

## STAFF REPORT

**Report date:** August 31, 2022

**Application:** Cedar Hills Apartments

**Application Numbers:** DR2022-0030 / LD2022-0015

**Proposal:** The applicant requests Design Review Three approval for a mixed-use development consisting of 4,700 square feet of ground floor commercial space and 400 attached dwelling units; and Replat One approval for the creation of a plat for land that has never been part of a previously recorded plat.

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

**Applicant:** High Street Residential

**Recommendation:** APPROVAL of DR2022-0030 and LD2022-0015



**Contact information:**

City Staff Representative: Lauren Russell, AICP, Associate Planner  
503-526-3718 / [lrussell@BeavertonOregon.gov](mailto:lrussell@BeavertonOregon.gov)

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

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

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

# Existing Conditions

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

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

**Site Size:** 5.59 acres

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

**Neighborhood Association Committee:** Central Beaverton

**Table 1: Surrounding Uses**

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

# Application Information

**Table 2: Application Summaries**

Application	Application type	Proposal summary	Approval criteria location
DR2022-0030	Design Review Three	Mixed-use development consisting of 4,700 square feet of ground floor commercial space and 400 attached dwelling units	Development Code Sections 40.03.1 and 40.20.15.3.C
LD2022-0015	Replat One	Creation of a plat for land that has never been part of a previously recorded plat	Development Code Section 40.45.15.2.C

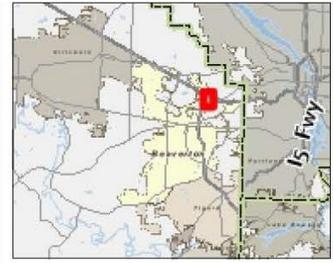
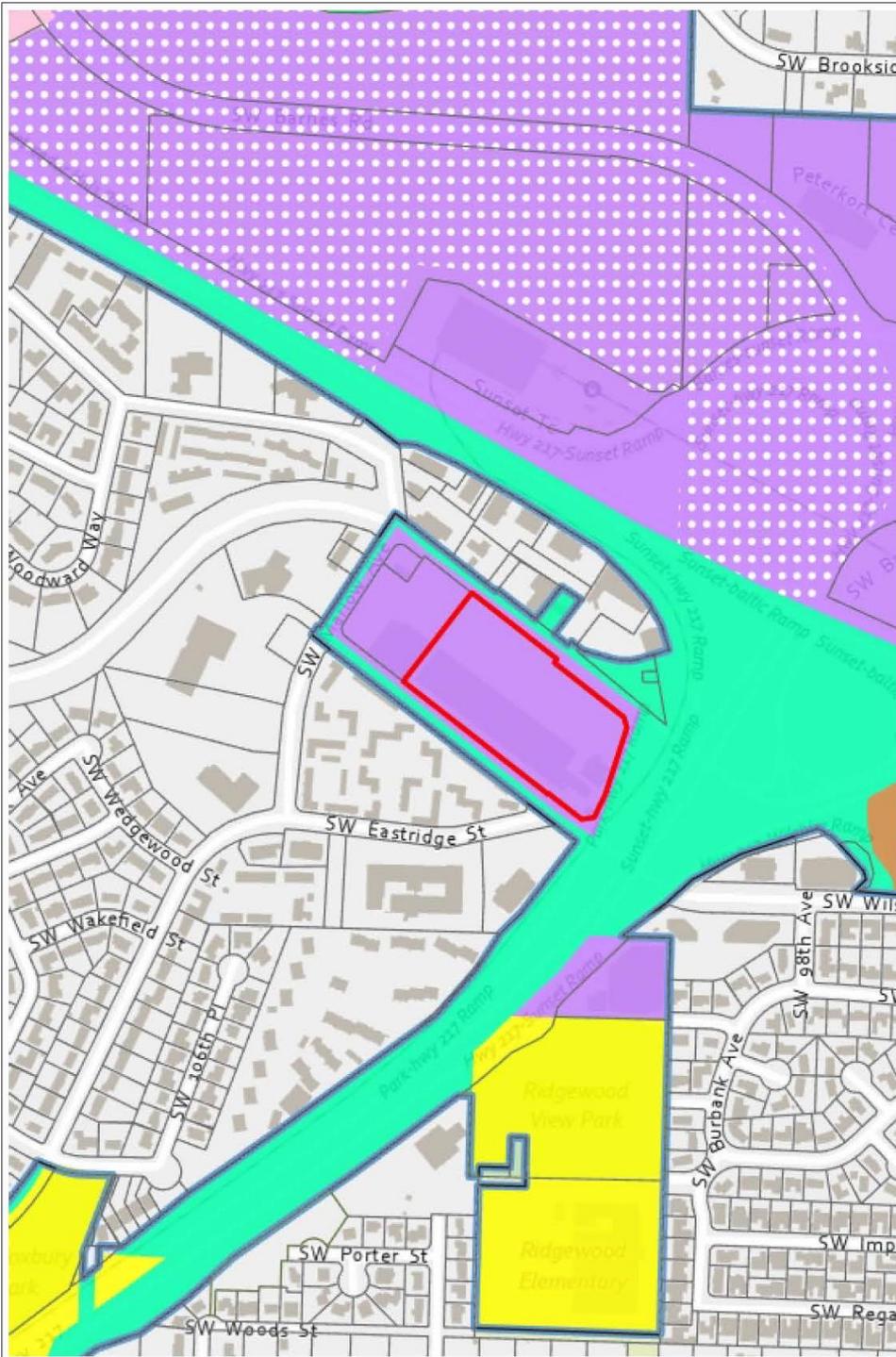
**Table 3: Key Application Dates**

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR2022-0030	May 4, 2022	July 15, 2022	November 12, 2022	July 15, 2023
LD2022-0015	June 22, 2022	July 15, 2022	November 12, 2022	July 15, 2023

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

\*\* The applicant has not filed any continuance requests to extend the final written decision. The original 120-day final decision date can be extended until July 15, 2023.

# Exhibit 1.1 Zoning and Vicinity Map

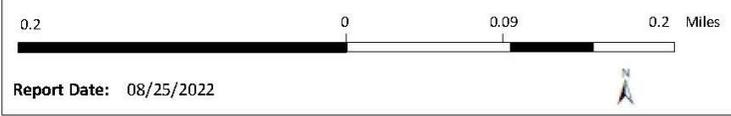


**Legend**

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

**Notes**

*Note: Subject site outlined in red.*



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

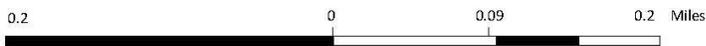


### Legend

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

### Notes

*Note: Subject site outlined in red.*



Report Date: 08/25/2022



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

# Table of Contents

STAFF REPORT.....	1
Attachment A: Facilities Review Committee Technical Review and Recommendation .....	8
Attachment B: DR2021-0055 Design Review Three.....	24
Attachment C: LD2022-0015 Replat One.....	56
Attachment D: Conditions of Approval.....	60

## Tables:

Table 1: Surrounding Uses .....	2
Table 2: Application Summaries.....	3
Table 3: Key Application Dates .....	3
Table 4: Chapter 20 Use and Site Development Requirements Station Community – Multiple Use (SC-MU) Zoning District.....	21
Table 5: Chapter 60 Special Requirements.....	22
Table 6: Section 60.05.15 Building Design and Orientation Standards.....	29
Table 7: Section 60.05.20 Circulation and Parking Design Standards.....	35
Table 8: Section 60.05.25 Landscape, Open Space, and Natural Area Design Standards.....	39
Table 9: Section 60.05.30 Lighting Design Standards.....	45

## Exhibits:

### Exhibit 1. Materials Submitted by Staff

- Exhibit 1.1 Zoning and Vicinity Map (page 4 of this report)
- Exhibit 1.2 Aerial Map (page 5 of this report)

### Exhibit 2. Public Comment

- Exhibit 2.1 Email from Peter Scott, received July 28, 2022
- Exhibit 2.2 Letter from James Crawford, received August 29, 2022

### Exhibit 3. Materials Submitted by the Applicant

- Exhibit 3.1 Design Review Three Application Form
- Exhibit 3.2 Replat One Application Form
- Exhibit 3.3 Beaverton School District Service Provider Letter
- Exhibit 3.4 Clean Water Services Service Provider Letter
- Exhibit 3.5 Tualatin Valley Fire and Rescue Service Provider Permit
- Exhibit 3.6 Water Service Provider Letter
- Exhibit 3.7 Pre-Application Conference Notes
- Exhibit 3.8 Written Statement

- Exhibit 3.9 Replat One Materials
- Exhibit 3.10 Neighborhood Review Meeting Materials
- Exhibit 3.11 Stormwater Report
- Exhibit 3.12 Traffic Memorandum
- Exhibit 3.13 Plan Set
- Exhibit 3.14 Materials Board
- Exhibit 3.15 Landscape Materials Cutsheets
- Exhibit 3.16 Lighting Cutsheets

**Exhibit 4. Agency Comment**

- Exhibit 4.1 Letter from Peter Swinton, Tualatin Hills Park & Recreation District, received August 11, 2022
- Exhibit 4.2 Letter from Marah Danielson, Oregon Department of Transportation, received August 12, 2022
- Exhibit 4.3 Letter from Naomi Vogel, Washington County Department of Land Use and Transportation, received August 31, 2022

# Attachment A: Facilities Review Committee Technical Review and Recommendation

**Application:** Cedar Hills Apartments

**Recommendation:** APPROVAL of DR2022-0030

**Finding:** The Facilities Review Committee finds that the applicable Facilities Review Committee approval criteria have been met, subject to the conditions identified in Attachment D to this report.

## Section 40.03 Facilities Review Committee:

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

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

- All twelve (12) criteria are applicable to the Design Review Three (DR2022-0030) application as submitted.
- Facilities Review Committee criteria do not apply to the submitted Replat One (LD2022-0015) application.

### Section 40.03.1.A

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

#### FINDING:

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

**Potable and Non-Potable Public Water:** The property is served by Tualatin Valley Water District potable public water service and the applicant has stated that the water services are adequate to service the proposed development. There is an existing eight-inch water main in SW Park Way, SW Frontage Road, and SW Wilshire Street and an existing 12-inch water main in the portion of SW Wilshire Street nearest to the intersection with SW

Eastridge Street. The new buildings will connect to the water mains in SW Park Way and SW Wilshire Street. Tualatin Valley Water District and City staff reviewed the proposal and stated in their Service Provider Letter that there will be adequate capacity to service the proposed development. The property is not located within the South Cooper Mountain area, which is the only area of the City where properties can connect to the City's non-potable water service. The Committee finds that adequate potable public water service can be provided to the site to serve the proposed development and that connection to non-potable public water service is not required.

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

**Stormwater Drainage, Treatment, and Retention:** The property is served by both City of Beaverton and Clean Water Services storm sewer service and the applicant has stated that the storm sewer services are adequate to service the proposed development. There are existing City of Beaverton 15-inch and 21-inch storm sewer mains in SW Park Way and existing Clean Water Services 18-inch storm sewer main in SW Wilshire Street and 24-inch storm sewer main in the portion of SW Wilshire Street nearest to the intersection with SW Eastridge Street. The applicant states that the 135 ADS MC-3500 chamber underground detention system will be installed with a flow control orifice manhole to convey the detained water at a controlled flowrate to the existing 18-inch storm system in SW Wilshire Street and will include a 9 cartridge WQ vault for water quality. Public stormwater will be conveyed through separate drainage basins along SW Park Way and SW Wilshire Street and will be treated using streetside LIDA planters.

The applicant has provided a Preliminary Stormwater Report for the quantity and quality of stormwater resulting from the proposed development. While the Stormwater Report states that the proposed stormwater facilities are adequate to service the site, the Committee recommends conditions of approval to address specific stormwater facility requirements pursuant to CWS standards. As conditioned, the Committee finds that adequate stormwater drainage, treatment, and retention service can be provided to the site to serve the proposed development.

**Transportation:** Per BDC Section 60.55.20.2.A, a Traffic Impact Analysis is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant has submitted a Trip Generation report that estimates the number of trips generated by the proposed project, compared to the number of trips generated by the existing use on the site. The site currently contains 89,851 square feet of retail uses, which is proposed to be replaced by 400 apartment units and 4,700 square feet of retail uses. The proposal is projected to generate 69 new weekday morning peak

hour trips, 132 fewer weekday evening peak hour trips, and 1,867 fewer average weekday trips. Therefore, the proposal does not trip the threshold for a full traffic impact analysis.

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

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

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

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

## Section 40.03.1.B

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

### FINDING:

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

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

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

The applicant is proposing to essentially maintain the existing location of the bus stop along the site's frontage. Tri-Met has provided written comment indicating that the agency would like to relocate the bus stop to the east. The Committee recommends conditions of approval requiring the applicant to provide written comments from Tri-Met demonstrating that the relocated bus stop facilities along the site's frontage of SW Park Way meet the agency's standards and to provide plans for the relocated bus stop demonstrating that the Development Code standards for transit facilities are met. As conditioned, the Committee finds that there are adequate transit services to serve the proposed development.

