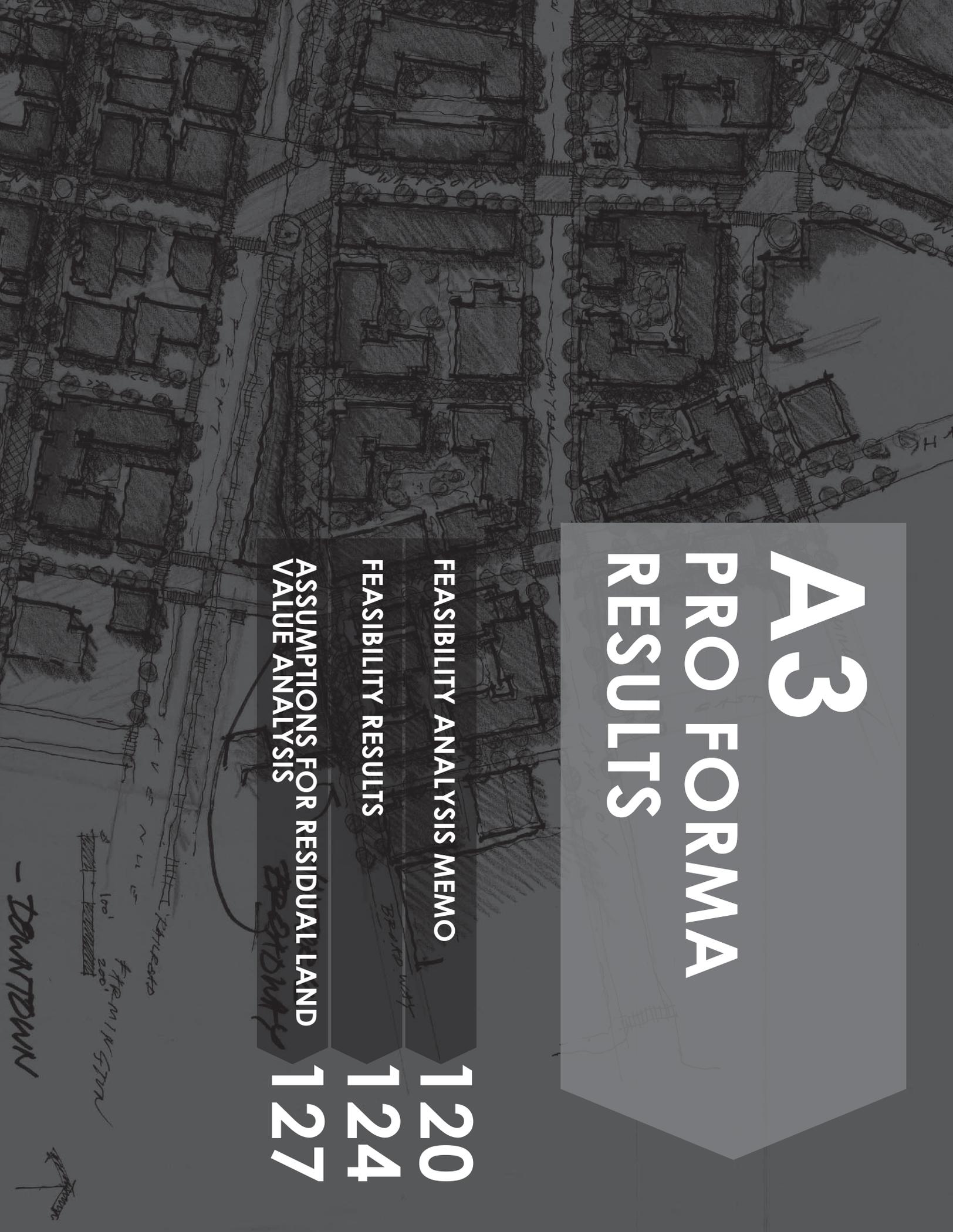
A transition and buffer between Downtown and the residential areas to the south of Downtown, this area would be comprised of largely lower scale residential uses (approximately 1-3 stories) and have more of a quiet neighborhood character.



TRANSIT CENTER DISTRICT

Surrounding the Beaverton Transit Center are transit-oriented developments at a high development intensity (approximately 6-10 stories), offering a mix of office and residential with ground floors that activate key roadways and the Transit Center itself.

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A3 PRO FORMA RESULTS

FEASIBILITY ANALYSIS MEMO

120

FEASIBILITY RESULTS

124

ASSUMPTIONS FOR RESIDUAL LAND
VALUE ANALYSIS

127

150'
200'
APR 11/15/11
DOWNTOWN

- DOWNTOWN



DATE: August 31, 2018
 TO: Steve Regner, City of Beaverton
 FROM: Lorelei Juntunen, Emily Ploha, and Michelle Anderson
 SUBJECT: KEY TAKEAWAYS FROM OLD TOWN DEVELOPMENT FEASIBILITY ANALYSIS - FINAL

To inform potential development code revisions and new incentives in the Old Town area of Beaverton, ECONorthwest (as a subconsultant to SERA Architects) developed a series of financial models to analyze the feasibility of prototypical developments. The team focused on two site sizes in downtown Beaverton, with a total of eight development prototypes (shown in Exhibit 1).

Exhibit 1. Development Concepts Modeled

1/4 Block Site		1/2 Block Site	
Townhomes, 5 units, 40' height	4-Story Mixed-Use Residential, 60 units, 55' height	6-Story Mixed-Use Residential, 100 units, 75' height	6-Story Mixed-Use Office, 74K SF, 75' height
6-Flex, 6 units, 40' height	6-Story Mixed-Use Residential, 39 units, 55' height		
Townhomes with ADUs, 8 units, 40' height	6-Story Mixed-Use Residential, 55 units, 75' height		

Source: SERA Architects

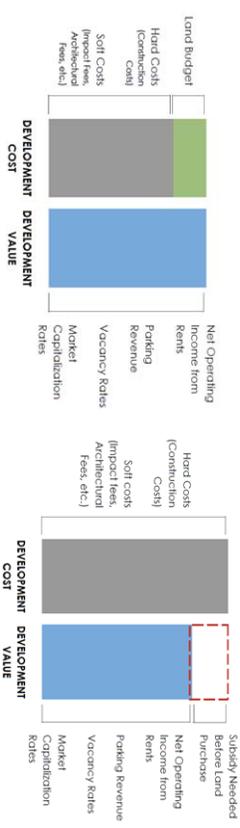
Methods

To compare development feasibility across different prototypes, ECONorthwest used a common method called a *residual land value analysis*. Residual land value is a measure of what a developer would be able to pay for land, given expected construction and operating costs, and expected rent revenue. In other words, it is the budget that developers have remaining for land after all the other development constraints have been analyzed. It is a useful metric for assessing the impacts of changes to the development code and accompanying development incentives because these policies principally affect land value, especially in the short run.

Exhibit 2 summarizes the residual land value method by illustrating two example developments (or *prototypes*), one which is feasible and the other likely infeasible. In both scenarios, the right-hand column (shown in blue) illustrates the total value that comes from the project (less any operating expenses and vacancy costs). The left-hand column (shown primarily in grey) shows the total costs to build the project, both the hard construction costs and the soft costs such as the design and city fees, as well as the return threshold needed for financing. If the blue column is greater than the grey column, there is budget leftover to buy the land (shown in green). A positive land budget means that a proposed development project is likely to be feasible (contingent on the price for which the land is being offered). If the blue column is smaller than the grey column, then a subsidy is needed to get the project to be feasible (shown in a red outline). A land budget below \$0 means that a proposed development project is not feasible, absent offsetting incentives that can cover the difference (plus any additional subsidy or incentives for the land).

Exhibit 2. Land Budget Method for Pro Forma Modeling

(A) Likely Feasible—Developer has money to pay for land
 (B) Likely Infeasible—Development requires subsidy, even before land purchase



Source: ECONorthwest and SERA Architects

We analyzed each of the development concepts using this residual land value approach. The results for each prototype are illustrated in this same chart format in Attachment 1: Feasibility Results. These results describe a general analysis of development product types in Downtown Beaverton and do not consider the many potential unique conditions of a site that could be a factor in development feasibility (e.g. increased predevelopment costs, low land basis from longtime land ownership). For these reasons, a residual land value analysis should be thought of as a strong indicator of the relative likelihood of feasibility, rather than an absolute measure of return to the investor or developer.

Though most of the focus of our analysis was on market rate developments, we conducted some sensitivity testing to understand the impact of different tools and incentives (e.g. reduced parking, vertical housing tax abatement program, reimbursement of system development charges) as well as the feasibility of the housing developments if built with affordable housing funding sources instead of market rate. The results of these analyses are presented in the key findings. For a list of all assumptions (for affordable and market rate development) see Attachment 2.

Key Findings

Higher-density development is challenging in downtown Beaverton, but that may change in the future.

