Staff Report

STAFF REPORT DATE:	October 16, 2019
HEARING DATE:	October 23, 2019
TO:	Interested Parties
FROM:	Lauren Russell, AICP, Associate Planner
PROPOSAL:	**Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment** **DR2019-0110 / LD2019-0026 / PD2019-0002 / TA2019-0001**
LOCATION:	The Cedar Hills Shopping Center site is located at 10100, 10270, and 10330 SW Park Way, specifically identified as Tax Lots 2700, 2800, and 2900 on Washington County Tax Assessor's Map 1S102CC.
ZONING / NAC:	SC-MU, Station Community – Multiple Use District / Central Beaverton NAC
SUMMARY:	The applicant, Urban Form Development Co., requests approval of the following land use applications for the redevelopment of the Cedar Hills Shopping Center: Design Review Three approval to construct six new buildings with approximately 56,388 square feet of ground floor commercial space, 509 residential units, and 576 on-site parking spaces; a Preliminary Partition to create two lots and a tract for common facilities; and Parking Determination for Shared Parking approval to locate the required parking spaces on multiple properties: the two lots and tract that will be created by the Preliminary Partition. The applicant also proposes to amend the Beaverton Development Code (BDC) to add two new footnotes to the Multiple Use Districts' Site Development Standards found in BDC Section 20.20.15 for the Station Community – Multiple Use (SC-MU) zoning designation. These footnotes would increase the allowed Maximum Floor Area Ratio from 1.00 to 2.00 and increase the allowed Maximum Building Height

	from 60 feet to 100 feet for the SC-MU zone within 1,320 feet (approximately one-quarter mile) of a Light Rail Transit station platform.
PROPERTY OWNERS:	Cedar Hills II LLC 10180 SW Park Way Portland, Oregon 97225 Cedar Hills Shopping Center LLC 10180 SW Park Way Portland, OR 97225 Quick Signs Inc by Nita M Shah 18604 NW 64th Ave Ridgefield, WA 98642
APPLICANT:	UrbanForm Development 703 Broadway St Suite #510 Vancouver, WA 98660
APPLICANT'S REPRESENTATIVE:	Pacific Community Design, Inc. Stacy Connery 12564 SW Main St Tigard, OR 97223
DECISION:	**RECOMMENDATION OF APPROVAL of Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment** **DR2019-0110 / LD2019-0026 / PD2019-0002 / TA2019-0001**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	120-Day*	365-Day**
DR2019-0110	July 24, 2019	September 4, 2019	January 2, 2020	September 3, 2020
LD2019-0026	September 18, 2019	September 18, 2019	January 16, 2020	September 17, 2020
PD2019-0002	July 24, 2019	September 4, 2019	January 2, 2020	September 3, 2020
TA2019-0001	July 24, 2019	September 4, 2019	N/A***	N/A***

* Pursuant to Section 50.25.8 of the Development Code, this is the latest date, without a continuance, by which a final written decision on the proposal can be made.

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*** The 120-day period does not apply to Text Amendments.

Existing Conditions Table

Zoning	SC-MU, Station Community – Multiple Use District	
Current Development	The existing Cedar Hills Shopping Center consists of 113,361 square feet of commercial space and a large surface parking lot.	
Site Size & Location	Tax lots 2800 and 2900, the shopping center properties, are approximately 7.904 acres. Tax lot 2700, the vacant gas station property, is approximately 0.20 acres. The site is located southwest of the US 26 and OR 217 interchange, at the southeast corner of the intersection of SW Park Way and SW Marlow Avenue	
NAC	Central Beaverton	
Surrounding Uses	**Zoning:** North: Washington County TO:BUS	**Uses:** North: Medical Office, Commercial
	South: Washington County TO:R40-80	South: Multifamily Residential
	East: Washington County TO:BUS	East: Medical and General Office
	West: Washington County TO:BUS	West: Medical and General Office

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Attachment B:	**DR2019-0110 Design Review Three**	DR1 – DR32
Attachment C:	**LD2019-0026 Preliminary Partition**	LD1 – LD4
Attachment D:	**PD2019-0002 Parking Determination**	PD1 – PD5
Attachment E:	**TA2019-0001 Text Amendment**	TA1 – TA16
Attachment F:	**Conditions of Approval**	COA1 – COA13