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

**Pedestrian and Bicycle Facilities:** The subject site has frontage on SW Park Way to the north, SW Frontage Road to the east, and SW Wilshire Street to the south. There are no existing sidewalks on SW Park Way adjacent to the site. The existing curb-tight sidewalk on SW Frontage Road varies in width between approximately five and six feet and the existing curb-tight sidewalk on SW Wilshire Street varies in width between approximately 10 and 15 feet. There are no bicycle facilities on any of the abutting streets. The site's SW Wilshire Street frontage is identified by the Tualatin Hills Park and Recreation District (THPRD) as a planned trail connection.

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

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

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

## Section 40.03.1.C

**Approval Criterion:** *The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).*

### FINDING:

The site is zoned Station Community – Multiple Use (SC-MU). The Committee refers to the Chapter 20 use and site development requirements table at the end of this report, which evaluates the project as it relates to applicable code requirements of Chapter 20 (Land Uses). Per BDC Section 20.25.10.C, for multiple use developments with single use residential buildings, residential densities and non-residential floor area ratios are implemented according to Figure 20.25.10.A, which calculates minimum densities based on how much of site contains buildings that are residential use only compared to how much of the site contains non-residential or mixed use buildings. In the applicant's proposal, Buildings A and B are residential use only and Buildings C and D are mixed use. The gross floor area of Buildings A and B is 181,160 square feet, which means that 44% of the site's gross floor area is within the residential use only buildings. The gross floor area of Buildings C and D is 234,560 square feet, so 56% of the site's gross floor area is within the mixed use buildings. Therefore, 44% of the 5.36 acre site is subject to the minimum residential density of 24 units per acre and 56% of the site is subject to the minimum floor area ratio of 0.4, which totals 57 dwelling units and 52,300 square feet of

floor area. For this reason and as demonstrated in the table, the development proposal is consistent with all applicable provisions of Chapter 20 (Land Uses).

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

## Section 40.03.1.D

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

### FINDING:

The Committee cites Table 5, the Chapter 60 special requirements table, at the end of this attachment, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60 (Special Requirements). Staff will provide findings for the Design Review Three request within Attachment B to this report.

**Section 60.30 Off-Street Parking:** Per Beaverton Development Code (BDC) Section 60.30.10.5.A, for a site with Multiple Use zoning, the minimum parking ratio requirements for motor vehicles are 1.0 space per attached dwelling unit and 3.0 spaces per 1,000 square feet of gross retail uses, including shopping centers. The maximum parking ratio requirements for motor vehicles are 1.8 spaces per one bedroom attached dwelling unit, 2.0 spaces per attached dwelling unit containing two or more bedrooms, and 5.1 spaces per 1,000 square feet of gross floor area for retail uses, including shopping centers. For the proposal that includes 400 attached dwelling units composed of 256 one-bedroom units and 144 units with two or more bedrooms and 4,700 square feet of shopping center uses, which is defined as a grouping of retail business and service uses on a single site with common parking facilities, the minimum parking requirement is 414 spaces and the maximum allowed is 772 spaces. The applicant is proposing 454 motor vehicle parking spaces, which meets the minimum requirement and does not exceed the maximum requirement.

Almost all of the off-street parking, 436 spaces, are located behind gates so that they can only be accessed by residents. The remaining 18 spaces that are located under Building D can be reached from the SW Park Way driveway without needing to pass through the gate. The applicant states that these 18 spaces are intended for visitors to the site, including customers of the ground floor commercial spaces in Buildings C and D. In order to ensure that the minimum number of parking spaces required for the retail uses will remain available, the Committee recommends a condition of approval requiring the applicant to install signage for at least 14 of the 18 spaces indicating that those parking spaces are not for resident parking.

Per BDC Section 60.30.10.5.B, the minimum parking ratio requirement for short-term bicycle parking is two spaces, or one space per 20 dwelling units, whichever is greater, for attached dwelling units within a multi-dwelling structure and two spaces, or one space per 12,000 square feet of floor area, whichever is greater, for retail uses, including shopping centers. The minimum parking requirement for long-term bicycle parking is one space per dwelling unit for attached dwelling units within a multi-dwelling structure and two spaces, or one space per 12,000 square feet of floor area, whichever is greater, for retail uses, including shopping centers. Therefore, at least 22 short-term bicycle parking spaces and 402 long-term bicycle parking spaces are required.

The applicant states that there will be 22 short-term spaces spread throughout the site. The proposed spaces are within 50 feet of building entrances. Per BDC Section 60.30.10.2.B.3, short-term bicycle parking spaces must be designed to the standards of the Engineering Design Manual (EDM). The Committee recommends a condition of approval requiring the applicant to submit detailed plans demonstrating that the short-term bicycle parking spaces will meet the design standards for bicycle parking in EDM Section 340 as required by BDC Section 60.30.10.2.B.

The applicant states that there will be 400 long-term spaces located inside the dwelling units and two long-term spaces located near the entrances to the ground floor commercial spaces within racks. Per BDC Section 60.30.10.2.B.2, long-term bicycle parking spaces must be covered or sheltered to protect the bicycles from prolonged direct exposure to the elements. Providing long-term bicycle parking spaces within a building will meet this requirement, as will locating the two spaces within racks under the weather protection provided at building entrances. The Committee recommends a condition of approval requiring the applicant to submit detailed plans demonstrating that the long-term bicycle parking spaces will meet the design standards for bicycle parking in EDM Section 340 as required by BDC Section 60.30.10.2.B.

**Section 60.55 Transportation Facilities:** As stated in the findings for approval criterion 40.03.1.A, above, per BDC Section 60.55.20.2.A, a Traffic Impact Analysis is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant has submitted a Trip Generation report that estimates the number of trips generated by the proposed project, compared to the number of trips generated by the existing use on the site. The site currently contains 89,851 square feet of retail uses, which is proposed to be replaced by 400 apartment units and 4,700 square feet of retail uses. The proposal is projected to generate 69 new weekday morning peak hour trips, 132 fewer weekday evening peak hour trips, and 1,867 fewer average weekday trips. Therefore, the proposal does not trip the threshold for a full traffic impact analysis.

The applicant states that the subject site has 632 feet of frontage on SW Park Way, 344 feet of frontage on SW Frontage Road, and 754 feet of frontage on SW Wilshire Street. Clear and direct pedestrian entrances to the development are provided at distances no greater than 300 feet. Additionally, along the western property line, a pedestrian pathway provides a safe and convenient accessway for those traveling from SW Wilshire Street to

SW Park Way. This north-south connection is the only one through the site that can be accessed by visitors and not just residents.

SW Park Way is a four-lane Collector that is under the jurisdiction of Washington County. The applicant will be required to dedicate an additional 17.5 feet of right of way to accommodate the planned cross-section, which requires 42.5 feet from the centerline. SW Wilshire Street is classified as a Neighborhood Route between the intersections of SW Frontage Road and SW Eastridge Street and as a Local Street between the intersections of SW Eastridge Street and SW Marlow Avenue, with two travel lanes. The applicant will be required to dedicate an additional 12 feet of right of way to accommodate the planned cross-section that includes both the County's requirements and Tualatin Hills Park and Recreation District's combined trail and sidewalk completely in the right of way, which requires 40 feet from the centerline. SW Frontage Road is a two-lane Local Street that is under the jurisdiction of the Oregon Department of Transportation (ODOT). The applicant will be required to donate approximately 11.5 feet of right of way to ODOT to accommodate the planned cross-section, which requires 31.5 feet from the centerline. As conditioned, the Committee finds that the minimum street widths required by BDC Section 60.55.30 can be met.

Per BDC Section 60.55.35.3.A, work adjacent to public streets must comply with the visibility at intersections standards in the Engineering Design Manual. The applicant has provided plans demonstrating that the minimum sight distance is met at the new driveways on SW Park Way and SW Wilshire Street.

**Section 60.60 Trees and Vegetation:** The applicant states that there are 36 existing Landscape Trees on the site, but no Significant Individual Trees, Historic Trees, trees within Significant Natural Resource Areas, trees within Significant Groves, or Community Trees. The 36 Landscape Trees equal 122 linear inches DBH and all are proposed to be removed. Removed Landscape Trees must be replaced at a one-to-one ratio per inches removed and the replacement trees must be at least 1.5 caliper inches in diameter. The applicant's landscape plans show 39 new trees, each three caliper inches in diameter, which only provides 117 linear inches DBH. The Committee recommends a condition of approval to plant enough additional replacement trees so that this mitigation requirement is met.

**Section 60.65 Utility Undergrounding:** The applicant states all existing overhead utility lines along SW Park Way and SW Wilshire Street will be undergrounded and that there are no existing overhead utility lines along SW Frontage Road. All new power for private site and public streetlights will be fed from an underground power system. To meet the requirements of this section, the Committee recommends a standard condition of approval requiring that the applicant provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development.

**Section 60.70 Wireless Communication Facilities:** There are two existing wireless communication facilities at the southeast corner of the subject site. The applicant states

the 105-foot-high tower will be demolished and the 80-foot-high tower will remain. No modifications of the 80-foot tower are proposed with this application. The applicant will be required to apply for and obtain approval of a separate wireless facility land use review in order to make any changes to this tower in the future.

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

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

## **Section 40.03.1.E**

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

### **FINDING:**

The applicant states that the ownership and property management group responsible for the completed project will have the adequate means to assure that the property is properly maintained and that all aspects will continue to function as originally designed. Replacement of materials, systems, or facilities within the development will be made at appropriate times including private common facilities such as drainage facilities, roads and other improved rights of way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fences, ground cover, and garbage and recycling storage areas. The Committee finds that the proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

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

## **Section 40.03.1.F**

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

### **FINDING:**

The Committee incorporates the findings for Approval Criterion 40.03.1.D, above. The applicant has provided on-site vehicular circulation plans that include turning templates

for fire vehicles, which show that these vehicles can safely be accommodated on the site. All parking and maneuvering areas are shown to meet the minimum dimensional standards for off-street parking lot design. The on-site pedestrian circulation system is designed to provide safe connections to building entrances, parking areas, and other pedestrian destinations such as resident amenity areas and on-site service areas. Pedestrian paths are physically separated from adjacent vehicle circulation areas, except when they cross driveways and drive aisles the paths are a hard-surfaced material distinct from the asphalt. All on-site pedestrian paths are at least five feet in width and will meet the standards of the Americans with Disabilities Act. For these reasons, the Committee finds that there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the proposed development.

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

## Section 40.03.1.G

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

### FINDING:

The Committee incorporates the findings for Approval Criteria 40.03.1.D and 40.03.1.F, above. The applicant states that the subject site has 632 feet of frontage on SW Park Way, 344 feet of frontage on SW Frontage Road, and 754 feet of frontage on SW Wilshire Street. Clear and direct pedestrian entrances to the development are provided at distances no greater than 300 feet. Additionally, along the western property line, a pedestrian pathway provides a safe and convenient accessway for those traveling from SW Wilshire Street to SW Park Way.

Because the subject site makes up a portion of the block and not the full length of SW Park Way and SW Wilshire Street from SW Marlow Avenue to the west to SW Frontage Road to the east, the applicant must demonstrate how the proposed right of way and frontage improvements abutting the subject site can safely transition back to the existing conditions to the west of the site. The Committee recommends a condition of approval requiring the applicant to either show how the proposed three-lane cross-section along the subject site's frontage of SW Park Way transitions to the existing four-lane cross-section to the west of the site, or that the full block length of SW Park Way between SW Marlow Avenue and SW Frontage Road will be restriped to the three-lane cross-section that meets Washington County roadway standards. Additionally, the applicant will need to show how the proposed cross-section along the subject site's frontage of SW Wilshire Street transitions to the existing cross-section to the west of the site, with the required street improvements in a manner that meets Washington County's standards.

The applicant states that gates at each of the driveway entrances will control access into the site, limiting the majority of the site to residents only. The gate at the SW Park Way driveway is intended to only provide access to emergency vehicles. The gate at the SW Wilshire Street driveway is located back from the sidewalk enough to allow for multiple car lengths to wait without causing a potential conflict with pedestrian and bicyclists using SW Wilshire Street, as the applicant's traffic memorandum recommended. Washington County has provided a comment letter stating that the gated access on SW Wilshire Street requires approval from the County Engineer. Therefore, the Committee recommends a condition of approval requiring the applicant to obtain County approval for this gate.