Multifamily and office rents in Downtown Beaverton currently do not support higher density development, given the high construction costs in the region.

- Rents are the highest that multifamily rents have ever been in downtown Beaverton, but remain lower than other areas of the region. ECONorthwest gathered achievable rents from developers active in downtown Beaverton and found that the most recent

development, the Rise Old Town, is achieving a blended rate of \$2.00 per square foot¹ across the different unit types. This is lower than the approximate average of \$2.50 in achievable rent² for newer, comparable developments in Central Portland. According to the data source, CoStar, rent growth in the region has slowed down, and many property managers (even in the most accessible, expensive areas of Central Portland) are offering rent concessions to attract tenants.

- **New construction financing is becoming challenging due to increasing construction costs, which are too high to justify development of high-density projects without subsidy.** Construction costs have become too high to justify new development, specifically of higher-density product, without a subsidy. Increases in construction costs have outpaced the growth in rents for most of the region outside of Central Portland. This has caused new development to slow, except in a few unique cases: (1) a developer is vertically integrated, and thus has their own construction team in house, (2) a developer controls land and bought it for a low price (likely many years ago), (3) a developer is receiving offsetting incentives.

- **When development at higher densities isn't feasible, adding additional development capacity and building more area only results in even lower development feasibility.**

This is reflected in the preliminary results from the Beaverdam site analysis which models a mixed-use building of office and residential with above ground parking. Given that revenues do not cover the cost to build, especially at tower construction prices, building more only makes the project less feasible.

Downtown Beaverton faces the same challenges for new mixed-use, medium- to high density development as other cities in Washington County, including Forest Grove, Hillsboro, and Tigard. However, this story is not consistent across all development types nor across time. Lower density developments (rental townhomes and plex apartments) are feasible in downtown Beaverton, even with current construction costs and rents. There are many longtime landowners in downtown Beaverton who have a very low basis in their land: they purchased their land many years ago when land values were much lower than they are today. Those landowners may, over time, consider their options for development or redevelopment and are one of the unique circumstances that could allow for denser development to occur at current prices. Further, over time, it is likely that overall land development pressures that accompany growth in the region will continue to result in changes in the rent profile in Beaverton, which could result in increases in development feasibility for prototypes that do not work today.

Higher density development is currently more feasible for affordable projects than market rate projects

In addition to testing market-rate development feasibility, we evaluated the relative feasibility of affordable housing development. For this sensitivity testing, we assumed that a project was

¹ Interview with Kati Bader, Rembold Properties

² Data collected from CoStar

able to obtain a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program. More specifically, we assumed that the project applied a 9% LIHTC and received private equity pricing at a rate of \$0.95 to every \$1. The LIHTC is a competitive program and the dollars are in short supply, but it is the most commonly-used development support for most affordable projects in Oregon and relatively few projects are built without credits. The pricing of tax credits is volatile in the current market given proposed changes to the federal tax code. Despite these caveats on the assumptions, this analysis allowed us to arrive at a general understanding of feasibility to inform policy conversations about development code. For an affordable project that successfully obtained a State subsidy through the LIHTC (Low-Income Housing Tax Credit) program, the value of the subsidy is sufficient to make the project feasible and cover the cost of construction even at affordable rents.

Due to the fact that tax credits are awarded based on the eligible basis of the construction costs (higher construction cost leads to greater subsidy), higher density affordable projects actually end up receiving larger credits. This helps to fill in the feasibility gap, such that the affordable rents are able to cover the cost of construction and that denser affordable prototypes perform better than the less dense types (such as the six-plex).

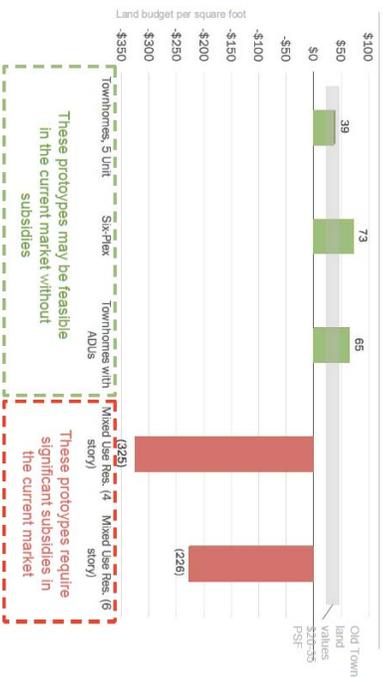
The City should aim to create flexible zoning that provides certainty to landowners as they consider future development.

Even if the desired development type is not feasible under today's market conditions and without subsidy, the City of Beaverton should establish clear standards for Old Town Beaverton that reflect community priorities. A development code that provides both certainty and flexibility will be more attractive for developers. Possible options could include lower parking ratios, height or FAR increases that provide flexibility to the developer while still clearly spelling out the required parameters for development in code. The City could also reevaluate the land use review process to help streamline the process and facilitate development.

Although denser development is less feasible today, as reflected in Exhibit 3 (which shows the comparison of developer land budget across the five prototypes on the quarter block site relative to current land pricing³), the Development Code will carry forward into future markets. Therefore, the Development Code should provide as much flexibility as possible (while maintaining functional urban form) to allow current unique circumstances (such as low land basis and any subsidies) to move forward, and to set up for future successful development if and when market conditions change.

³ Interview with Kati Bader, Rembold Properties

Exhibit 3. Quarter Block Site – Development Feasibility



Source: ECONorthwest

Underground parking drives up development cost significantly; decreasing parking requirements could improve feasibility.

Underground parking spaces cost approximately \$50,000 per space to build, compared with \$30,000 per space for tuck-under parking and \$5,000 per space for surface parking.⁴ In Downtown Beaverton, the current market does not support the parking rent prices needed to cover the cost of developing underground parking, which would be necessary for higher density prototypes. Lower density developments like townhomes and plexes can configure parking as a mixture of garages, tuck-under, and surface parking, which is much less expensive to build and is more likely to be feasible.

For illustration, we tested feasibility when parking is removed entirely as a development expense. This has a positive impact on development feasibility, as shown in the example of layered development incentives in Exhibit 4. However, even with a hypothetical lower parking minimum (or no minimum), developers may continue to build a certain number of parking stalls to meet the requirements of their lenders, who may still believe that a project without on-site parking will not be rentable. In practice, other approaches, such as shared parking or transportation demand management would be needed to effectively accommodate the parking associated with new development while still reducing the amount required in any particular building.

⁴ Recent interviews with developers in the region

Retain the City's Vertical Housing program, which has a positive impact on development.

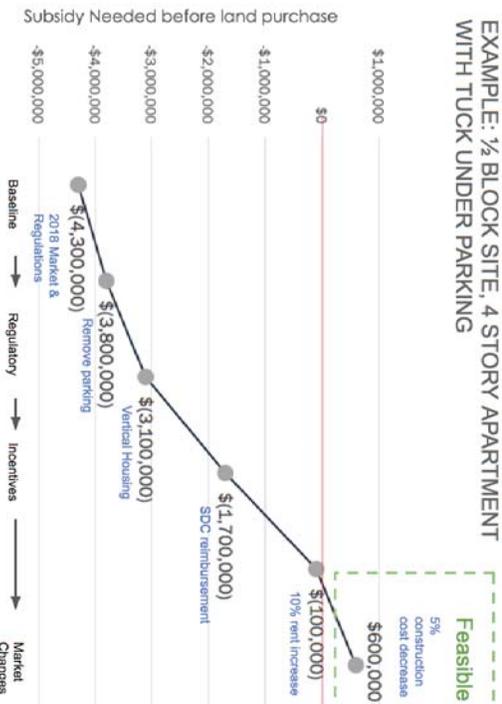
The Old Town area is located within the City's current Vertical Housing Development Zone, which offers a partial tax abatement for multi-use developments that meet certain requirements. This tool proves to be a useful incentive for developers – it increases the land budget by approximately fifteen to thirty percent depending on the product type.⁵ However, the denser project types that are eligible for this program are currently not feasible (do not have a positive land budget), even with the abatement, and would require additional subsidy to pencil.

Other incentives, such as SDC reimbursements or other subsidies, could be used in certain cases.

It is likely that many new developments at higher densities will require higher offsetting incentives into the foreseeable future. Since this area is also located in the City's urban renewal area, the urban renewal agency can offer individual incentives to developments that meet the urban renewal area's goals. These incentives could include full or partial SDC reimbursements, which has a positive impact on development feasibility.

Exhibit 4. Quarter Block Site – Development Feasibility

**STACKING INCENTIVES
EXAMPLE: 1/2 BLOCK SITE, 4 STORY APARTMENT
WITH TUCK UNDER PARKING**



⁵ ECONorthwest research completed for the Beaverton Vertical Housing Development Zone Displacement Analysis

Attachments

Attachment 1: Feasibility Results. This is an excerpt of a slide presentation that ECONorthwest gave to the City of Beaverton team about the development feasibility of each of the development prototypes.