Exhibits

Exhibit 1. Materials Submitted by Staff

Exhibit 1.1 Zoning and Vicinity Map (page SR-5 of this report)

Exhibit 1.2 Aerial Map (page SR-6 of this report)

Exhibit 2. Public Comment

Exhibit 2.1 Email from CJ Shumate, received August 6, 2019

Exhibit 2.2 Email from Christina Stimpson, received September 25, 2019

Exhibit 2.3 Email from Ted Radzwillowicz, received September 25, 2019

Exhibit 2.4 Email from Troy Stevens, received September 29, 2019

Exhibit 2.5.1 Letter from Holly Van Houten, received October 1, 2019

Exhibit 2.5.2 Follow-up Email from Holly Van Houten, received October 4, 2019

Exhibit 2.6 Letter from Annalisa Paul, received October 1, 2019

Exhibit 2.7 Letter from Mitchell and Patricia Satter, received October 9, 2019

Exhibit 2.8 Letter from John Duncan, received October 10, 2019

Exhibit 2.9 Letter from Chuck and Lynetta Weswig, received October 14, 2019

Exhibit 2.10 Letter from Patty Jones, received October 15, 2019

Exhibit 3. Materials Submitted by the Applicant

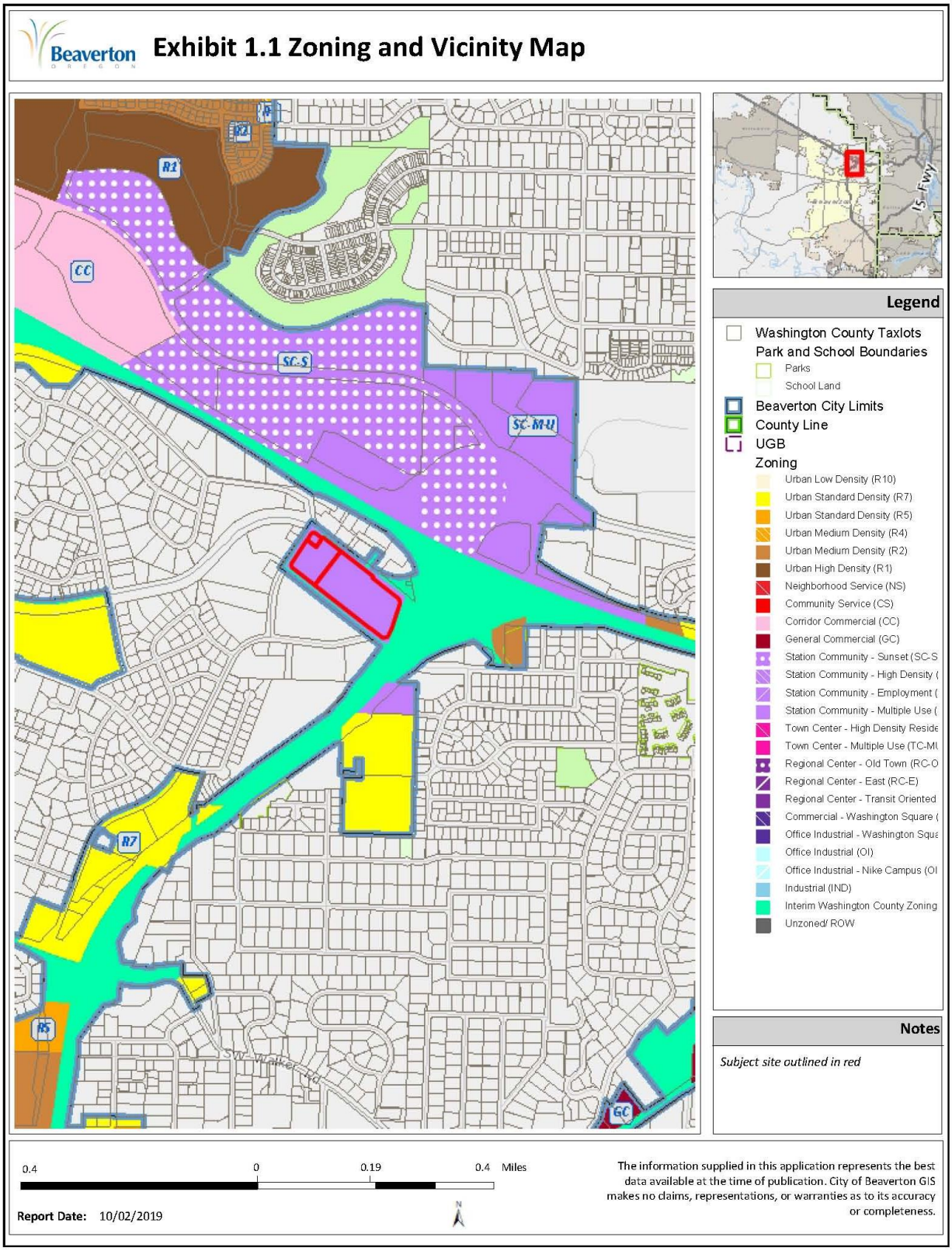
Exhibit 3.1 Submittal Package

Exhibit 4. Agency Comment

Exhibit 4.1 Oregon Department of Transportation, dated October 4, 2019

Exhibit 4.2 Washington County, dated Oregon 4, 2019

Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment
DR2019-0110 / LD2019-0026 / PD2019-0002 / TA2019-0001



Beaverton OREGON

Exhibit 1.2 Aerial Map

Legend

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

Notes

Subject site outlined in red

0.4 0 0.19 0.4 Miles

Report Date: 10/02/2019

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.

PUBLIC COMMENT RESPONSE

Staff has identified the following as themes or issues raised in public testimony and addresses those, herein, and/or refers to the portion(s) of the staff report and record in which those issues are addressed.

Procedure

Public testimony received by Holly Van Houten raised a concern that notice was not given to residents of unincorporated Washington County who would be impacted. The City followed the noticing procedures of the Beaverton Development Code (BDC) in relation to the Type 3 applications processed. BDC Section 50.45.2 requires written notice to be mailed to owners of property within 500 feet of the subject property and to the Neighborhood Association Committee (NAC) Chair in which the subject property is located and to any