Per BDC Section 60.55.35.3.A, work adjacent to public streets must comply with the visibility at intersections standards in the Engineering Design Manual. Although the applicant has demonstrated that minimum sight distance is met for the new driveways on SW Park Way and SW Wilshire Street, the Committee recommends a condition of approval requiring the applicant to show that the proposed landscape plantings at these driveway entrances within the vision clearance triangle meet the requirements as described in Engineering Design Manual Section 210.18.

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

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

## Section 40.03.1.H

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

### FINDING:

The applicant states that the building will be designed to meet all code requirements and fire protection is available, including adequate fire flow. Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff has reviewed the proposed development's site plan and endorsed the proposal as shown without any conditions of approval. TVF&R will verify that their requirements are met prior to Site Development Permit issuance. The Committee finds that the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

## Section 40.03.1.I

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

**FINDING:**

The applicant states that the site and buildings will be designed to meet all applicable City code requirements related to safety and security. The applicant's submitted lighting plans demonstrate compliance with the City's Technical Lighting Standards for all of the areas of the site that are required to be lighted while minimizing impacts on the abutting property. Construction documents will be reviewed at later permit stages to ensure protection from hazardous conditions. The Committee finds that review of the construction documents at the Site Development and Building Permit stages will ensure protection from hazardous conditions due to inadequate, substandard, or ill-designed development.

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

## **Section 40.03.1.J**

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

**FINDING:**

The applicant states that grading and contouring of the development site is designed to match into the abutting property and public rights of way. Proposed grading will direct runoff into drain structures to be conveyed to the onsite stormwater management system. Public right of way improvements are designed to meet the grading standards of the City's Engineering Design Manual as well as Washington County Roadway Design Standards and Oregon Department of Transportation standards. The Committee has reviewed the proposed preliminary grading plan and finds no adverse effect on neighboring properties, the public right of way, or the public storm system. The Committee recommends conditions of approval regarding the grading and contouring of the development site, which will be reviewed and approved prior to Site Development Permit issuance.

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

## **Section 40.03.1.K**

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

#### **FINDING:**

The applicant states that the proposed development is designed to provide access and facilities for physically handicapped residents and visitors throughout the site and buildings, as required by the Americans with Disabilities Act (ADA), including 12 ADA parking spaces located adjacent to building entries, and continuous, uninterrupted access routes throughout the property from the public rights of way to primary building entrances and from accessible parking spaces to primary building entrances. The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code, and other standards as required by the ADA. The Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards.

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

### **Section 40.03.1.L**

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

#### **FINDING:**

The applicant submitted the Design Review Three application on May 4, 2022. The Replat One application was submitted on June 22, 2022. The applicant requested that the applications be deemed complete on July 15, 2022. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

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

## Code Conformance Analysis

**Table 4: Chapter 20 Use and Site Development Requirements Station Community – Multiple Use (SC-MU) Zoning District**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 20.20.20</b>			
Attached Dwellings	Permitted <sup>4</sup>	The applicant proposes 400 attached dwellings.	<b>YES</b>
Eating and Drinking Establishments	Permitted <sup>9</sup>	The applicant proposes up to 4,700 square feet of Eating and Drinking Establishment uses within multiple use buildings, which would equal approximately 1% of the total square footage of the development.	<b>YES</b>
Retail Trade	Permitted <sup>9 25 34</sup>	The applicant proposes up to 4,700 square feet of Retail Trade uses within multiple use buildings, which would equal approximately 1% of the total square footage of the development. All activities would be conducted wholly within the buildings.	<b>YES</b>
<p>4. Two existing attached dwellings, three or more attached dwellings, or replacement of two attached dwellings are Permitted.</p> <p>9. The maximum building footprint size for a building involving a single use shall be 10,000 square feet. In addition, the maximum square footage for these uses within a multiple use development shall be 25% of the total square footage of the development.</p> <p>25. Activity is conducted wholly within an enclosed structure and no sales or outdoor storage of animals or livestock are allowed with this use.</p> <p>34. These uses are Permitted only within multiple uses developments, as long as the floor area of this use does not exceed 25% of the total proposed floor area within a multiple use development.</p>			
<b>Development Code Section 20.20.15</b>			
Parcel Area	Minimum: None Maximum: None	5.36 acres	<b>YES</b>
Residential Density	Minimum: 24 units per acre Maximum: None	57 units are required. The applicant proposes 400 units.	<b>YES</b>
Floor Area Ratio	Minimum: 0.40 Maximum: 2.00	1.75	<b>YES</b>
Minimum Lot Dimensions	Width: None Depth: None	650 feet 360 feet	<b>YES</b>
Yard Setbacks	Minimum Front: 0 Maximum Front: 10 feet Minimum Side: None Maximum Side: None Minimum Rear: None	6.5 feet 2.5 feet 2 feet	<b>YES</b>
Maximum Building Height	100 feet	78 feet	<b>YES</b>

**Table 5: Chapter 60 Special Requirements**

<b>CODE STANDARD</b>	<b>CODE REQUIREMENT</b>	<b>PROJECT PROPOSAL</b>	<b>MEETS CODE?</b>
<b>Development Code Section 60.05</b>			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The applicant has submitted a Design Review Three application.	<b>See DR Findings</b>
<b>Development Code Section 60.07</b>			
Drive-Up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	No drive-up window facilities are proposed.	<b>N/A</b>
<b>Development Code Section 60.10</b>			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The subject site is not located in the floodplain.	<b>N/A</b>
<b>Development Code Section 60.11</b>			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	No food cart pods are proposed.	<b>N/A</b>
<b>Development Code Section 60.12</b>			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits are requested.	<b>N/A</b>
<b>Development Code Section 60.15</b>			
Land Division Standards	On-site contouring within 25 feet of a property line within or abutting any residentially zoned property.	The subject site does not abut any residentially zoned property.	<b>N/A</b>
<b>Development Code Section 60.20</b>			
Mobile and Manufactured Home Regulations	Requirements for the placement of mobile and manufactured homes.	No mobile or manufactured homes are proposed.	<b>N/A</b>
<b>Development Code Section 60.25</b>			
Off-Street Loading Requirements	Minimum: None	No loading spaces are proposed.	<b>N/A</b>
<b>Development Code Section 60.30</b>			
Off-Street Motor Vehicle Parking	Minimum: 414 Maximum: 772	454 spaces are proposed. Refer to the Facilities Review Committee findings herein .	<b>YES</b>

<b>CODE STANDARD</b>	<b>CODE REQUIREMENT</b>	<b>PROJECT PROPOSAL</b>	<b>MEETS CODE?</b>
<b>Development Code Section 60.30</b>			
Required Bicycle Parking	Short-term: 22 spaces Long-term: 402 spaces	22 short-term and 402 long-term spaces are proposed. Refer to the Facilities Review Committee findings herein .	<b>YES w/ COA</b>
<b>Development Code Section 60.33</b>			
Park and Recreation Facilities and Service Provision	Requirements for annexing property to THPRD.	The site is already within THPRD's boundaries.	<b>N/A</b>
<b>Development Code Section 60.35</b>			
Planned Unit Development	Development and design principles for Planned Unit Developments.	No Planned Unit Development is proposed.	<b>N/A</b>
<b>Development Code Section 60.40</b>			
Sign Regulations	Requirements for signs.	No signs are proposed	<b>N/A</b>
<b>Development Code Section 60.45</b>			
Solar Access Protection	Requirements for subdivisions and single family homes.	No subdivisions or single family homes are proposed.	<b>N/A</b>
<b>Development Code Section 60.50</b>			
Special Use Regulations	Maximum fence height	Proposed fence will not exceed 8 feet.	<b>YES</b>
<b>Development Code Section 60.55</b>			
Transportation Facilities	Requirements for construction of transportation facilities	Refer to the Facilities Review Committee findings herein.	<b>YES w/ COA</b>
<b>Development Code Section 60.60</b>			
Trees and Vegetation	Regulations pertaining to tree removal and preservation.	Refer to the Facilities Review Committee findings herein.	<b>YES w/ COA</b>
<b>Development Code Section 60.65</b>			
Utility Undergrounding	Requirements for placing overhead utilities underground.	Refer to the Facilities Review Committee findings herein.	<b>YES w/ COA</b>
<b>Development Code Section 60.67</b>			
Significant Natural Resources	Regulations pertaining to wetlands and riparian corridors.	The subject site does not contain any Significant Natural Resources.	<b>N/A</b>
<b>Development Code Section 60.70</b>			
Wireless Communication Facilities	Regulations pertaining to wireless facilities.	Refer to the Facilities Review Committee findings herein.	<b>N/A</b>

# Attachment B: DR2021-0055 Design Review Three

## ANALYSIS AND FINDINGS FOR DESIGN REVIEW THREE APPROVAL

**Recommendation:** Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2022-0030**, subject to the conditions of approval in Attachment D.

### Section 40.03.1 Facilities Review Committee Approval Criteria

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

#### FINDING:

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

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

### Section 40.20.05 Purpose

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

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

### Planning Commission Standards for Approval

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Three applications. The Commission will determine whether the application as presented meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt, or modify staff's findings. In

this portion of the report, staff evaluates the application in accordance with the approval criteria for Design Review Three applications.

*In order to approve a 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:*

### **Section 40.20.15.3.C.1**

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

#### **FINDING:**

The applicant proposes a mixed-use development consisting of 4,700 square feet of ground floor commercial space and 400 attached dwelling units, which meets Design Review Two thresholds:

- 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.*
  
- 3. New construction of attached residential dwellings, excluding duplexes, in any zone where attached dwellings are a Permitted or Conditional Use.*

The proposal, however, does not meet several applicable design standards, which thereby meets the following Design Review Three threshold:

- 9. A project meeting the Design Review Two thresholds which does not meet an applicable design standard.*

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

### **Section 40.20.15.3.C.2**

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

#### **FINDING:**

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

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

### **Section 40.20.15.3.C.3**

**Approval Criterion:** *For proposals meeting Design Review Three application thresholds numbers 1 through 7, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

#### **FINDING:**

The proposal meets Design Review Three application threshold number 9.

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

### **Section 40.20.15.3.C.4**

**Approval Criterion:** *For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following exist:*

- a. *A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guidelines; or*
- b. *The location of existing structural improvements prevents the full implementation of the applicable guideline; or*
- c. *The location of the existing structure is more than 300 feet from a public street.*

#### **FINDING:**

The proposal is to demolish the existing development and completely redevelop the site rather than to add or modify the existing development.

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

### **Section 40.20.15.3.C.5**

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

#### **FINDING:**

No on-site surface contouring is proposed within 25 feet of a residentially zoned property or within 25 feet of a Significant Individual Tree or Significant Grove so grading standards outlined in Section 60.15.10 do not apply to the proposal.

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

### **Section 40.20.15.3.C.6**

**Approval Criterion:** *For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP.*

#### **FINDING:**

The proposal does not include a Design Review Build-out Concept Plan (DRBCP).

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

### **Section 40.20.15.3.C.7**

**Approval Criterion:** *For proposals meeting Design Review Three application Threshold numbers 8 or 9, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s).*

#### **FINDING:**

The proposal meets Design Review Three application Threshold number 9 and the applicant has decided to address a combination of standards and guidelines. Staff cites the Design Standard Analysis at the end of this Design Review section, Attachment B, which evaluates the proposal as it relates to the applicable Design Standards found in Section 60.05.15 through 60.05.30 of the Development Code, and the Design Guideline Analysis, which reviews each of the corresponding Guidelines which the applicant has chosen to address. Staff provides an evaluation of the proposal in relation to the applicable standards and guidelines and whether each applicable standard and guideline is met.

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

### **Section 40.20.15.3.C.8**

**Approval Criterion:** *For proposals meeting Design Review Three application Threshold numbers 8 or 9, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

#### **FINDING:**

The proposal meets Design Review Three application Threshold number 9 and the applicant has decided to address a combinations of standards and guidelines.

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

## **Section 40.20.15.3.C.9**

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

### **FINDING:**

The applicant has submitted this Design Review Three application with associated Replat One (LD2022-0015) application. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. Staff recommends a condition of approval that approval of the Design Review Three application is dependent upon approval of Replat One application.

**Conclusion:** Therefore, staff finds that by meeting the condition of approval, the proposal meets the approval criterion.

## **Conclusion and Recommendation**

Based on the facts and findings presented above, staff recommends **APPROVAL** of **DR2022-0030**, subject to the conditions of approval in Attachment D.