Attachment 2: Development Assumptions. This attachment includes the assumptions that we used in the residual land value analysis.



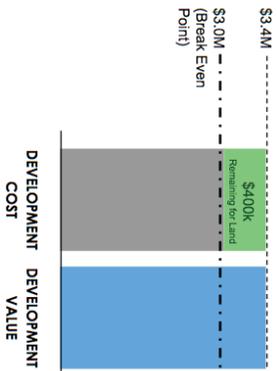
ECONorthwest
ECONOMICS • FINANCE • PLANNING

DATE: May 29, 2018
 TO: Steve Regner, City of Beaverton
 FROM: Lorelei Juntunen, Emily Picha, and Michelle Anderson
 SUBJECT: KEY TAKEAWAYS FROM OLD TOWN DEVELOPMENT FEASIBILITY ANALYSIS – ATTACHMENT 1 FEASIBILITY RESULTS

This is an excerpt of a slide presentation that ECONorthwest gave to the City of Beaverton team about the development feasibility of each of the development prototypes.

Development Feasibility Results – Old Town 1/4 Block Site

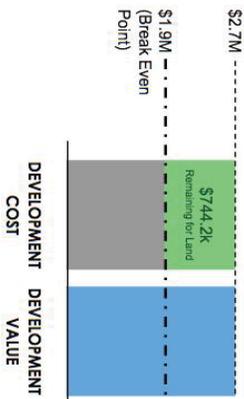
Exhibit 1. Feasibility of Townhouses
 OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
 TOWNHOUSES WITH GARAGES
 NO SUBSIDY REQUIRED



Source: ECONorthwest and SERA Architects

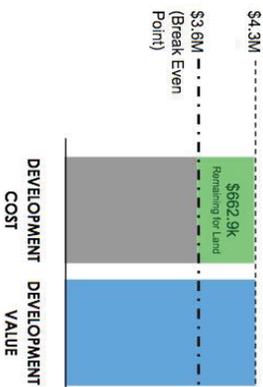
Exhibit 2. Feasibility of Siplerx

OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
 SIXPLEX WITH PARKING
 NO SUBSIDY REQUIRED



Source: ECONorthwest and SERA Architects

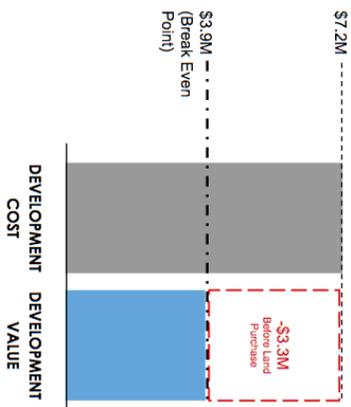
Exhibit 3. Feasibility of Townhomes with ADUs
 OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
 TOWNHOMES WITH ADUs
 NO SUBSIDY REQUIRED



Source: ECONorthwest and SERA Architects

Exhibit 4. Feasibility of 4-Story Mixed Use Residential

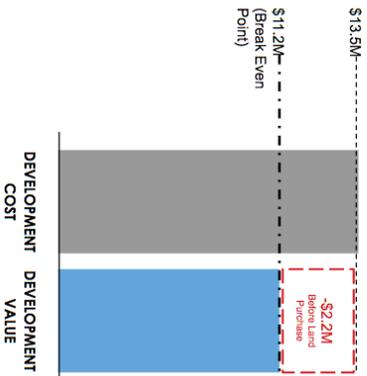
**OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
4 STORY APARTMENT WITH TUCK UNDER PARKING**



Source: ECONorthwest and SERA Architects

Exhibit 5. Feasibility of 6-Story Mixed Use Residential

**OPPORTUNITY SITE: OLD TOWN 1/4 BLOCK
6 STORY APARTMENT WITH MINIMAL PARKING**



Source: ECONorthwest and SERA Architects

Development Feasibility Results – Old Town 1/2 Block Site

Exhibit 6. Feasibility of 4-Story Mixed Use Residential

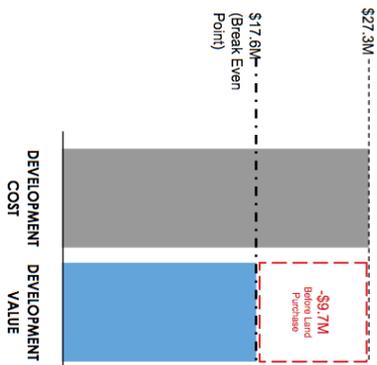
**OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
4 STORY APARTMENT WITH TUCK UNDER PARKING**



Source: ECONorthwest and SERA Architects

Exhibit 7. Feasibility of 6-Story Mixed Use Residential

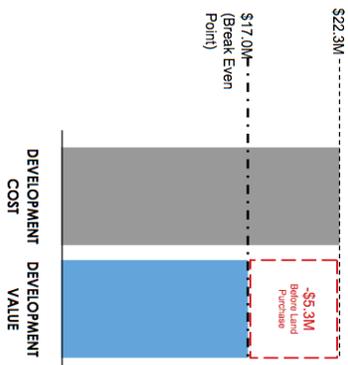
OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
6 STORY APARTMENT WITH BELOW GRADE PARKING



Source: ECONorthwest and SERA Architects

Exhibit 8. Feasibility of 6-Story Mixed Use Residential (Alternate scenario without parking)

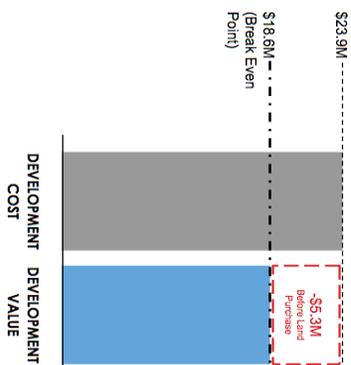
OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
ALTERNATE: 6 STORY APARTMENT WITH NO PARKING



Source: ECONorthwest and SERA Architects

Exhibit 9. Feasibility of 6-Story Mixed Use Office

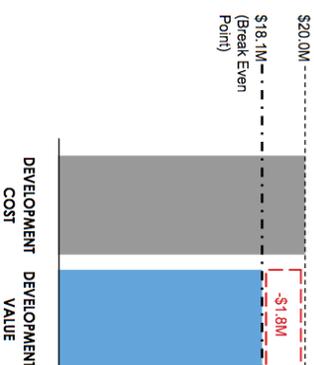
OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
6 STORY OFFICE WITH BELOW GRADE PARKING



Source: ECONorthwest and SERA Architects

Exhibit 10. Feasibility of 6-Story Mixed Use Office (Alternate scenario without parking)

OPPORTUNITY SITE: OLD TOWN 1/2 BLOCK
ALTERNATE: 6 STORY OFFICE WITH NO PARKING



Source: ECONorthwest and SERA Architects

PRO FORMA RESULTS

ECONorthwest
ECONOMICS • FINANCE • PLANNING

DATE: May 29, 2018
 TO: Steve Regner, City of Beaverton
 FROM: Lorelei Juntunen, Emily Picha, and Michelle Anderson
 SUBJECT: KEY TAKEAWAYS FROM OLD TOWN DEVELOPMENT FEASIBILITY ANALYSIS – ATTACHMENT 2 ASSUMPTIONS FOR RESIDUAL LAND VALUE ANALYSIS

This attachment includes the assumptions that we used in the residual land value analysis.

Beaverton Opportunity Sites Development & Financial Assumptions May 2018

Operating Revenue and Cost Variable	Assumption Modeling Assumption	Unit of Measure	Note/Source
Rent			
Studio Apartment	\$ 2.15	Per square foot, monthly	Developer Interview with
1-br Apartment	\$ 2.05	Per square foot, monthly	Rembold (blended \$2.00 psf rent)
2-br Apartment	\$ 1.95	Per square foot, monthly	Developer Interviews; CoStar
3-br Apartment	\$ 1.90	Per square foot, monthly	Developer Interviews; CoStar
Townhouse	\$ 1.60	Per square foot, monthly	Developer Interviews; CoStar
Ground Floor Retail	\$ 22.00	Per square foot, annualized	CoStar built
Office	\$ 24.50	Per square foot, annualized	CoStar built
Residential Parking Revenue:			
Surface	\$ -	Per stall, monthly	Developer Interviews; CoStar
Podium/Truck under	\$ 50.00	Per stall, monthly	Developer Interviews; CoStar
Underground	\$ 50.00	Per stall, monthly	Developer Interviews; CoStar
Vacancy Rate			
Market-Rate Apartment	5% Percent		Industry Standard; CoStar
Affordable Apartment	2% Percent		Industry Standard; CoStar
Retail	10% Percent		Industry Standard; CoStar
Office	10% Percent		Industry Standard; CoStar
Operating Expenses:			
Apartment	\$ 5,500.00	Per Unit/Year	Developer Interviews
Retail	25% Of gross revenue		Developer Interviews
Office	25% Of gross revenue		Developer Interviews
Property tax - residential	\$ 2,300.00	per Unit/Year	Developer Interviews
Podium/Truck Under Parking	\$ -	per stall / year	Developer Interviews
Underground Parking	\$ 15	per stall / year	Developer Interviews
CAP Rate			
Residential	4.9% Percent		Industry standard
Retail	6.0% Percent		Industry standard
Office	5.5% Percent		Industry standard
Spread on Cap	20.0% Percent		Industry standard