## Design Standards Analysis

**Table 6: Section 60.05.15 Building Design and Orientation Standards**

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.15.1 Building articulation and variety</b>		
<i>A. Attached residential buildings in Residential zones shall be limited in length to 200 feet.</i>	The subject site is located in a Multiple Use zone.	<b>N/A</b>
<i>B. Buildings visible from and within 200 feet of an adjacent street shall have a minimum portion of the street-facing elevation(s) and the elevation(s) containing a primary building entrance or multiple tenant entrances devoted to permanent architectural features designed to provide articulation and variety. These permanent features include, but are not limited to windows, bays and offsetting walls that extend at least 18 inches, recessed entrances, loading doors and bays, and changes in material types. Changes in material types shall have a minimum dimension of two feet and minimum area of 25 square feet. The percentage of the total square footage of elevation area is:  1. Thirty percent in Residential zones and all uses in Commercial and Multiple Use zones.</i>	The north and east elevations and portions of the south and west elevations of Building A are within 200 feet and visible from SW Park Way, SW Frontage Road, and SW Wilshire Street. The south, west, and east elevations of Building B are within 200 feet and visible from SW Wilshire Street. The south elevation and portions of the north, west, and east elevations of Building C are within 200 feet and visible from SW Park Way and SW Wilshire Street. The north, west, and east elevations of Building D are within 200 feet and visible from SW Park Way. More than 30 percent of each applicable elevation is composed of permanent architectural features, including windows, recessed entrances, and changes in material type.	<b>YES</b>
<i>C. The maximum spacing between permanent architectural features shall be no more than:  1. Forty feet in Residential zones and all uses in Commercial and Multiple Use zones.</i>	The applicant has chosen to respond to corresponding Design Guideline 60.05.35.1.E.	<b>See Design Guideline Analysis</b>
<i>D. In addition to the requirements of Section 60.05.15.1.B and C, detached and attached residential building elevations facing a street, common green, or shared court shall not consist of undifferentiated blank walls greater than 150 square feet in area. Building elevations shall be articulated with architectural features such as windows, dormers, porch details, alcoves, balconies, or bays.</i>	The applicant has chosen to respond to corresponding Design Guideline 60.05.35.1.E.	<b>See Design Guideline Analysis</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.15.2 Roof forms</b>		
<i>A. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.</i>	All sloped roofs have a pitch of 10/12.	<b>YES</b>
<i>B. Sloped roofs on residential uses in Residential zones and on all uses in Multiple Use and Commercial zones shall have eaves, exclusive of rain gutters, that must project from the building wall at least 12 inches.</i>	All sloped roofs have eaves that project 12-inches from the building wall.	<b>YES</b>
<i>C. All roofs with a slope of less than 4/12 pitch shall be articulated with a parapet wall that must project vertically above the roof line at least 12 inches or architecturally treated, such as with a decorative cornice.</i>	All flat roofs have parapets between 12-inches and 30-inches high with a slight metal cornice treatment.	<b>YES</b>
<i>D. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structure shall have similar slope and be constructed of the same materials as existing roofs.</i>	This proposal is for a complete redevelopment of the site and all existing buildings will be demolished.	<b>N/A</b>
<i>E. Smaller feature roofs are not subject to the standards of this Section.</i>	Smaller feature roofs vary in design.	<b>N/A</b>
<b>60.05.15.3 Primary building entrances</b>		
<i>A. Primary entrances, which are the main points of entry where the majority of building users will enter and leave, shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided. The covered area providing weather protection shall be at least six feet wide and four feet deep.</i>	The applicant has chosen to respond to corresponding Design Guidelines 60.05.35.3.A and B.	<b>See Design Guideline Analysis</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.15.4 Exterior building materials</b>		
<p><i>A. For attached residential uses in Residential zones and all residential uses in Multiple Use zones, a minimum of 75 percent of each elevation that is visible from and within 200 feet of a public street or a public park, public plaza, or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances shall be double wall construction.</i></p>	<p>The north and east elevations and portions of the south and west elevations of Building A are within 200 feet and visible from SW Park Way, SW Frontage Road, and SW Wilshire Street. The south, west, and east elevations of Building B are within 200 feet and visible from SW Wilshire Street. The south elevation and portions of the north, west, and east elevations of Building C are within 200 feet and visible from SW Park Way and SW Wilshire Street. The north, west, and east elevations of Building D are within 200 feet and visible from SW Park Way. More than 75 percent of the ground floor of each applicable elevation, excluding the portions that provide screening for the tuck under parking, is double wall construction.</p>	<b>YES</b>
<p><i>B. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones (except detached residential uses fronting streets, common greens, and shared courts), a maximum of 30 percent of each elevation that is visible from and within 200 feet of a public street or a public park, public plaza, or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances may be plain, smooth, unfinished concrete, concrete block, plywood, and sheet pressboard. The remaining elevation area for all applicable uses in all applicable zones shall be architecturally treated. Appropriate methods of architectural treatment shall include, but are not limited to, scoring, changes in material texture, and the application of other finish materials such as wood, rock, brick, or tile wall treatment.</i></p>	<p>More than 70 percent of each applicable elevation is composed of architecturally treated exterior building materials including decorative metal railings and screening, wood-look siding, metal louvers, fiber cement lap siding, aluminum storefront systems, metal canopies, brake shape metal siding, brick masonry, vinyl windows, and fiber cement siding.</p>	<b>YES</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.15.4 Exterior building materials (continued)</b>		
<p><i>C. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones, plain, smooth, exposed concrete and concrete block used as foundation material shall not be more than three feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both. In Industrial districts, foundations may extend up to four feet above the finished grade level.</i></p>	<p>Smooth pre-cast concrete used as a foundation material does not exceed three feet in height.</p>	<b>YES</b>
<b>60.05.15.5 Roof-mounted equipment</b>		
<p><i>A. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:</i></p> <ol style="list-style-type: none"> <li><i>1. A parapet wall; or</i></li> <li><i>2. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or</i></li> <li><i>3. Setback from the street-facing elevation such that it is not visible from the public street(s).</i></li> </ol>	<p>Mechanical units will be centered on each building's flat roof and will not exceed seven feet in height. The applicant has provided a mechanical screening diagram (Sheet DR 242 of the plan set) demonstrating that the mechanical units will be screened from view from adjacent streets and properties by the parapet walls.</p>	<b>YES</b>
<p><i>B. The vertical measuring distance for required screening shall be measured at five feet above the finished or existing grade of the property line or public right-of-way abutting the development site's front yard setback for a distance of 100 lineal feet measured outward from the development site's front property line.</i></p>	<p>The applicant's mechanical screening diagram utilizes the specified vertical and horizontal measuring distances.</p>	<b>YES</b>
<p><i>C. Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.</i></p>	<p>The applicant does not show that any of these specified roof-mounted elements will be similarly screened.</p>	<b>N/A</b>
<b>60.05.15.6 Building location and orientation along streets in Commercial and Multiple Use zones</b>		
<p><i>A. Buildings in Multiple Use zones shall occupy a minimum public street frontage as follows:</i></p> <ol style="list-style-type: none"> <li><i>3. 35 percent of the street frontage where a parcel does not abut any Major Pedestrian Route and the parcel exceeds 60,000 gross square feet.</i></li> </ol>	<p>The subject site is located in a Multiple Use zone, does not abut any Major Pedestrian Routes, and is greater than 60,000 gross square feet in size. Buildings A, C, and D occupy 77 percent of SW Park Way, Building A occupies 64 percent of SW Frontage Road, and Buildings A, B, and C occupy 58 percent of SW Wilshire Street.</p>	<b>YES</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.15.6 Building location and orientation along streets in Commercial and Multiple Use zones (continued)</b>		
<i>B. Buildings in Commercial zones shall occupy a minimum of 35 percent public street frontage where a parcel exceeds 60,000 gross square feet.</i>	The subject site is located in a Multiple Use zone.	<b>N/A</b>
<i>C. Buildings subject to the street frontage standard shall be located no farther than 20 feet from the property line. The area between the building and property line shall be landscaped to the standards found in Section 60.05.25.5.B or 60.05.25.5.C.</i>	The applicant has chosen to respond to corresponding Design Guideline 60.05.35.6.C.	<b>See Design Guideline Analysis</b>
<i>D. Buildings on corner lots of multiple Major Pedestrian Routes shall be located at the intersections of the Major Pedestrian Routes. Where a site has more than one corner on a Major Pedestrian Route, this requirement must be met at only one corner.</i>	The subject site is not at the corner of multiple Major Pedestrian Routes.	<b>N/A</b>
<i>E. Buildings subject to the street frontage standard shall have at least one primary building entrance oriented toward an abutting street or public pedestrian way. Where there is more than one abutting Class 1 Major Pedestrian Route, the primary entrance shall have a reasonably direct pedestrian connection to a minimum of one abutting Class 1 Major Pedestrian Route or shall be oriented to a Class 1 Major Pedestrian Route corner.</i>	Buildings C and D have at least one entrance oriented to SW Park Way and Buildings A, B, and C have at least one entrance oriented to SW Wilshire Street.	<b>YES</b>
<i>F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.</i>	Secondary entrances to the buildings are oriented to the parking areas internal to the site.	<b>YES</b>
<b>60.05.15.7 Building scale along Major Pedestrian Routes</b>		
<i>A. The height of any portion of a building at or within 20 feet of the property line as measured from the finished grade at the property line abutting a Major Pedestrian Route shall be a minimum of 22 feet and a maximum of 60 feet.</i>	The subject site does not abut any Major Pedestrian Routes.	<b>N/A</b>
<i>B. Detached residential dwellings are exempt from the minimum height standard in Section 60.05.15.7.A. Building heights shall meet the requirements of Section 20.20.20 for the specific zoning district.</i>	The subject site does not abut any Major Pedestrian Routes.	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.15.7 Building scale along Major Pedestrian Routes (continued)</b>		
C. <i>The maximum heights specified in Section 20.20.20 shall not be exceeded, unless separately authorized through an adjustment or variance application, or where credits are earned for height increase through Habitat Friendly Development Practices, as described in Section 60.12.40.4.B.2.</i>	The subject site does not abut any Major Pedestrian Routes.	<b>N/A</b>
<b>60.05.15.8 Ground floor elevations on commercial and multiple use buildings</b>		
A. <i>Except those used exclusively for residential use, ground floor elevations visible from and within 200 feet of a public street, Major Pedestrian Route, or a public park, public plaza, or other public open space, and elevations that include a primary building entrance or multiple tenant entrances, shall have the following minimum percent of the ground floor elevation area permanently treated with windows, display areas, or glass doorway openings.</i>	The subject site does not abut any Major Pedestrian Routes and is not within a Commercial zoning district.	<b>N/A</b>
B. <i>Except those used exclusively for residential use, ground floor elevations that are located on a Major Pedestrian Route, sidewalk, or other space where pedestrians are allowed to walk shall provide weather protection to the following minimum percent of the length of those elevations.</i>  2. <i>Class 2 Major Pedestrian Routes: 35 percent</i>	The subject site does not abut any Major Pedestrian Routes.	<b>N/A</b>
<b>60.05.15.9 Compact Detached Housing design</b>		
A-L. <i>Primary building entrances and porches accessing a primary entrance shall face streets, common greens, or shared courts and must meet the requirements of Section 60.05.15.3.</i>	The proposal does not include Compact Detached Housing.	<b>N/A</b>
<b>60.05.15.10 Ground floor elevations on eligible residential-only buildings</b>		
A. <i>Eligible residential-only buildings are building which are located within the portions of the RC-OT zoning district where the maximum standard height is 40 feet, as described in footnote 11 of Section 20.20.15 and illustrated in Figure A.</i>	The proposal does not include eligible residential-only buildings.	<b>N/A</b>

**Table 7: Section 60.05.20 Circulation and Parking Design Standards**

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.20.1 Connections to the public street system</b>		
<p><i>A. Pedestrian, bicycle, and motor vehicle connections shall be provided between the on-site circulation system and adjacent existing and planned streets as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element.</i></p>	<p>Driveways at SW Park Way and SW Wilshire Street provide pedestrian, bicycle, and motor vehicle connections to adjacent streets and a new north-south accessway along the site's west property line provides a midblock SW Wilshire Street to SW Park Way connection for pedestrians and cyclists.</p>	<b>YES</b>
<b>60.05.20.2 Loading areas, solid waste facilities, and similar improvements</b>		
<p><i>A. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults, and similar activities shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.</i></p>	<p>Waste and recycling containers will be stored within trash rooms inside each building and will not be visible from public streets. Except for one pad-mounted transformer, all other utility vaults and pad-mounted transformers are located interior to the site behind the buildings so will not be visible from public streets. The one pad-mounted transformer in the northeast corner of the site will be screened from view by landscaping.</p>	<b>YES</b>
<p><i>B. Except for manufacturing, assembly, fabricating, processing, packing, storage, and wholesale and distribution activities which are the principal use of a building in Industrial districts, all loading docks and loading zones shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.</i></p>	<p>No loading spaces are required or proposed.</p>	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.20.2 Loading areas, solid waste facilities, and similar improvements (continued)</b>		
<p><i>C. Screening from public view for service areas, loading docks, loading zones and outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults, and similar activities shall be fully sight-obscuring, shall be constructed a minimum of one foot higher than the feature to be screened, and shall be accomplished by one or more of the following methods.</i></p> <p><i>1. Solid screen wall constructed of primary exterior finish materials utilized on primary buildings.</i></p> <p><i>2. Solid hedge wall with a minimum of 95% opacity within 2 years.</i></p>	<p>The pad-mounted transformer located at the northeast corner of the site will be screened by a solid six-foot-high evergreen hedge that will have a minimum opacity of 95 percent within two years.</p>	<b>YES</b>
<p><i>D. Screening from public view by chain-link fence with or without slats is prohibited.</i></p>	<p>No chain-link fences are proposed for screening.</p>	<b>N/A</b>
<p><i>E. Screening of loading zones may be waived in Commercial and Multiple Use zones if the applicant demonstrates the type and size of loading vehicles will not detract from the project's aesthetic appearance and the timing of loading will not conflict with the hours or operations of the expected businesses.</i></p>	<p>No loading spaces are required or proposed.</p>	<b>N/A</b>
<b>60.05.20.3 Pedestrian circulation</b>		
<p><i>A. Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to the abutting public street system and on-site buildings, parking areas, and other facilities where pedestrian access is desired. Pedestrian connections shall be provided except where one or more of the following conditions exist.</i></p>	<p>Pedestrian connections are provided to link building entrances to the surrounding public street system, transit facilities, on-site parking areas, and on-site pedestrian plazas. A new north-south accessway at the site's west property line provides a new midblock pedestrian and bicycle connection from SW Wilshire Street to SW Park Way.</p>	<b>YES</b>
<p><i>B. A reasonably direct walkway connection is required between primary entrances, which are the main points of entry where the majority of building users will enter and leave, and public and private streets, transit stops, and other pedestrian destinations.</i></p>	<p>Reasonably direct walkways connect the primary commercial and residential entrances to the public sidewalk system, including to the Tri-Met bus stop along the site's SW Park Way frontage.</p>	<b>YES</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.20.3 Pedestrian circulation (continued)</b>		
<p><i>C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street. A reasonably direct walkway shall also be provided to any accessway abutting the site. This standard may be waived when topographic conditions, man-made features, natural areas, etc., preclude walkway extensions to adjacent properties.</i></p>	<p>A reasonably direct pedestrian walkway into the site is provided at least every 270 feet along the subject site's SW Park Way, SW Frontage Road, and SW Wilshire Street frontages.</p>	<b>YES</b>
<p><i>D. Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic through the use of curbs, landscaping, trees, and lighting, if not otherwise provided in the parking lot design.</i></p>	<p>Pedestrian connections through the surface parking lot are physically separated from adjacent vehicle areas by raised curbs.</p>	<b>YES</b>
<p><i>E. Where pedestrian connections cross driveways or vehicular access aisles, a continuous walkway shall be provided and shall be composed of a different paving material than the primary on-site paving material.</i></p>	<p>Pedestrian connections that cross vehicle areas are composed of concrete, which differs from the asphalt vehicle areas.</p>	<b>YES</b>
<p><i>F. Pedestrian walkways shall have a minimum of five-foot wide unobstructed clearance and shall be paved with scored concrete or modular paving materials. In the event that the Americans with Disabilities Act (ADA) contains stricter standards for any pedestrian walkway, the ADA standards shall apply.</i></p>	<p>All pedestrian walkways will be at least five feet wide and will meet ADA standards.</p>	<b>YES</b>
<b>60.05.20.4 Street frontages</b>		
<p><i>A. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards.</i></p>	<p>The applicant has chosen to respond to corresponding Design Guideline 60.05.40.4.</p>	<b>See Design Guideline Analysis</b>
<b>60.05.20.5 Parking area landscaping</b>		
<p><i>A. Landscaped planter islands shall be required according to the following:</i></p> <p><i>2. All uses in Commercial and Multiple Use zones, one for every 10 contiguous parking spaces.</i></p>	<p>Landscaped planter islands are provided so that there are no more than 10 contiguous parking spaces.</p>	<b>YES</b>
<p><i>B. The island shall have a minimum area of 70 square feet and a minimum width of 6 feet and shall be curbed to protect landscaping.</i></p>	<p>The applicant has chosen to respond to corresponding Design Guideline 60.05.40.5.</p>	<b>See Design Guideline Analysis</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.20.5 Parking area landscaping (continued)</b>		
<i>C. Linear raised sidewalks and walkways within the parking area connecting the parking spaces and on-site buildings may be counted towards the total required number of landscaped islands, provided that all of the following is met.</i>	The linear raised sidewalk running east-west through the surface parking area is not intended to count toward the total required number of landscaped islands.	<b>N/A</b>
<i>D. Trees planted within required landscaped planter islands or the linear sidewalk shall be of a type and species identified by the City of Beaverton Street Tree List or an alternative approved by the City Arborist.</i>	The landscaped planter islands are planted with Frans Fontaine Pyramidal European Hornbeam and Musashino Zelkova trees, which are both identified by the City's Street Tree List.	<b>YES</b>
<b>60.05.20.6 Off-street parking frontages in Multiple Use zones</b>		
<i>A. Off-street surface parking areas shall be located to the rear or side of buildings. Surface parking areas located adjacent to public streets are limited to a maximum of:</i>	The subject site does not abut any Major Pedestrian Routes and does not include detached residences.	<b>N/A</b>
<b>60.05.20.7 Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones</b>		
<i>A. A sidewalk is required on all streets: Except where approved through Sidewalk Design Modification (40.58), the sidewalk shall be a minimum of 10 feet wide and provide an unobstructed path at least five feet wide.</i>	The sidewalks proposed on SW Park Way, SW Frontage Road, and SW Wilshire Street are at least 10 feet wide with unobstructed paths at least five feet wide.	<b>YES</b>
<i>B. A sidewalk or walkway internal to the site is required along building elevations that include a primary building entrance, multiple tenant entrances, or display windows. The sidewalk shall be a minimum of 10 feet wide, and provide an unobstructed path at least five feet wide at building entrances, and along elevations containing display windows. Sidewalks shall be paved with scored concrete or modular paving materials. If adjacent to parking areas, the sidewalk shall be separated from the parking by a raised curb.</i>	Due to the location of tuck-under parking, there are no building elevations internal to the site that include a primary building entrance.	<b>N/A</b>
<i>C. Residential development fronting common greens and shared courts and detached units fronting streets are exempt from these standards of 7.B above and are subject to the Engineering Design Manual.</i>	The proposal does not include common greens, shared courts, or detached residential units.	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.20.8 Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial, and Multiple Use zones</b>		
<i>A-B. Parking lot drive aisles that link public streets and/or private streets with parking stalls shall be designed as private streets consistent with the standard as described under Section 60.05.20.8.B, unless one of the following is met.</i>	The proposed parking lot drive aisles provide direct access to perpendicular parking stalls.	N/A
<b>60.05.20.9 Ground floor uses in parking structures</b>		
<i>A. Parking structures located on Major Pedestrian Routes shall incorporate one or more active retail or commercial uses other than parking at ground level along the entire portion of the structure fronting onto such routes.</i>	BDC Chapter 90 defines a parking structure as a covered structure or portion of a covered structure that provides two or more levels of parking for motor vehicles. The proposed tuck-under parking is only one level. Therefore, no parking structures are proposed.	N/A

**Table 8: Section 60.05.25 Landscape, Open Space, and Natural Area Design Standards**  
*Unless otherwise noted, all standards apply in all zoning districts.*

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.1 Minimum landscape requirements for residential developments consisting of two or three units of Attached Housing or Compact Detached Housing</b>		
<i>A. All areas of the lot not occupied by structures or pavement shall be landscaped as defined in Section 60.05.25.4.</i>	The proposal is a mixed-use development.	N/A
<b>60.05.25.2 Minimum landscape requirements for residential developments consisting of four to seven units of Attached Housing or Compact Detached Housing</b>		
<i>A-C. For Attached Dwellings, a minimum of 15% of the gross site area shall be landscaped as defined in Section 60.05.25.4.</i>	The proposal is a mixed-use development.	N/A
<b>60.05.25.3 Minimum landscape requirements for residential developments consisting of eight or more units of Attached Housing or Compact Detached Housing</b>		
<i>A-J. Common open space shall consist of active, passive, or both open space areas, and shall be provided as follows.</i>	The proposal is a mixed-use development.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.4 Additional minimum landscape requirements for Attached Housing and Compact Detached Housing</b>		
<i>A-F. All front yard areas and all required open space areas not occupied by structures, walkways, driveways, plazas, or parking spaces shall be landscaped.</i>	The proposal is a mixed-use development.	<b>N/A</b>
<b>60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed Use Developments</b>		
<p><i>A. A minimum portion of the total gross lot area shall be landscaped:</i></p> <p><i>2. All uses in Multiple Use districts, 10-percent.</i></p>	More than 10 percent of the proposed development is landscaped.	<b>YES</b>
<p><i>B. The following minimum planting requirements for required landscaped areas shall be complied with. These requirements shall be used to calculate the total number of trees and shrubs to be included within the required landscape area:</i></p> <p><i>1. One tree shall be provided for every 800 square feet of required landscaped area. Evergreen trees shall have a minimum planting height of six feet. Deciduous trees shall have a minimum caliper of 1.5 inches at time of planting.</i></p> <p><i>2. One evergreen shrubs having a minimum mature height of 48 inches shall be provided for every 400 square feet of required landscaped area.</i></p> <p><i>3. Live ground cover consisting of low-height plants or shrubs or grass shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs. Bare gravel, rock, bark, or other similar materials may be used, but are not a substitute for ground cover plantings and shall be limited to no more than 25 percent of the required landscape area.</i></p>	Twenty-nine trees and 58 evergreen shrubs are required. The applicant's landscape plan shows 39 trees and 481 evergreen shrubs. Live ground cover will be planted in the portion of the landscaped area not occupied by the trees and shrubs.	<b>YES</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.5 Minimum landscape requirements for non-residential developments and Mixed Use Developments (continued)</b>		
<p><i>C. A hard surface pedestrian plaza or combined hard surface and soft surface pedestrian plaza, if proposed, shall be counted towards meeting the minimum landscaping requirement, provided that the hard-surface portion of the plaza shall not exceed 25 percent of the minimum landscaping requirement for Conditional Uses in Residential districts, and shall be comprised of the following:</i></p> <ol style="list-style-type: none"> <li><i>1. Brick pavers, or stone, scored, or colored concrete; and,</i></li> <li><i>2. One tree having a minimum mature height of 20 feet for every 300 square feet of plaza square footage; and,</i></li> <li><i>3. Street furniture including but not limited to benches, tables, chairs and trash receptacles; and,</i></li> <li><i>4. Pedestrian scale lighting consistent with the City's Technical Lighting Standards.</i></li> </ol>	<p>Two hard surface pedestrian plazas are proposed along SW Park Way. The plazas are comprised of concrete pavers, pedestrian-scale lighting, benches, and other street furniture. The plazas are 1,556 square feet in area, which requires five trees. The applicant's landscape plan shows only two trees within the plaza areas. Staff recommends a condition of approval requiring the applicant to plant three more trees within the plaza areas to meet the minimum requirement.</p>	<b>YES w/ COA</b>
<p><i>D. All building elevations visible from and within 200 feet of a public street that do not have windows on the ground floor shall have landscaping along their foundation, which shall be counted toward the minimum landscape requirement.</i></p>	<p>The applicant has chosen to respond to corresponding Design Guidelines 60.05.45.3.A and E.</p>	<b>See Design Guideline Analysis</b>
<b>60.05.25.6 Common Greens</b>		
<p><i>The purpose of the following standards is to allow tracts designed to provide access for only pedestrians and bicycles to abutting properties.</i></p>	<p>The proposal does not include common greens.</p>	<b>N/A</b>
<b>60.05.25.7 Shared Courts</b>		
<p><i>The purpose of the shared court standards is to allow streets that accommodate pedestrians and vehicles within the same circulation area, while ensuring that all can use the area safely.</i></p>	<p>The proposal does not include shared courts.</p>	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.8 Retaining walls</b>		
<p><i>Retaining walls greater than six feet in height or longer than 50 lineal feet used in site landscaping or as an element of site design shall be architecturally treated with contrasting scoring, texture, pattern, off-set planes, or different applied materials, or any combination of the foregoing, and shall be incorporated into the overall landscape plan, or shall be screened by a landscape buffer. Materials used on retaining walls should be similar to materials used in other elements of the landscape plan or related buildings, or incorporate other landscape or decorative features exclusive of signs. If screening by a landscape buffer is utilized, a buffer width of at least five feet is required, landscaped to the B3 High Screen Buffer standards.</i></p>	<p>Retaining walls at the north end of the western edge and the west end of the southern edge of Building D exceed 50 feet in length and are architecturally treated with a contrasting scoring or patterned finish.</p>	<b>YES</b>
<b>60.05.25.9 Fences and walls</b>		
<p><i>A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, brick, or other durable materials.</i></p>	<p>Black metal fencing and gates are proposed.</p>	<b>YES</b>
<p><i>B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood, or other durable material. Slats may not be required when visibility into features such as open space, natural areas, parks, and similar areas is needed to assure visual security, or into on-site areas in Industrial zones that require visual surveillance.</i></p>	<p>The proposal does not include chain link fences.</p>	<b>N/A</b>
<p><i>C. Masonry walls shall be a minimum of six inches thick.</i></p>	<p>The proposal does not include masonry walls.</p>	<b>N/A</b>
<p><i>D. For manufacturing, assembly, fabricating, processing, packing, storage, and wholesale and distribution activities which are the principal use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.</i></p>	<p>The subject site is located in a Multiple Use zone.</p>	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.9 Fences and walls (continued)</b>		
<p><i>E. Fences and walls:</i></p> <p>1. <i>May not exceed three feet in height in a required front yard along streets, except required above ground stormwater facilities fencing which may be four feet in height in a required front yard and eight feet in all other locations.</i></p> <p>2. <i>May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.</i></p> <p>3. <i>For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, three feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building.</i></p>	<p>The proposal does not include fences or walls in a required front yard along streets or detached housing.</p>	<b>N/A</b>
<b>60.05.25.10 Minimize significant changes to existing on-site surface contours at residential property lines</b>		
<p><i>A. Where grading is proposed, the requirements listed in Section 60.15.10 shall apply:</i></p>	<p>The subject site does not abut any residentially zoned property.</p>	<b>N/A</b>
<p><i>B. Notwithstanding the requirements of subsection A. above, grading within 25 feet of a property line shall not change the existing slopes by more than 10 percent within a tree root zone of an identified significant grove or tree, or an identified historic tree located on an abutting property unless evidence provided by a certified arborist supports additional grading that will not harm the subject grove or tree.</i></p>	<p>The subject site does not abut any residentially zoned property.</p>	<b>N/A</b>
<b>60.05.25.11 Integrate water quality, quantity, or both facilities</b>		
<p><i>Non-vaulted surface stormwater detention and treatment facilities having a side slope greater than 2:1 shall not be located between a street and the front of an adjacent building.</i></p>	<p>No non-vaulted surface stormwater facilities will be located between the existing building and a street.</p>	<b>N/A</b>
<b>60.05.25.12 Natural areas</b>		
<p><i>Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees, and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements.</i></p>	<p>The subject site does not contain any City-adopted natural resource features.</p>	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.13 Landscape buffering and screening</b>		
<i>All new development and redevelopment in the City subject to Design Review shall comply with the landscape buffering requirements of Table 60.05-2 and the following standards.</i>	The subject site is zoned Station Community – Multiple Use (SC-MU), abuts SC-MU zoning to the west, and is across the street from Washington County Transit Oriented Business (TO:BUS) zoning to the north, TO:BUS zoning to the east, and TO:BUS and Transit-Oriented Residential 40-80 Units/Acre to the south. Per Beaverton Comprehensive Plan Table 1 in Section 1.5.2, the equivalent City zone to TO:BUS is SC-MU and the equivalent City zone to TO:R40-80 is Station Community – High-Density Residential (SC-HDR). Table 60.05.2 does not require any landscape buffers between an SC-MU zone and a SC-MU or SC-HDR zone.	<b>N/A</b>
<i>B. B1-Low screen buffer: This buffer is intended to provide a minimum amount of transitional screening between zones.</i>	No B1 low screen buffer is required or proposed.	<b>N/A</b>
<i>C. B2-Medium screen buffer: This buffer is intended to provide a moderate degree of transitional screening between zones.</i>	No B2 medium screen buffer is required or proposed.	<b>N/A</b>
<i>D. B3-High screen buffer: This buffer is intended to provide a high degree of visual screening between zones.</i>	No B3 high screen buffer is required or proposed.	<b>N/A</b>
<i>E. Changes to buffer widths and standards: Required buffer widths and buffer standards are the minimum requirements for buffering and screenings. Changes in buffer widths and standards shall be reviewed through the public hearing process, except for the following:</i>	No landscape buffers are required or proposed.	<b>N/A</b>
<i>F. Landscaping buffering installation: All required buffering shall be installed prior to occupancy permit issuance.</i>	No landscape buffers are required or proposed.	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.25.13 Landscape buffering and screening (continued)</b>		
<i>G. Pedestrian plazas in buffer areas: For non-residential development in non-residential zoning districts, in which the building is proposed to be placed at the required front yard buffer line, concrete or brick pavers shall be authorized in place of required live ground cover or bark or grass for the length of the building for the front yard area only, provided that required trees are still installed, the paved area is connected to the public sidewalk, and pedestrian amenities including but not limited to benches or tables are provided.</i>	No landscape buffers are required or proposed.	N/A
<b>60.05.25.14 Community Gardens</b>		
<i>A-C. Community Gardens shall have a fence constructed of durable materials commonly used in the construction of fencing.</i>	The proposal does not include any Community Gardens.	N/A