ASSUMPTIONS FOR RESIDUAL LAND VALUE ANALYSIS

Construction Costs Variable	Assumption	Unit of Measure	
5 over 1 Podium			
Upper Floor Apartment (stick)	\$ 165.00	Per square foot	Developer Interviews
Residential Lobby	\$ 150.00	Per square foot	Developer Interviews
Stick Apartments / Townhomes / ADUs			
Apartment	\$ 135.00	Per square foot	Developer Interviews
Commercial			
Office	\$ 160.00	Per square foot	Developer Interviews
Ground Floor Retail	\$ 130.00	Per square foot	Developer Interviews
Retail TI	\$ 30.00	Per square foot	Developer Interviews
Parking			
Parking (surface)	\$ 5,000.00	Per stall	Developer Interviews
Parking (podium/truckunder)	\$ 30,000.00	Per stall	Developer Interviews
Parking (underground)	\$ 50,000.00	Per stall	Developer Interviews
Site prep			
Demolition (per existing bldg. Utilities (per site sq ft	\$ 10.00	Per square foot	Developer Interviews
Residential SDCs (per unit)	\$ 23,900	Per unit	City Staff
Soft Costs (excluding property tax)	33%	Percent of Hard Costs	Developer Interviews
Developer Fee	4.0%	Percent of Total Dev Cost	Industry Standard
Contingency fee	5.0%	Percent of Hard + Soft Costs	Industry Standard
Apartment/Unit Assumptions			
Variable	Assumption	Unit of Measure	
60% AMI Affordable Rent			
MFI (4 person household)			
Depth of MFI			
Income toward rent			
Unit Size	Moov Rent		
Studio/1br	\$ 813.70	\$ /unit/ month	
One Bedroom	\$ 853.75	\$ /unit/ month	
Two Bedrooms	\$ 1,016.90	\$ /unit/ month	
Three Bedrooms	\$ 1,166.84	\$ /unit/ month	
Townhomes (3-beds)	\$ 1,166.84	\$ /unit/ month	
LHHC Pricing			
LHHC Pricing	0.95		
Eligible basis proportion (hard costs)	1	percent	
Eligible basis proportion (soft costs)	0.8	percent	
9% LHHC	0.09		
Length of tax credit (years)	10		





Community Development Department / Planning Division
12725 SW Millikan Way / PO Box 4755
Beaverton, OR 97076
General Information: 503-526-2222 V/TDD
www.BeavertonOregon.gov

MEMORANDUM

TO: Planning Commission
FROM: Steve Regner, Senior Planner
DATE: Sept. 16, 2020
SUBJECT: Exhibit 6: Downtown Design Project – Additional Lots within the District

This memo is intended to supplement the staff report dated Sept. 16, 2020, for the Downtown Design Project hearing regarding CPA2020-0004, TA2020-0002 and ZMA2020-0004 scheduled for Sept. 23, 2020. It addresses the request by property owners who seek to be included in the Downtown Regional Center boundary and the RC-OT zone.

If the Planning Commission desires to modify the above applications to accommodate this request, the motion should include the following:

1. Add the subject properties to the Regional Center Boundary in Comprehensive Plan Volume 1, Chapter 3 Land Use Element in the proposed amendments within CPA2020-0004.
2. Add the subject properties to the Regional Center Boundary and Downtown Design District Boundary in Comprehensive Plan Volume V, Downtown Regional Center Community Plan in the proposed amendments within CPA2020-0004.
3. Add the subject properties to the Multimodal Mixed Use Area designated within Comprehensive Plan Volume V, Downtown Regional Center Community Plan in the proposed amendments within CPA2020-0004.
4. Add the subject properties to the Regional Center – Old Town zoning district map in the proposed amendments within ZMA2020-0004.

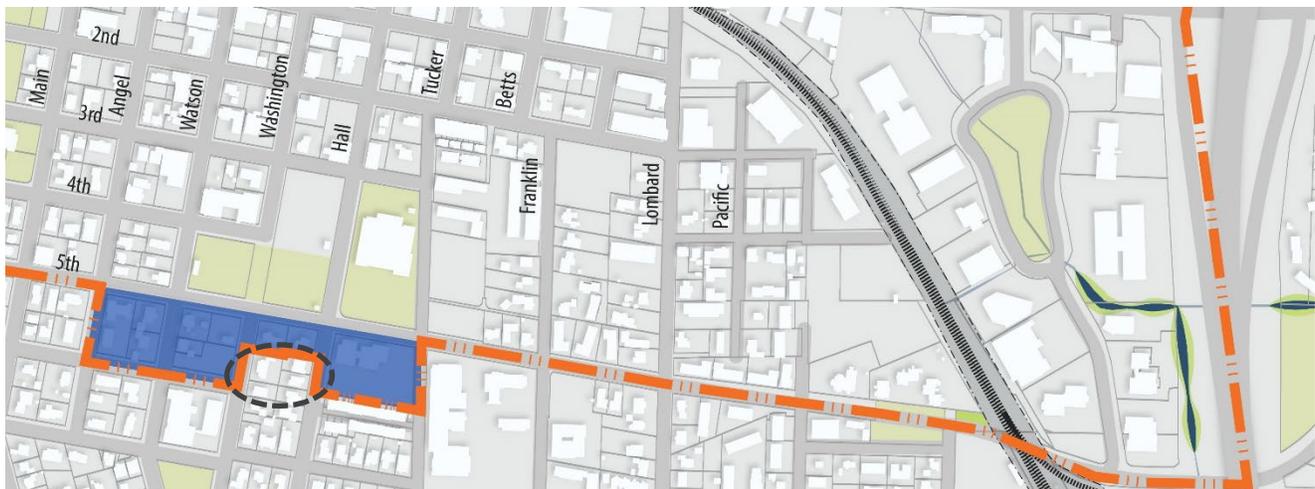
Summary

As indicated in property owner letters to the Planning Commission, the request is that the following properties be added to the Regional Center Comprehensive Plan designation and the RC-OT zoning district, which is an implementing zone for the Regional Center as described in the CPA2020-0004 staff report.

Table 1: Subject properties

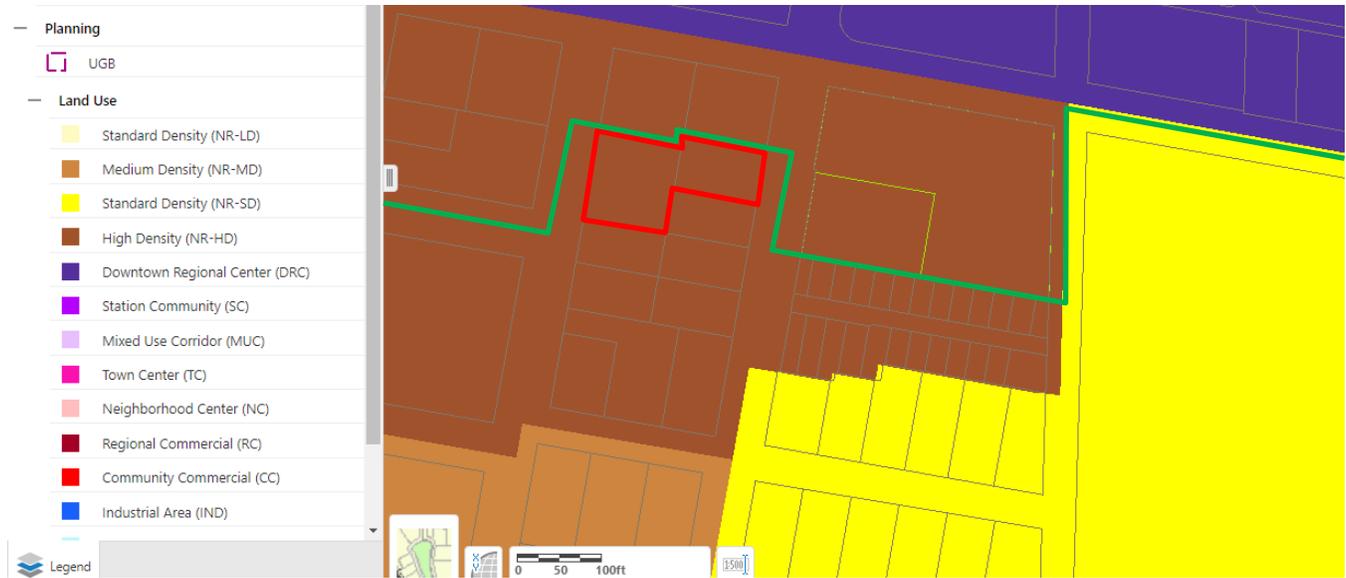
Address/Taxlot	Owner name	Current Plan designation	Current zoning district	Site square footage
5025 SW Hall Blvd./ 1S115CB04400	John Caffee	High Density Neighborhoods (NR-HD)	Residential Urban High Density District (R1)	6,293
5030 SW Washington Ave./ 1S115CB04700	Joseph Russo	High Density Neighborhoods (NR-HD)	Residential Urban High Density District (R1)	10,614

Figure 1: Area where properties owners request Regional Center Comprehensive Plan designation and Downtown zoning.