**Table 9: Section 60.05.30 Lighting Design Standards**

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.30.1 Adequate on-site lighting and minimal glare on adjoining properties</b>		
<i>A. Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.</i>	In Multiple Use zones, the minimum required internal illumination for multiple use developments that include residential uses is 0.7 foot-candle and the maximum permitted illumination at property lines is 0.5 foot-candle. As is demonstrated on the applicant's photometric plan, lighting is provided that meets the minimum internal illumination and that does not exceed the maximum permitted illumination at property lines. A condition of approval will ensure that the photometric plan is reviewed for consistency with the site plan at the time of site development review.	YES w/ COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD?
<b>60.05.30.1 Adequate on-site lighting and minimal glare on adjoining properties (continued)</b>		
<i>B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.</i>	Decorative area lighting is provided in vehicular circulation areas and pedestrian-scale decorative light columns are provided in pedestrian circulation areas.	<b>YES</b>
<i>C. Lighting shall be provided in pedestrian plazas, if any developed.</i>	Building-mounted lighting is utilized in the pedestrian plaza areas.	<b>YES</b>
<i>D. Lighting shall be provided at building entrances.</i>	Building-mounted lighting and recessed can lighting are provided at building entrances.	<b>YES</b>
<i>E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.</i>	Recessed can lighting at building entries are designed to minimize direct glare.	<b>YES</b>
<b>60.05.30.2 Pedestrian-scale on-site lighting</b>		
<p><i>A. Pole-mounted luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:</i></p> <p><i>1. 15 feet in height for on-site pedestrian paths of travel.</i></p> <p><i>3. 30 feet in height for on-site vehicular circulation areas in non-residential zoning districts.</i></p> <p><i>7. The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.</i></p>	The applicant has chosen to respond to corresponding Design Guidelines 60.05.50.1 through 4.	<b>See Design Guideline Analysis</b>
<b>60.05.30.2 Pedestrian-scale on-site lighting (continued)</b>		
<i>B. Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.</i>	Building-mounted luminaires are 10 to 15 feet above grade.	<b>YES</b>
<i>C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of 48 inches.</i>	The lighted bollards along the pedestrian path at the west lot line are three feet in height.	<b>YES</b>

## Design Guideline Analysis

In the following analysis, staff has only identified the Design Guidelines that are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

### **60.05.35. Building Design and Orientation Guidelines**

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

#### **Section 60.05.35.1 Building articulation and variety**

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

#### **FINDING:**

The applicant states that the development is designed with a European Farmhouse aesthetic. The four buildings utilize a common language that includes a mix of roof forms and exterior cladding materials to provide articulation and interest. This language helps break down individual building mass and overall scale of the development. A mix of traditional brick, contemporary metal siding, and cementitious lap and shingle siding provides permanence and wood-look siding, precast concrete accents, wood soffits, and decorative screens at grade bring the development down to a pedestrian scale along the sidewalks. Each of the four buildings is oriented to adjacent street frontages with a street-facing residential entry lobby. Each entry sits within a taller gabled vertical element and includes a full glass storefront system at the ground level with a metal canopy to emphasize the entry.

The north and east elevations and portions of the south and west elevations of Building A are within 200 feet and visible from SW Park Way, SW Frontage Road, and SW Wilshire Street. Portions of the south and west elevations of Building A are within 200 feet and visible from the internal surface parking area. The south, west, and east elevations of Building B are within 200 feet and visible from SW Wilshire Street. The north elevation of Building B is within 200 feet and visible from the internal surface parking area. The south elevation and portions of the north, west, and east elevations of Building C are within 200 feet and visible from SW Park Way and SW Wilshire Street. The portions of the north and east elevations of Building C are within 200 feet and visible from the internal surface parking area. The north, west, and east elevations of Building D are within 200 feet and visible from SW Park Way. The south elevation of Building D is within 200 feet and visible from the internal surface parking area. Windows with alternating mullion patterns and

changes in material type, each greater than 25 square feet, provide for highly articulated elevations. There are a variety of offset 19-inch and 24-inch exterior walls, glass storefronts and canopies at lobby entrances, and strategically placed balconies. The tuck-under parking is screened from adjacent right of ways by decorative metal screens spanning between brick pilasters.

Staff concurs that the building elevations visible from the adjacent streets and major parking area are articulated with architectural features and that undifferentiated blank walls are avoided.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

### **Section 60.05.35.3 Primary building entrances**

**Design Guideline 60.05.35.3.A:** *The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3)*

#### **FINDING:**

The applicant states that each of the four buildings have primary entrances that include canopies to provide weather protection for building users. The canopies at the primary entrances for Buildings C and D along SW Park Way are at least six feet wide and four feet deep and the canopies at the primary entrance to for Buildings A, B, and C along SW Wilshire Street are at least six feet wide and two feet deep. Additionally, there is a covered pedestrian plaza between the commercial and residential lobbies of Building D that connects the parking spaces intended to serve commercial customers with the public sidewalk network.

Staff concurs that the design of the buildings incorporates features to protect pedestrians from the rain and sun.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

**Design Guideline 60.05.35.3.B:** *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3)*

#### **FINDING:**

The applicant states that the development is designed with a European Farmhouse aesthetic. The four buildings utilize a common language that includes a mix of roof forms and exterior cladding materials to provide articulation and interest. This language helps break down individual building mass and overall scale of the development. A mix of

traditional brick, contemporary metal siding, and cementitious lap and shingle siding provides permanence and wood-look siding, precast concrete accents, wood soffits, and decorative screens at grade bring the development down to a pedestrian scale along the sidewalks. Each of the four buildings is oriented to adjacent street frontages with a street-facing residential entry lobby. Each entry sits within a taller gabled vertical element and includes a full glass storefront system at the ground level with a metal canopy to emphasize the entry.

Staff concurs that the primary building entrances are both attractive and functional and incorporate changes in mass, surface, or finish to emphasize the entrance.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

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

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

### **FINDING:**

The applicant has chosen to address this guideline because the proposal does not meet one aspect of Design Standard 60.05.15.6.C. Although each building subject to the street frontage standard is located no farther than 20 feet from the property line, the area between the building and property is not landscaped to standards found in Section 60.05.25.5.B, which requires trees to be planted in addition to shrubs and ground cover. The applicant does not propose trees between each building and street lot line due to spatial restrictions. However, because this guideline only addresses sites on Class 1 major Pedestrian Routes and the subject site does not abut any Major Pedestrian Routes, this guideline is not applicable to the proposal.

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

## **60.05.40. Circulation and Parking Design Guidelines**

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

### **Section 60.05.40.4 Street frontage and parking areas**

*Design Guideline 60.05.40.4: Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)*

## FINDING:

The applicant states that there are only two locations along the site's street frontages where surface parking directly abuts the street. There are six surface parking spaces between Buildings A and D along SW Park Way and four surface parking spaces between Buildings A and B along SW Wilshire Street. The rest of the parking spaces that directly abut the street are tuck-under parking spaces that are screened from view by decorative metal screening.

A combination of vegetation and metal screening is used to screen the 10 surface parking spaces from the public streets. The 30-inch-high evergreen hedge will provide 50 percent opacity within two years of planting. Ground cover plantings are proposed within the remaining landscaped area around the shrubs. The metal screen will be similar to the nearby screens used for the tuck-under parking and will rise to the height of the same datum line as the adjacent architectural façade panels.

Staff concurs that landscape and other screening is provided when the surface parking areas are located along public streets.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

## Section 60.05.40.5 Parking area landscaping

*Design Guideline 60.05.40.5: Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)*

## FINDING:

The applicant states that 13 planter islands are proposed within the internal surface parking area and that 12 of the 13 planter islands will contain a tree. One of the planter islands cannot accommodate a tree due to clearances and siting constraints for the electrical equipment located within that planter island. The constrained planter islands will still have shrubs and ground cover like the rest of the planter islands. Five additional trees are proposed within the internal surface parking area to mitigate for the missing planter island tree. The proposed trees are Frans Fontaine Pyramidal European Hornbeam and Musashino Zelkova trees, which are both identified by the City's Street Tree List and have mature heights of around 40 feet.

Staff concurs that landscape islands and a tree canopy are provided to minimize the visual impact of large parking areas.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

# 60.05.45. Landscape, Open Space, and Natural Areas Design Guidelines

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

## Section 60.05.45.3 Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones

*Design Guideline 60.05.45.3.A: Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D)*

### FINDING:

The applicant states that the site planting design creates a welcoming experience for pedestrian by framing seating nodes and pedestrian paths. People in vehicles circulating through and around the site will experience vibrant landscaping that softens the hard edges of the parking lot and buildings. Generous planting areas at building corners and vehicle gates create enhance gateways into the site. The site landscaping meets most of the corresponding design standard with two exceptions. First, trees are not provided between the street-facing building elevations and the street property lines due to spatial constraints and foundation plantings in the landscaped area along the western property line were moved further away from the Building C to better fit the intended use of the space.

In the SC-MU zoning district, there is no minimum setback from street lot lines and there is a maximum setback of 10 to 20 feet depending on the presence of ground floor residential units, so buildings are intended to be very close to adjacent streets. The distance between the street-facing building elevations and street lot lines on the subject site ranges from under three feet to about eight feet. If trees were planted in the narrow foundation landscaping areas, trees would likely grow into the building, obscure windows beginning on Level 2, and crash against the building in windstorms. The foundation plantings will consist of evergreen shrubs at least two feet high planted every three feet and live ground cover. Street trees are proposed to be planted in tree wells in the sidewalk corridors of SW Park Way and SW Wilshire Street at an average spacing of 30 feet on center.

The landscaping proposed in the area between Building C and the west property line includes one tree every 20 feet on center, evergreen shrubs, and live ground cover. The trees proposed to be planted in the north half of this area are Eastern Redbuds and the trees proposed to be planted in the south half of this area are Galaxy Magnolias. Rather than planting the trees and shrubs along the foundation of Building C, the applicant instead proposes to plant the trees and shrubs along the property line so that they provide screen

views of the blank walls of the adjacent building and the surface parking area to the west from people using the new north-south pedestrian and bicycle accessway, creating a more welcoming and park-like experience for visitors to the site.

Staff concurs that landscaping softens the edges of buildings and parking areas, adds aesthetic interest, and increases the attractiveness of the development and its surroundings.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

**Design Guideline 60.05.45.3.E:** *A diversity of tree and shrub species should be provided in required landscape areas. (Standard 60.05.25.5)*

#### **FINDING:**

The applicant states that a diverse selection of native and adapted tree, shrub, and groundcover species are proposed to be planted on the site. The 39 proposed trees are composed of five different species including birch, hornbeam, redbud, magnolia, and zelkova. Nine shrub species and seven species of live ground cover are also proposed. The applicant states that the plants were chosen to maximize species diversity and long-term durability. Evergreen shrubs and ground cover species were chosen to create year-round visual interest. Tree species are grouped together in clusters to provide an aesthetic identity to different areas of the site.

Staff concurs that a diversity of tree and shrub species are provided in required landscaped areas.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

## **60.05.50.                      *Lighting Design Guidelines***

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

### **Section 60.05.50. Lighting design guidelines**

**Design Guideline 60.05.50.1:** *Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted, and bollard luminaires. (Standards 60.05.30.1 and 2)*

#### **FINDING:**

The applicant states that as required by the Technical Lighting Standards, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks, and building entrances are lighted to the minimum internal illumination level of 0.7 foot-candles to maximize safety within the development. Pole-mounted luminaires light all vehicle maneuvering and

parking areas. A combination of pole-mounted and bollard luminaires provide lighting for pedestrian pathways and plazas. Canopy lighting is provided for the tuck-under parking areas. Lighting at building entrances includes both wall-mounted luminaires and recessed canopy lighting.

Staff concurs that lighting is utilized to maximize safety within the development through the strategic placement of pole-mounted, non-pole mounted, and bollard luminaires.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

***Design Guideline 60.05.50.2:*** *Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Standard 60.05.30.2)*

#### **FINDING:**

The applicant states that a consistent model of pole-mounted, bollard, and wall-mounted lighting will be used throughout the site to provide pedestrian scale lighting that is an integral part of the project's design. The pole-mounted lights proposed along the east-west pedestrian pathway through the surface parking lot are 10-foot-high light columns. The bollard lights proposed along the north-south pedestrian and bicycle accessway are three feet high and shielded so that light will not spill over onto the abutting property to the west. The wall-mounted lights proposed at building entrances are mounted 10 or 15 feet above grade and are designed to fit with the building architecture and style,

Staff concurs that pedestrian scale lighting is an integral part of the design concept and that pole-mounted lighting is consistent and wall-mounted lighting is architecturally appropriate.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

***Design Guideline 60.05.50.3:*** *Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Standards 60.05.30.1 and 2)*

#### **FINDING:**

The applicant states that the proposed lighting minimizes direct and indirect glare impacts to adjacent properties and streets. As illustrated in the applicant's lighting cutsheets, the proposed lighting incorporates lens shields and other measures so that the light source will not be visible from adjacent properties and streets. Further, as demonstrated on the

applicant's photometric plan, lighting is provided that does not exceed the maximum permitted illumination at property lines per the Technical Lighting Standards.

Staff concurs that lighting minimizes direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating measures to screen the view of light sources from residences and streets.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

***Design Guideline 60.05.50.4:*** *On-Site lighting should comply with the City's Technical Lighting Standards. Where the proposal does not comply with Technical Lighting standards, the applicant should describe the unique circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary. (Standards 60.05.30.1 and 2.)*

## **FINDING:**

In Multiple Use zones, the minimum required internal illumination for multiple use developments that include residential uses is 0.7 foot-candle and the maximum permitted illumination at property lines is 0.5 foot-candle. As is demonstrated on the applicant's photometric plan, lighting is provided that meets the minimum internal illumination and that does not exceed the maximum permitted illumination at property lines.

The applicant's proposed lighting meets all aspects of the Technical Lighting Standards except for one provision. In Table 60.05.1, the minimum required internal illumination for multiple use developments that include residential uses is only included for luminaires with total cutoff of light at an angle less than 90 degrees. No illumination level is included for luminaires with total cutoff of light at an angle greater than 90 degrees. Per BDC Section 10.20.4, proposals for uses where the Code is silent or where the rules of the Code do not provide a basis for concluding that the use is allowed are prohibited. Therefore, it is interpreted that the Technical Lighting Standards prohibit the use of luminaires with total cutoff of light at an angle greater than 90 degrees for multiple use developments that include residential uses in Multiple Use zoning districts.

The applicant proposes to use light column pole type luminaires, which have a total cutoff of light at an angle greater than 90 degrees and thus does not comply with one provision of the Technical Lighting Standards. The applicant states that compliance with this provision is unnecessary due to where the light columns are proposed within the project and the purpose they serve. The light columns are proposed to be installed along the east-west pedestrian pathway through the internal surface parking lot, an area that is visibly screened from adjacent property and streets by the buildings. The light columns were selected to assist in wayfinding within the large internal surface parking lot, with the top portion of the column being illuminated to provide a nighttime visual indicator of the location of the path. They will illuminate people and other objects along the pathway and not create objectionable glare due to the low mounting height of 10 feet. Frosted lenses will obstruct direct view of the light sources and the lenses have large surface areas, which significantly reduces surface brightness.

Staff concurs that the aside from the proposed light columns, the on-site lighting complies with the City's Technical Lighting Standards, and that compliance with the Technical Lighting Standards is unnecessary for the light columns due to their location and purpose within the design of the site.

**Conclusion:** Therefore, staff finds that the proposal meets the Design Guideline.

# Attachment C: LD2022-0015 Replat One

## ANALYSIS AND FINDINGS FOR REPLAT ONE APPROVAL

**Recommendation:** Based on the facts and findings presented below, staff recommends **APPROVAL** of **LD2022-0015**, subject to the conditions of approval in Attachment D.

### Section 40.45.05 Purpose:

*The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of the boundaries of land within the City of Beaverton. This Section is carried out by the approval criteria listed herein.*

### Planning Commission Standards for Approval:

Section 40.45.15.2.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Replat One applications. The Commission will determine whether the application as presented, meets the Replat One approval criteria. In this attachment to the staff report, staff evaluates the application in accordance with the approval criteria for Replat One applications.

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

#### Section 40.45.15.2.C.1

**Approval Criterion:** *The application satisfies the threshold requirements for a Replat One.*

#### FINDING:

The applicant proposes to redevelop one parcel of land that has never been part of a plat, which meets threshold:

- 2. The creation of a plat for land that has never been part of a previously recorded plat where no new lots or parcels are proposed.*

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

#### Section 40.45.15.2.C.2

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

**FINDING:**

The City of Beaverton received the appropriate fee for a Replat One application.

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

**Section 40.45.15.2.C.3**

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

**FINDING:**

City staff has found no existing City approvals with which the proposed Replat would conflict.

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

**Section 40.45.15.2.C.4**

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

**FINDING:**

Oversized lots are defined by the Beaverton Development Code as lots that are greater than twice the minimum lot size allowed by the subject zoning district. The subject site is zoned Station Community – Multiple Use (SC-MU), a zoning district that does not have a minimum or maximum lot size. As such, the applicant does not propose any oversized lots.

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

**Section 40.45.15.2.C.5**

**Approval Criterion:** *Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following:*

- a. *Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,*

- b. *Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where a street is proposed, provides a standard street cross section with sidewalks.*

**FINDING:**

The applicant does not propose applying the lot averaging standards.

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

### **Section 40.45.15.2.C.6**

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

**FINDING:**

The applicant does not propose applying the lot averaging standards.

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

### **Section 40.45.15.2.C.7**

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

**FINDING:**

The applicant is not proposing phased development.

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

### **Section 40.45.15.2.C.8**

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

**FINDING:**

The applicant states that the proposal will not eliminate pedestrian, utility service, or vehicle access to the subject site. As part of the concurrently reviewed Design Review Three application, the applicant is proposing to completely redevelop the site, including new pedestrian utility service and vehicle access.

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

## **Section 40.45.15.2.C.9**

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

### **FINDING:**

The lot will only have one zoning designation, Station Community – Multiple Use (SC-MU).

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

## **Section 40.45.15.2.C.10**

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

### **FINDING:**

The applicant has submitted this Replat One application with associated Design Review Three (DR2022-0030) application. No other applications are required of the applicant at this stage of City review.

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

## **Conclusion and Recommendation**

Based on the facts and findings presented above, staff recommends **APPROVAL** of **LD2022-0015**, subject to the conditions of approval in Attachment D.

# Attachment D: Conditions of Approval

**Application:** Cedar Hills Apartments

**Recommendation:** APPROVE DR2022-0030 / LD2022-0015

**Finding:** Staff finds that the proposal complies with all approval criteria and therefore, staff recommends that the decision-making authority in approving the proposal, adopt the following conditions of approval:

## Design Review Three (DR2022-0030)

### A. General Conditions:

1. The applicant shall ensure that the Replat One (LD2022-0015) application has been approved and is consistent with the submitted plans. (Planning/LR)

### B. Prior to site development permit issuance, the applicant shall:

2. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div. / SAS)
3. Retain a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / SAS)
4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div. / SAS)
5. Guarantee all City-owned and maintained public improvements, grading, storm water management facilities, and driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div. / SAS)

6. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within and/or construction access to the County right of way. (Site Development Div. / SAS)
7. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation for work within and/or construction access to ODOT right of way. (Site Development Div. / SAS)
8. Submit a geotechnical and, if needed, environmental report with the site development permit application for review and approval. (Site Development Div. / SAS)
9. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District (TVWD) for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div. / SAS)
10. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. These submittals will go to City for processing to Clean Water Services. (Site Development Div. / SAS)
11. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the standard plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (Site Development Div. / SAS)
12. Provide construction plans and a drainage report demonstrating compliance with City surface water management requirements per City 2019 Engineering Design Manual, Resolution 4542, Section 530; and with CWS Resolution and Order 2019-22 for quantity control for conveyance capacity, hydromodification, and quality treatment. Fee-in-lieu can be requested if development meets criteria set forth in City EDM Sections 190, table 530.1, and 530.1.A.4 and CWS Design & Construction Standards Section 4.03.7.a and 4.04.2.a. (Site Development Div. / SAS)
13. Provide a drainage analysis of the subject site prepared by a professional engineer meeting the standards set by the City. The analysis shall identify all contributing drainage areas and plumbing systems for this project with the site development permit application. The analysis shall also delineate all areas for this project that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. (Site Development Div. / SAS)
14. Submit a grading plan showing building pad elevation and minimum finished floor elevation (FFE). Pad elevation shall be at least one foot higher and FFE shall be at least three feet higher than the 100 year/emergency overflow of the storm water management facility. (Site Development Div. / SAS)