The dashed oval shows the general location of properties seeking to be added to the Regional Center boundary. The blue area shows an expansion of the Regional Center described in the proposed amendments, specifically CPA2020-0004 and ZMA2020-0004.

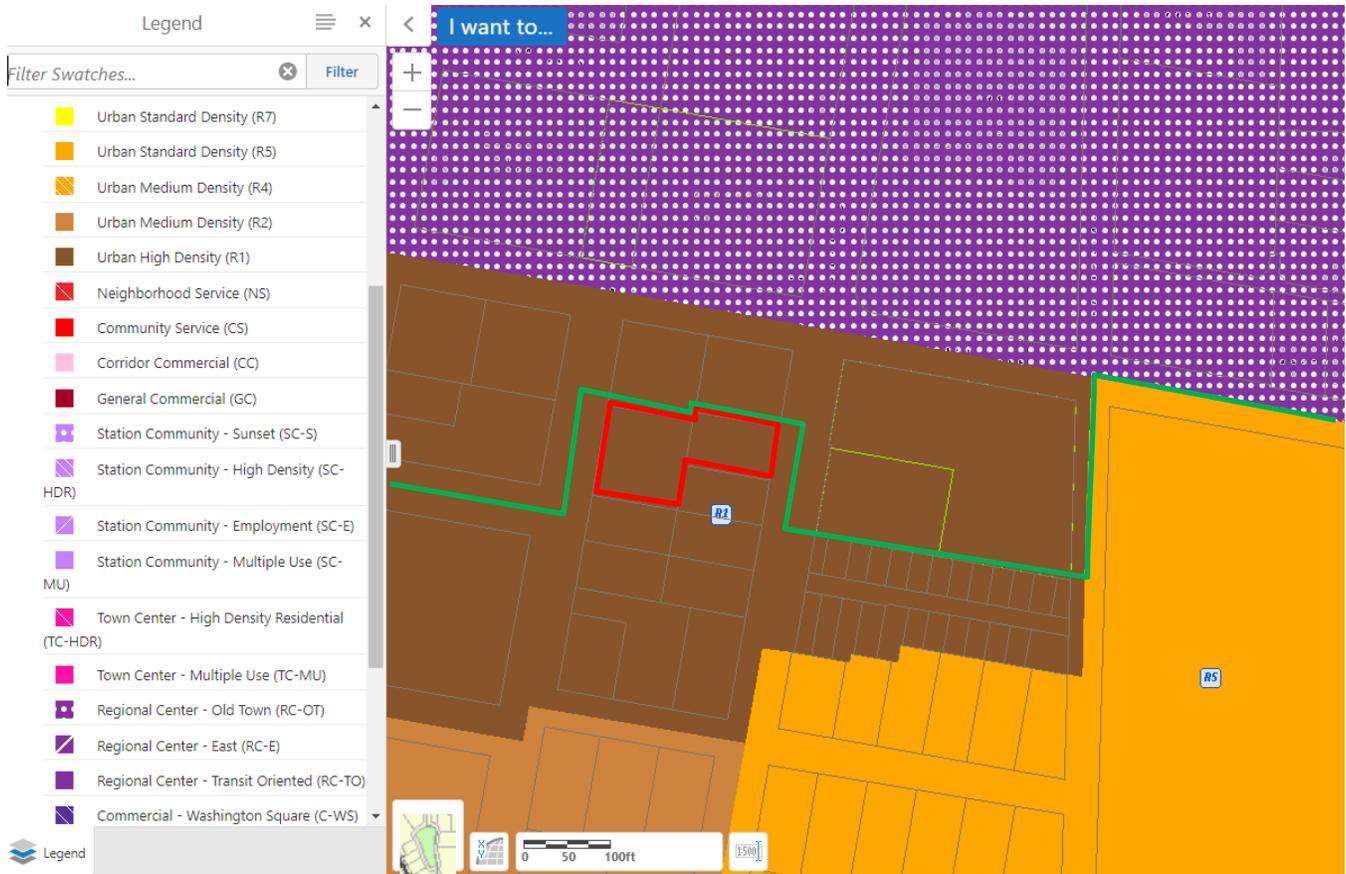
Figure 2: Current Comprehensive Plan designations



The subject parcels are highlighted in red. The currently proposed Regional Center Boundary is in green.

The existing Comprehensive Plan designations of the properties and the abutting and adjacent properties is High Density (NR-HD), as shown in Figure 2. The current zoning district for the properties and the abutting and adjacent properties is R1, as shown in Figure 3.

Figure 3: Current zoning designations



The subject parcels are highlighted in red.

Findings

Findings that would support the above motion address relevant approval criteria for a Comprehensive Plan Amendment (CPA) and Zoning Map Amendment (ZMA).

Comprehensive Plan Amendment CPA2020-0004

Staff identifies the following Comprehensive Plan Amendment approval criteria as relevant to the requested modification.

A. 1. The proposed amendment is consistent and compatible with relevant Statewide Planning Goals and related Oregon Administrative Rules;

Goal 1

Findings:

In addition to the CPA2020-0004 findings, the letters requesting this change came from property owners alerted as part of notices provided by the City of Beaverton consistent with its public noticing and public involvement rules. In addition, public engagement was conducted during the Downtown Design project that proposed expanding the Regional Center south of Fifth Street. Appropriate noticing and public comment opportunities were provided consistent with Goal 1.

Conclusion:

The proposed amendment is consistent and compatible with Statewide Planning Goal 1.

Goal 2

Findings:

Statewide Planning Goal 2 requires local governments to establish a land use planning process and policy framework as a basis for all decisions and actions related to land use. The Urban Design Framework, approved on Oct. 9, 2018, by the City Council, provides that framework. The findings and analysis that informed expanding the Regional Center south of Fifth Street for other R1 properties also apply to these R1 subject properties.

Section 1.5 of the Comprehensive Plan provides the approval criteria for legislative amendments. The findings and conclusions in the CPA2020-0004 Staff Report explain how the proposed text changes are consistent with the approval criteria and procedural requirements for amending the Comprehensive Plan.

Conclusion:

The proposed amendment is consistent and compatible with Statewide Planning Goal 2.

Goal 10

Findings:

The findings for CPA2020-0004 found that expanding the Regional Center would expand housing capacity, specifically for multi-family housing, because the implementing zones proposed in the concurrent proposed amendments to the zoning map and Development Code would be increasing maximum density allowed. This is true for all R1 properties added to the Regional Center.

Conclusion:

The proposed amendment is consistent and compatible with Statewide Planning Goal 10.

Goal 12

Findings:

OAR 660-012-0060(10)(e) states: "A local government may designate an MMA on an area where comprehensive plan map designations or land use regulations do not meet the definition, if all of the other elements meet the definition, by concurrently adopting comprehensive plan or land use regulation amendments necessary to meet the definition. Such amendments are not subject to performance standards related to motor vehicle traffic congestion, delay or travel time."

The definition of MMA referred to in OAR 660-012-0060 (10)(e) above requires findings for OAR 660-012-0060(10)(b). The proposed amendment in CPA2020-0004 establish an MMA adopting the findings in Downtown Regional Center Community Plan and concurrently adopting changes to Beaverton's Comprehensive Plan Land Use Element (CPA2020-0004) and Development Code (ZMA2020-0004 and TA2020-0002), including Development Code changes to establish a Downtown Design District. The findings in the Downtown Regional Center Community Plan are inserted here by reference.

The MMA findings in CPA2020-0004 provide findings for the R1 zoning district, which is currently applied to the subject properties, and RC-OT, which would be applied to the subject properties. Those findings are applicable to the subject properties in an identical way as the abutting and adjacent properties that are also R1, joining the Regional Center and becoming part of the MMA.

ADD REVISED MMA MAP HERE

Conclusion:

The proposed amendment is consistent and compatible with Statewide Planning Goal 12.