15. Meet provisions of Beaverton Code 9.05.110 and 9.05.115 for any changes to approved grading. No grading can occur within 10 feet of a property line or half the height of the vertical embankment created, whichever is greater. This applies to all exterior property boundaries of the proposed project. (Site Development Div. / SAS)
16. Provide plans showing a proprietary stormwater treatment system for treatment of the site's piped surface water runoff. Plans shall also show a trash capture water quality pre-treatment unit located directly upstream from any proprietary stormwater treatment system vaults or manholes. Plans shall also show a high flow bypass system to bypass surface water runoff high flows. (Site Development Div. / SAS)
17. Pay any required stormwater system development charges (stormwater quality, quantity, hydromodification, and overall system conveyance) for the new impervious area proposed. (Site Development Div. / SAS)
18. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div. / SAS)
19. Submit to the City a Stormwater Management Worksheet for the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. Any home demolition is credited at one equivalent surface unit (2,640 square feet). The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div. / SAS)
20. Provide plans for the placement of underground utility lines for services to the proposed new building sites. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div. / SAS)
21. Submit plans that show access for a maintenance vehicle within 9 feet from the front, or within 19 feet from the side, of a vehicle to all control structures unless otherwise specifically approved by the City Engineer. (Site Development Div. / SAS)
22. When required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. If private sewer systems crossing lot lines and within a private easement are proposed, please submit plumbing permit application

to the Building Division. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div./SAS)

23. Submit ODOT ADA curb ramp design checklist and standard detail DET1720 and DET1721 showing level of design detail for every public sidewalk ramp proposed with this development. Maximum designed ramp slope shall be 7.5%, and maximum designed cross slope, flat landing, or turning space shall be 1.5%. Two directional ADA ramps shall be provided at all corners of all intersections, regardless of curb type. See ODOT standard drawings RD754, RD155, RD756, RD757, RD758 and RD759 for ramp details. (Site Development Div. / SAS)
24. Record with Washington County dedication of an additional 12 feet of right of way to meet 40 feet from the centerline of SW Wilshire Street in order to accommodate both Washington County's and THPRD's required cross-section and frontage improvements completely within the right of way. (Transportation / KM and Washington County / NV)
25. Submit to Washington County a request for a Facility Permit for all public improvements on SW Wilshire Street, per the instructions in the County's August 31, 2022, letter, and provide plans demonstrating that the required 12-foot right of way dedication and required frontage improvements along the site's frontage of SW Wilshire Street can be accommodated on the site. (Transportation / KM and Washington County / NV)
  - a. The following frontage improvements are required to be constructed: 14-foot combined trail and sidewalk with four-foot tree wells for street trees, street signage, curb/gutter, eight-foot parking spaces, six-foot bike lane, and one travel lane in each direction. Street lighting shall be installed to City standards. Note: Use County root barrier detail for tree installation and show the limits of ODOT right of way.
  - b. Provide truck turning templates for the largest truck accessing the site and include preliminary sight distance certification for the private access on SW Wilshire Street. Gated access requires County Engineer's approval.
  - c. Close all accesses on SW Wilshire Street that are not approved with this development application.
  - d. Show any street furniture or other improvements proposed within the SW Wilshire Street right of way.
  - e. Show any LIDA facilities proposed within the SW Wilshire Street right of way with 10-foot sidewalk where required.
26. Provide revised site plans demonstrating how the proposed cross-section along the subject site's frontage of SW Wilshire Street transitions to the existing cross-section

to the west of the site, with the required street improvements in a manner that meets Washington County's standards. (BDC 60.55.10) (Transportation / KM)

27. Record with Washington County dedication of an additional 17.5 feet of right of way to meet 42.5 feet from the centerline of SW Park Way. (Transportation / KM and Washington County / NV)
28. Submit to Washington County a request for a Facility Permit for all public improvements on SW Park Way, per the instructions in the County's August 13, 2022, letter, and provide plans demonstrating that the required 17.5-foot right of way dedication and required frontage improvements along the site's frontage of SW Park Way can be accommodated on the site. (Transportation / KM and Washington County / NV)
  - a. The following frontage improvements are required to be constructed: 10-foot curb-tight sidewalk with four-foot tree wells for street trees, street signage, street lighting, curb/gutter, eight-foot parking spaces (south side only), seven-foot bike lane (five feet plus two-foot buffer), and one travel lane in each direction with a continuous center turn lane. Striping for a three-lane Collector to the intersection of SW Park Way and SW Marlow Avenue, including a five-foot bike lane on the north side as shown on Sheet C105 of the applicant's plans, is required. Note: Use County root barrier detail for tree installation and show the limits of ODOT right of way.
  - b. Obtain approval by the County Engineer for the private access on SW Park Way. Provide truck turning templates for the largest truck accessing the site and include preliminary sight distance certification.
  - c. Install wayfinding signage from the site to and from SW Park Way and Tri-Met's Sylvan Bridge to County standards.
  - d. Restripe the intersection of SW Park Way and SW Marlow Avenue per the County Engineer.
  - e. Close all accesses on SW Park Way that are not approved with this development application.
  - f. Show bus stops, street furniture, and any other improvements proposed within the SW Park Way right of way.
  - g. Show any LIDA facilities proposed within the SW Park Way right of way with six-foot sidewalk where required.
29. Provide revised site plans demonstrating how the proposed frontage improvements along the subject site's frontage of SW Park Way transition to the existing frontage improvements to the west of the site, with the required street improvements in a

manner that meets Washington County's standards. (BDC 60.55.10) (Transportation / KM)

30. Deed approximately 8.5 feet to 11.5 feet of right of way to the Oregon Department of Transportation (ODOT) along the site's frontage to SW Frontage Road as necessary to accommodate the planned 50-foot cross-section. The deeded right of way shall be sufficient for the required one-foot buffer back of sidewalk, 12-foot shared bike and pedestrian sidewalk, five-foot landscape strip without trees, six-inch curb, one-foot shy, and 12-foot travel lane plus the existing 12-foot northbound travel lane and one-foot shy, existing six-inch curb, and existing five-foot sidewalk. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT shall provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department. Note: it may take up to three months to transfer ownership of property to ODOT (Transportation / KM and ODOT / MD)
31. Submit plans demonstrating that the required right of way donation of approximately 8.5 feet to 11.5 feet and required frontage improvements along the site's frontage of SW Frontage Road can be accommodated on the site. The following frontage improvements are required to be consistent with the Oregon Department of Transportation's Highway Design Manual: one-foot buffer back of sidewalk, 12-foot shared bike and pedestrian sidewalk, five-foot landscape strip without trees, six-inch curb, one-foot shy, and 12-foot travel lane. (Transportation/KM and ODOT/MD)
32. Demonstrate compliance with the following Tualatin Hills Park and Recreation District (THPRD) conditions for the Combined Trail and Sidewalk along SW Wilshire Street. (Transportation / KM)
  - a. Include contextual information on the plan set and a brief narrative that clearly identifies the proposed community trail route (identified community trail) along the development frontage. Portions of the development frontage that are not part of the trail route are not subject to THPRD standards.
  - b. Ensure the identified community trail has continuous, unobstructed 10-foot clear width along the community trail route with two feet of horizontal clearance from all buildings and 10 feet of vertical clearance per the Combined Trail and Sidewalk design standards found within Trails Functional Plan (TFP) Table 4B. No planters, LIDA facilities, tree wells, utilities, handrails, steps, or other obstructions may be allowed within the 10-foot-wide designated trail corridor.
  - c. Provide a public right of way dedication as needed to include the entire 10-foot width of the identified community trail.

- d. Ensure the identified community trail meets Americans with Disabilities Act (ADA) and Americans with Disabilities Act Accessibility Guidelines (ADAAG) for trails and outdoor recreational access routes per TFP Section 4.4.
  - e. Consider applicable Manual of Uniform Traffic Control Devices (MUTCD) and utility local and maintenance standards per TFP Sections 4.5.3 and 4.5.4.
  - f. Ensure the identified community trail complies with trail surfacing standards found in TFP Section 4.6.
  - g. Consider incorporating wayfinding signage along the identified community trail per TFP Section 4.7.3.
  - h. Ensure the identified community trail incorporates adequate sight distances per TFP Section 4.10.3.
  - i. Consider THPRD maintenance operations standards per TFP Section 4.11 in addition to ensuring design of the identified community trail complies with City of Beaverton right of way maintenance standards.
33. Provide revised site plans showing the locations and designs for curb ramps at all intersections adjacent to the subject site. All curb ramps shall be compliant with the Americans with Disabilities Act. (BDC 60.55.10 and 25) (Transportation / KM)
  34. Provide written comments from Tri-Met demonstrating that the relocated bus stop facilities along the site's frontage of SW Park Way meet the agency's standards. (BDC 60.55.10 and 40) (Transportation / KM)
  35. Submit detailed plans for the relocated bus stop along the site's frontage of SW Park Way demonstrating that the standards within BDC 60.55.40 Transit Facilities are met. (BDC 40.03.1 and 60.55.40) (Transportation / KM)
  36. Submit site plans demonstrating that the proposed landscape plantings within the vision clearance triangle meet the requirements as described in Engineering Design Manual Section 210.18. (BDC 40.03.1 and 60.55.30) (Transportation / KM)
  37. Provide plans demonstrating that signage will be installed that indicates that the parking spaces that serve the commercial uses located under Building D are not for resident parking. (Planning / LR)
  38. Submit plans demonstrating compliance with the City's minimum standards for short-term bicycle parking (BDC 60.30.2.B and EDM Section 340). (Planning / LR)
  39. Submit plans demonstrating compliance with the City's minimum standards for long-term bicycle parking (BDC 60.30.2.B and EDM Section 340). (Planning / LR)

40. Submit landscape plans demonstrating that enough replacement Landscape Trees will be planted to mitigate for the 122 linear inches DBH of existing Landscape Trees that is proposed to be removed from the site. (Planning / LR)
41. Submit landscape plans demonstrating that one tree having a minimum mature height of 20 feet is provided for every 300 square feet of pedestrian plaza square footage for those plazas that are being counted towards meeting the minimum landscaping requirement. (Planning / LR)
42. Submit a photometric plan demonstrating that the City's Technical Lighting Standards are met, unless modified by this approval, and that the photometric plan is consistent with the site plan. (Planning / LR)

**C. Prior to building permit issuance, the applicant shall:**

43. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / SAS)
44. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div. / SAS)

**D. Prior to final permit inspection or occupancy permit issuance of any building permit, the applicant shall:**

45. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div. / SAS)
46. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / SAS)
47. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div. / SAS)
48. Install or replace, to City specifications, all sidewalks that are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / SAS)
49. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div. / SAS)

50. Submit to the City a copy of Washington County's acceptance of the constructed roadway improvements required in County's August 31, 2022, letter, including final sight distance certification and dedication of right of way. (Transportation / KM)
51. Install signage indicating that the parking spaces that serve the commercial uses located under Building D are not for resident parking. (Planning / LR)

**E. Prior to release of performance security, the applicant shall:**

52. Have completed the site development improvements and verify that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. The project shall meet all outstanding conditions of approval as determined by the City. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div. / SAS)
53. Submit any required easements, executed and ready for recording, to the City. The City will require approval of legal description and form prior to execution. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div. / SAS)
54. Provide a post-construction cleaning, system maintenance, and any proprietary stormwater treatment system recharge/replacement servicing report per manufacturer's recommendations for the site's proprietary stormwater treatment systems by a qualified maintenance provider as determined by the City Engineer. Additional service report will be required per maintenance schedule and until the maintenance and planting period is complete. (Site Development Div. / SAS)
55. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation as shown on the approved plan within the stormwater management facility as determined by the City Engineer. If the plants are not well established (as determined by the City) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City prior to release of the security. (Site Development Div. / SAS)
56. Provide a 2-year Maintenance Security at 25 percent of the cost to construct City-owned and maintained public improvements, grading, stormwater management facilities, and driveway paving. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount. It will run concurrently with the performance security of the plant establishment and is released 2 years

after project acceptance following the correction of any identified defects. (Site Development Div. / SAS)

## Replat One (LD2022-0015)

### **A. Prior to approval of the final plat, the applicant shall:**

1. Have verified to the satisfaction of the City Engineer that the location and width of all existing and proposed rights of way and easements are adequate, that each parcel and tract has proper access provisions, and that each parcel and tract has adequate public utility service provision/availability per adopted City standards and requirements. (Site Development Div. / SAS)
2. Have commenced construction of the site development improvements to provide minimum critical public services to each proposed lot (access graded, cored, and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div. / SAS)
3. Show granting of any required on-site easements on the plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div. / SAS)