2. The proposed amendment is consistent and compatible with the applicable Titles of the Metro Urban Growth Management Functional Plan and the Regional Transportation Plan; and

Metro Urban Growth Management Functional Plan Title 1

Findings:

Title 1 calls for a compact urban form and a “fair-share” approach to meeting regional *housing* needs. It is the purpose of Title 1 to accomplish these policies by requiring each city and county to maintain or increase its housing capacity except as provided in section 3.07.120. calls for Centers, Corridors, Station Communities and Main Streets – a hierarchy of mixed-use, pedestrian. Findings in CPA2020-004 determined that properties moving from the current R1 zone to the proposed RC-OT zone resulted in increased housing capacity because the maximum units per acre were removed. This is true for the subject properties as well.

Conclusion:

Metro Urban Growth Management Functional Plan Title 6

Findings:

The relevant requirement of Title 6: Centers, Corridors, Station Communities and Main Streets for the subject properties is that “the boundary of a Center ... must be consistent with the general location shown in the RFP.” The current boundary of the Regional Center is less than two blocks away, and the subject properties are surrounded on three sides by the proposed expansion of the boundary which was found to be consistent with Title 6 in the findings of CPA2020-0004.

Conclusion: The proposed amendments are consistent and compatible with Metro Title 8.

Metro Urban Growth Management Functional Plan Title 8

Findings:

CPA2020-0004 provided findings that showed consistency with the Compliance Procedures and noticing requirements in Title 8. As noted in CPA2020-0004, Metro was notified regarding the proposed amendments 35 days before the initial Planning Commission hearing.

Conclusion: The proposed amendments are consistent and compatible with Metro Title 8.

Metro Urban Growth Management Functional Plan Title 8

Findings:

CPA2020-0004 provided findings that showed consistency with the Compliance Procedures and noticing requirements in Title 8. As noted in CPA2020-0004, Metro was notified regarding the

Conclusion: The proposed amendments are consistent and compatible with Metro Title 8.

Metro Regional Transportation Functional Plan

Findings:

Title 5 of the RTFP addresses the amendment of comprehensive plans. However, the proposed amendment does not include: (1) any proposed changes to the Transportation Element (Chapter 6), (2) any proposed changes to the Transportation System Plan (TSP), or (3) new development; therefore, approval criteria A-E in Title 5 are not applicable. In addition, the requirements and findings for Statewide Planning Goal 12 are applicable to the RTFP. As previously stated in the TPR findings under Goal 12, the proposal will not significantly affect the transportation system and the establishment of the Multimodal Mixed-use Area exempts most of the Downtown Design District from state congestion standards. The city's 2035 TSP was adopted in 2010 with full review by Metro for consistency with the 2035 Regional Transportation Plan (RTP). The Transportation Element will be amended in the next two to three years to ensure compliance with Metro's updated RTP, now known as the 2018 Regional Transportation Plan.

Conclusion: The proposed amendments are consistent and compatible with Metro Regional Transportation Functional Plan.

A3. The proposed amendment is consistent and compatible with the Comprehensive Plan and other applicable local plans.

Comprehensive Plan Goal 3.6.2:

Goal 3.6.2 says, "Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton." Policies include:

- a) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.

- c) New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.
- k) Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.
- r) The Downtown Regional Center designation is intended for areas within central Beaverton that have been designated in collaboration with Metro as a Regional Center in the Metro Regional Framework Plan and 2040 Growth Concept.

Findings:

The subject properties are within a block of Beaverton City Park, Beaverton Main Library and frequent bus transit service on Hall and Watson. Adding the subject properties to the Regional Center would tailor the Comprehensive Plan and zoning approach to adding more intense development and activity near transit and city amenities such as the library and park. This will add to the street life of the area and provide people with the opportunity to live and work near transit. The Downtown Design Project was completed in partnership with Metro and the Regional Center designation is consistent with the Regional Framework Plan and the 2040 Growth Concept. The findings in CPA2020-0004 related to properties south of Fifth Street also apply to the subject properties for all Comprehensive Plan policies.

Conclusion: The proposed amendments are consistent and compatible with the Beaverton Comprehensive Plan.

Zoning Map Amendment

Staff identifies the following Zoning Map Amendment approval criteria as relevant to the requested modification.

2. The proposal conforms with applicable policies of the City's Comprehensive Plan.

Comprehensive Plan Goal 3.6.2 says, "Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton." Policies include:

- b) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.

- d) New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.
- l) Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.
- s) The Downtown Regional Center designation is intended for areas within central Beaverton that have been designated in collaboration with Metro as a Regional Center in the Metro Regional Framework Plan and 2040 Growth Concept.

Goal 4.1.1 says "Provide an adequate supply of housing to meet future needs." Policies include:

- b) Support higher density infill development that capitalizes on existing infrastructure and where impacts can be mitigated
- c) Encourage high density residential development on mixed use and commercially zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods

Findings:

The subject properties are within a block of Beaverton City Park, Beaverton Main Library and frequent bus transit service on Hall and Watson. Adding the subject properties to the Regional Center would tailor the Comprehensive Plan and zoning approach to adding more intense development and activity near transit and city amenities such as the library and park. This will add to the street life of the area and provide people with the opportunity to live and work near transit. The Downtown Design Project was completed in partnership with Metro and the Regional Center designation is consistent with the Regional Framework Plan and the 2040 Growth Concept. The findings in CPA2020-0004 related to properties south of Fifth Street also apply to the subject properties for all Comprehensive Plan policies.

The zones proposed to regulate Downtown development allow for greater residential densities to be developed, taking advantage of existing transit improvements, including three rail lines and 11 bus lines that serve the Downtown Design District. Residential development in the Downtown Design District has no maximum density, except for the RC-DT zone, allowing for significant residential development in areas already served by a variety of commercial and employment uses. Table 7 in the main staff report details the proposed changes to maximum densities in the Downtown Design District. Staff finds the proposed amendments meet this policy.

Conclusion

Staff finds the zoning map amendment meets the criterion for approval.

3. All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.
4. Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.

Findings:

The findings in ZMA2020-0004 also apply to the subject properties, and all critical and essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation for the subject properties.

Conclusion

Staff finds the zoning map amendment meets the criterion for approval.

5. The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).

Findings:

Chapter 20 of the Development Code currently contains the development standards of each zone. The concurrently proposed Downtown Design District Text Amendment (TA2020-0002) will relocate the zoning and development standards for properties within the Downtown Design District and for the subject properties to Chapter 70. The development standards for each proposed zone are intended to promote dense, walkable neighborhoods, with a mix of uses allowed throughout consistent with the Comprehensive Plan's Downtown Regional Center Community Plan. As the concurrent text amendment eliminates any development standards in Chapter 20 that would apply to sites within the Downtown Design District, no future development in the Downtown Design District would be regulated by those development standards.

Conclusion

Staff finds this does not apply.

Conclusion

Staff concludes the adding the subject properties to the proposed amendment would be meet the applicable approval criteria of Comprehensive Plan Amendments and Legislative Zoning Map Amendments.

EXHIBIT 7

Properties Affected by ZMAA2020-0004

Tax Lot ID	Existing Zone	Proposed Zone(s)
1S110CC00100	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S110CC01201	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01302	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC00500	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S110CD000900	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01005	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01400	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CD00800	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S110CD00801	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S109DD00600	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD03951	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC00700	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S110CC00701	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S110CC01002	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01303	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S109DC00200	General Commercial	Regional Center - Mixed Use
1S109DC00400	General Commercial	Regional Center - Mixed Use
1S109DD03400	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S109DC00100	Community Service	Regional Center - Mixed Use
1S109DC00500	General Commercial	Regional Center - Mixed Use
1S109DD00106	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AA03100	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S109DD01800	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD03700	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AA00200	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA02200	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA03000	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA07201	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA07600	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92132	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92222	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA93123	Regional Center - Transit Oriented	Regional Center - Beaverton Central

1S116AA94064	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CD00901	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA04500	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA04700	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA05200	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA92272	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA93013	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA93043	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA93073	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01006	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01200	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S110CC01301	Regional Center - Transit Oriented	Regional Center - Downtown Transition
1S109DC00600	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DC01051	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DC01100	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD03300	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S109DD03500	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AA00400	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA01300	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA01301	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA01500	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA70011	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S109DD01500	Community Service	Regional Center - Mixed Use
1S109DD03701	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AA70012	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA90000	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92072	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94084	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94094	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S109DD02500	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD03100	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DC01200	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD00103	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD00105	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S109DD00110	Regional Center - Transit Oriented	Regional Center - Mixed Use

1S115BB00200	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB00800	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB01000	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB04400	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BB04600	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BC01500	Regional Center - Old Town	Regional Center - Old Town
1S115BC03500	Regional Center - Old Town	Regional Center - Old Town
1S115BC04101	Regional Center - Old Town	Regional Center - Old Town
1S115BC06000	Regional Center - Old Town	Regional Center - Old Town
1S115BC10600	Regional Center - Old Town	Regional Center - Old Town
1S115BC90002	Regional Center - Old Town	Regional Center - Old Town
1S115BC91004	Regional Center - Old Town	Regional Center - Old Town
1S115BD01700	Regional Center - Old Town	Regional Center - Old Town
1S115BD02601	Regional Center - Old Town	Regional Center - Old Town
1S115BD02900	Regional Center - Old Town	Regional Center - Old Town
1S115CA00200	Regional Center - Old Town	Regional Center - Old Town
1S116DA00500	R1 Residential	Regional Center - Old Town
1S115BA00901	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BB01600	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BB05001	Regional Center - Old Town	Regional Center - Old Town
1S115BB06000	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BC04100	Regional Center - Old Town	Regional Center - Old Town
1S115BC05500	Regional Center - Old Town	Regional Center - Old Town
1S115BC09800	Regional Center - Old Town	Regional Center - Old Town
1S115BC10400	Regional Center - Old Town	Regional Center - Old Town
1S115BC90011	Regional Center - Old Town	Regional Center - Old Town
1S115BC91002	Regional Center - Old Town	Regional Center - Old Town
1S115BD02501	Regional Center - Old Town	Regional Center - Old Town
1S115BD02702	Regional Center - Old Town	Regional Center - Old Town
1S115CA00901	Regional Center - Old Town	Regional Center - Old Town
1S115CB03900	R1 Residential	Regional Center - Old Town
1S116AD02700	Regional Center - Old Town	Regional Center - Old Town
1S116AD02890	Regional Center - Old Town	Regional Center - Old Town
1S116AD03200	Regional Center - Old Town	Regional Center - Old Town
1S116AD04400	Regional Center - Old Town	Regional Center - Old Town

1S116AA04600	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA04690	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA05301	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA92012	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92042	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92162	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92192	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AB01501	General Commercial	Regional Center - Mixed Use
1S116AB02100	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AB02300	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AD00200	Regional Center - Old Town	Regional Center - Old Town
1S116AD08000	Regional Center - Old Town	Regional Center - Old Town
1S116AD08500	Regional Center - Old Town	Regional Center - Old Town
1S116AD08601	Regional Center - Old Town	Regional Center - Old Town
1S116AD08700	Regional Center - Old Town	Regional Center - Old Town
1S116AA03200	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA03600	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA04800	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA05001	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA08400	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA80011	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94034	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94074	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94224	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AB00700	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AD02800	Regional Center - Old Town	Regional Center - Old Town
1S116AD04501	Regional Center - Old Town	Regional Center - Old Town
1S116AD06101	Regional Center - Old Town	Regional Center - Old Town
1S116AD06600	Regional Center - Old Town	Regional Center - Old Town
1S116AD10800	Regional Center - Old Town	Regional Center - Old Town
1S116AA94194	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AB00300	Station Community - High Density Reside	Regional Center - Mixed Use
1S116AD08400	Regional Center - Old Town	Regional Center - Old Town
1S116AD08600	Regional Center - Old Town	Regional Center - Old Town
1S116AD08900	Regional Center - Old Town	Regional Center - Old Town

1S116AD09100	Regional Center - Old Town	Regional Center - Old Town
1S116AD00300	Regional Center - Old Town	Regional Center - Old Town
1S116AD04200	Regional Center - Old Town	Regional Center - Old Town
1S116AD04900	Regional Center - Old Town	Regional Center - Old Town
1S116AD06100	Regional Center - Old Town	Regional Center - Old Town
1S116AD07600	Regional Center - Old Town	Regional Center - Old Town
1S116AD09801	Regional Center - Old Town	Regional Center - Old Town
1S116AD10000	Regional Center - Old Town	Regional Center - Old Town
1S115BB01200	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB04800	Regional Center - Old Town	Regional Center - Old Town
1S115BC00200	Regional Center - Old Town	Regional Center - Old Town
1S115BC03000	Regional Center - Old Town	Regional Center - Old Town
1S115BC04300	Regional Center - Old Town	Regional Center - Old Town
1S115BC11100	Regional Center - Old Town	Regional Center - Old Town
1S115BC11800	Regional Center - Old Town	Regional Center - Old Town
1S115BC91003	Regional Center - Old Town	Regional Center - Old Town
1S115BD02100	Regional Center - Old Town	Regional Center - Old Town
1S115CA00500	Regional Center - Old Town	Regional Center - Old Town
1S115CB04500	R1 Residential	Regional Center - Old Town
1S116DA00200	R1 Residential	Regional Center - Old Town
1S116AA03700	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA04200	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA04400	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA92102	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92142	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA92252	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA93053	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AB02200	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AB03500	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AD04700	Regional Center - Old Town	Regional Center - Old Town
1S116AD05100	Regional Center - Old Town	Regional Center - Old Town
1S116AD05700	Regional Center - Old Town	Regional Center - Old Town
1S116AD06000	Regional Center - Old Town	Regional Center - Old Town
1S116AB01600	General Commercial	Regional Center - Mixed Use
1S116AB01900	General Commercial	Regional Center - Mixed Use

1S116AB01901	General Commercial	Regional Center - Mixed Use
1S116AB02500	Regional Center - Transit Oriented	Regional Center - Mixed Use
1S116AD00600	Regional Center - Old Town	Regional Center - Old Town
1S116AD02500	Regional Center - Old Town	Regional Center - Old Town
1S116AD02900	Regional Center - Old Town	Regional Center - Old Town
1S116AD03400	Regional Center - Old Town	Regional Center - Old Town
1S116AD07700	Regional Center - Old Town	Regional Center - Old Town
1S116AD08100	Regional Center - Old Town	Regional Center - Old Town
1S116AD08200	Regional Center - Old Town	Regional Center - Old Town
1S116AD09200	Regional Center - Old Town	Regional Center - Old Town
1S115BB00300	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB00503	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB00505	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BB00507	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S115BC01900	Regional Center - Old Town	Regional Center - Old Town
1S115BC02300	Regional Center - Old Town	Regional Center - Old Town
1S115BC02500	Regional Center - Old Town	Regional Center - Old Town
1S115BC02700	Regional Center - Old Town	Regional Center - Old Town
1S115BC02900	Regional Center - Old Town	Regional Center - Old Town
1S115BC90000	Regional Center - Old Town	Regional Center - Old Town
1S115BC90006	Regional Center - Old Town	Regional Center - Old Town
1S115BC90009	Regional Center - Old Town	Regional Center - Old Town
1S115BC91000	Regional Center - Old Town	Regional Center - Old Town
1S116AA00300	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA01600	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA01601	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA01900	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA05101	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA05102	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA05700	Regional Center - Old Town	Regional Center - Beaverton Central
1S116AA06900	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94134	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94154	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94184	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116AA94214	Regional Center - Transit Oriented	Regional Center - Beaverton Central

1S116ADD00500	Regional Center - Old Town	Regional Center - Old Town
1S116ADD00700	Regional Center - Old Town	Regional Center - Old Town
1S116ADD00800	Regional Center - Old Town	Regional Center - Old Town
1S116ADD07001	Regional Center - Old Town	Regional Center - Old Town
1S116ADD08800	Regional Center - Old Town	Regional Center - Old Town
1S116ADD08801	Regional Center - Old Town	Regional Center - Old Town
1S116ADD09500	Regional Center - Old Town	Regional Center - Old Town
1S116ADD09800	Regional Center - Old Town	Regional Center - Old Town
1S116AA94144	Regional Center - Transit Oriented	Regional Center - Beaverton Central
1S116ADD05000	Regional Center - Old Town	Regional Center - Old Town
1S116ADD05200	Regional Center - Old Town	Regional Center - Old Town
1S116ADD05300	Regional Center - Old Town	Regional Center - Old Town
1S116ADD05800	Regional Center - Old Town	Regional Center - Old Town
1S116ADD05900	Regional Center - Old Town	Regional Center - Old Town
1S116ADD10200	Regional Center - Old Town	Regional Center - Old Town
1S116ADD10300	Regional Center - Old Town	Regional Center - Old Town
1S116ADD11500	Regional Center - Old Town	Regional Center - Old Town
1S115BB02500	Regional Center - Old Town	Regional Center - Old Town
1S115BB02700	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BB03100	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BB03600	Regional Center - Old Town	Regional Center - Beaverton Central
1S115BC07000	Regional Center - Old Town	Regional Center - Old Town
1S115BC07100	Regional Center - Old Town	Regional Center - Old Town
1S115BC07200	Regional Center - Old Town	Regional Center - Old Town
1S115BC09600	Regional Center - Old Town	Regional Center - Old Town
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1S116AB01300	General Commercial	Regional Center - Mixed Use
1S116AD00900	Regional Center - Old Town	Regional Center - Old Town
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1S110CC01300	Regional Center - Transit Oriented	Regional Center - Beaverton Central
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1S116AA05000	Regional Center - Old Town	Regional Center - Beaverton Central

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1S116AA03900	Regional Center - Old Town	Regional Center - Old Town and Regional Center - Beaverton Central
1S1090000200	Community Service	Regional Center - Mixed Use and Community Service

Francis Family and associated LLC's

September 11th, 2020

PO Box 744

Beaverton OR 97075

Ms. Jennifer Nye, Chair

City of Beaverton Planning Commission

The Beaverton Building

City Council Chambers

12725 SW Millikan Way

Beaverton, Oregon 97005

Re: Re: Downtown Design Project: Development Code Adoption, City of Beaverton File Numbers TA 2020-0021/CPA 2020-004/ZMA 2020-004; Testimony by the Francis Family Concerning the Impact of the Proposed Amendments on their Property

Dear Chair Nye and Planning Commission Members,

This letter is submitted on behalf of the Francis family, who own 13 properties containing 8.79 acres in central Beaverton that accommodates Damerow Ford and NW College Beauty School. We have submitted this letter to the Planning Commission because these proposed legislative amendments to the Beaverton Development Code and the implementing map amendments will make it very difficult for Damerow Ford and its 100 employees to continue operating on this property due to the increasing restrictions to maintain and modernize the dealership's buildings. The Francis family asks that the Planning Commission not adopt the proposed amendments that will adversely affect our family's property and instead adopt the changes that we will propose in a subsequent letter so that

Damerow Ford can continue serving the public as it has for almost 70 years and making a significant contribution to the City's economy.

I would like to give some background on the property that Damerow Ford and NW College Beauty School now occupy. Damerow Ford was started in 1953 by Herb Damerow. This was long before Hall Boulevard and Watson existed, but there was a dirt road a bit further to the west. The original Damerow ended at Beaverdam Road, which is now Millikan. Everything to the north was swamp and farmland. The creek was a drainage ditch for the swamp. In fact, the old timers, my father George included, still call it the "ditch."

My father purchased Damerow from Herb in the Late 50's or early 60's. As the business grew, he purchased adjacent properties to handle the increase in business, many times laying it all on the line and taking massive risks to afford his business' expansion. As his business grew, so did the city and its population. Over the years, he has given up too many square feet of property to count to accommodate the city's growth. This includes Hall Boulevard and Watson along with their widening of the street and sidewalks, new sidewalks north of our body shop building, a sewer easement that runs under the triangle between Hall and Watson, and most recently a new easement on the triangle for the surface water filtering system. Sometimes he was happy to help, other times, not so much.

One item I am reminded of over and over is Damerow offering career education to the students at Beaverton High School. He provided after school jobs, training, and ultimately employment opportunities to the students. George has also donated thousands of dollars to the mayor and some of the city council members when they sought reelection. He also donates \$1,000 every year to the Oregon Technology Business Center and is working on a very large donation to the Beaverton Arts Center. Although George can be difficult at times and slow to make decisions, he has been very generous to the city, his friends, family and acquaintances. He has been a good partner for the city and does have a love for Beaverton.

Right now, I feel that the city of Beaverton is not being a good partner to George. For myself, I truly noticed this inequity when the city proposed running the

Millikan extension through one of our buildings. There is a current road with sidewalks already in place, so it seems reasonable to just extend that road, but I also understand the connection on Lombard needs to make sense. Hopefully we can find a middle ground.

After receiving the Public hearing notice this week, I asked questions and dug further into what might lie ahead for Damerow. I was told by Steven Regner and Brian Martin about the Chapter 30 nonconforming uses section of the building code and that I should be familiar with its contents. I never knew of its existence and was shocked at how detrimental it is to Damerow Ford, its employees, and the Francis family who still owns the property. It is beyond me that such a thing exists and that property owners were not informed when it was under consideration by the city years ago. This is not being a good partner to your business' and property owners. Several items are extremely detrimental to Damerow Ford. My first concern is whether we are truly conforming or not conforming and if an upcoming zoning change will flat out drive Damerow Ford out of the city. Clever people can make changes and lay groundwork for consequences that only the author of the document can foresee. My second concern is section 3 of 30.20 which will not allow the replacement of our body shop if the city decides to run Millikan through that piece of property. Two of the 4 sides are roads, which create a barrier, another side has different owners not related to the Francis family, and the 4th side has different ownership within our family, Washington County Investments LLC. The third concern is not being allowed to improve our buildings beyond a certain percentage of their assessed value, 50% I was told by our tenant. I have not researched this rule, but for our tenant to make the needed improvements to his parts and service building, \$300,000 does not go very far.

The fourth and most damaging rule is not being able to replace a building that has been 50% or more destroyed by fire, flood, vandalism, or other acts of mother nature. If this happens to the showroom/office building or the parts and service building, Damerow is not just out a building, they are done. No value for the business, no relocating, just dust in the wind. Ford Motor company has strict rules regarding territory and will not allow a dealer to relocate if it infringes upon

another dealer. If Damerow go out of business, so do 100 jobs for its employees, the state and federal revenue from taxes on nearly 6 million in payroll and income tax, and the state of Oregon's sales tax on all new vehicles. We are in difficult times right now and any legal business providing income for working families is good. Picture yourself in someone else's shoes, searching for a job while trying to provide for your family. It can lead to disaster very quickly.

So, if Damerow is forced to go by major damage to a building, what happens to the property where Damerow sits? The answer is that it will be vacant, and probably for years. We would be forced to redevelop the land. This would require a massive loan (of which we would not qualify due to the property not having enough collateral to cover the loan). Even the slightest hiccup would be a disaster, putting us into bankruptcy. So, our next choice is to go into partners with a developer to hopefully keep a portion of the property. Once you head down this road of "business," you are opening yourself up to be taken advantage of by clever accounting to decrease ownership, unnecessary billings by the developers own maintenance services, loan fees, and inspections. At some point you would be forced to sell for pennies on the dollar due to an underperforming property in which you have no control. This is "business" which is another term for legal theft.

At some point Damerow may find a suitable location that passes Ford Motor Company's territory and minimum acreage requirements. Several years ago, they did try to relocate to the old K-Mart property, but were unable to due so because of territory restrictions. Car sales and service may also change, but as long as we continue to drive to the grocery store, shuttle our kids to their activities, go on local trips/vacations, go to doctor appointments, and drive to and from work, cars and trucks are necessary to our current existence. Cars are not the enemy and are vital to our lives. Try living without your personal transportation for a week, it would be similar, if not worse than losing your cell phone.

We have talked to Steven Regner and Brian Martin about our family's concerns with these amendments and have told them that we will propose amendments to

the RCBC zoning district provisions to allow Damerow Ford to remain as a conforming use or to make the dealership a conforming use and to be able to make improvements to existing buildings and to replace buildings with new buildings. These amendments are necessary to allow the dealership to continue to be a viable use in Beaverton as it has been for many years. When the time comes for the use to on the property to change, that can occur but until then, these proposed amendments will prematurely drive the dealership out of business and leave a vacant shell in the heart of Beaverton without any planned replacement.

Thank you for considering this letter. We plan to testify at the September 23 Planning Commission public hearing.

Please provide me with notice of the Planning Commission's recommendation to the Beaverton City Council.

A handwritten signature in blue ink, appearing to read "Brett Francis", written over a horizontal line.

Brett Francis

A handwritten signature in blue ink, appearing to read "John L. Francis", written over a horizontal line.

John Francis

cc; Michael Robinson, Steven Regner, and Brian Martin

From: johnjl44@aol.com
To: [Steven Regner](#)
Cc: johnjl44@aol.com
Subject: Old town Beaverton Rezoning
Date: Friday, September 11, 2020 1:05:50 PM

To whom it may concern:

My name is John Caffee. I reside at 5025 SW Hall Blvd. just South of 5th Ave. I would like to be included in the rezoning, as would my adjacent neighbor, Joe Russo. We would be interested in the possibility of a building project which would be much more likely under the new zoning plan

I had a 25 condo project in 2008 which included the corner property at 5th & Hall, my property, and the 2 properties South of mine. It had been "approved" by the city of Beaverton. The project had to be scrapped due to the poor economic times.

I would appreciate being given the opportunity to be in a better zoning situation for high density development.

Thanks again for considering this request. John Caffee

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

From: [JOE RUSSO Russo Real Estate](#)
To: [Steven Regner](#)
Subject: Re: Proposed Updates & Zoning Map Amendment
Date: Friday, September 11, 2020 2:15:48 PM

Steven thank you for your time to respond these past few days.

As I've stated I bought my house at 5030 sw Washington Ave. last year with the intention to be included in future rezoning efforts.

Looking at the proposed changes on the map it seems clear that my property along with possibly 5025 and 5075 sw Hall Blvd should be incorporated in the new Regional Center - Old Town Zoning.

Thanks Again I look forward to further discussion and inclusion in this exciting new plan!

Best Regards,

Joe Russo

JOE RUSSO

Real Estate Broker

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