other NAC Chair whose boundaries are within 500 feet of the subject property. Staff notes that the address provided by Ms. Van Houten is located outside the 500-foot notice buffer and therefore would not have received a directly mailed notice but would have access to notice of the project through other means such as the on-site posted notice board, publication in the newspaper, and notice posted on the City's website or in City Hall. Staff can find no evidence of a procedural error in relation to noticing.

Height and Floor Area Ratio Text Amendment

Several of the community members that provided written testimony oppose the proposed increases to height and floor area ratio for SC-MU parcels within one-quarter mile of Light Rail Transit station platforms. Staff analyzes the Text Amendment proposal against the Text Amendment approval criteria in Attachment E of this report.

Shared Parking and Parking Reductions

Several of the community members that provided written testimony opposed the Parking Determination for Shared Parking proposal that was included in the notices of proposal. At that time, the development was only providing 566 on-site parking spaces instead of the required 576 spaces. Since then, the applicant has revised the design to add ten more spaces to the site, so the development now meets the minimum parking requirement of 576 spaces. Although the parking requirement is met, a Parking Determination for Shared Parking application is still required because proposed development will have parking on multiple properties: Buildings 1, 2, and 3 will be on Parcel 1; Buildings 4, 5, and 6 will be on Parcel 2; and the required parking spaces for the uses located within the six buildings will be on Parcel 1, Parcel 2, and Tract A. The Shared Parking application, as revised, will ensure that access is maintained between the property that has the use and the properties that provide the parking spaces for that use.

Several of the community members that provided written testimony stated that this development should not be eligible for the parking reductions for the provision of a pedestrian plaza and the substitution of covered long-term bicycle parking spaces. The

applicant has provided a Traffic Impact Analysis (Exhibit G) and Shared Parking Memo (Exhibit H) that demonstrate that the parking demand can be accommodated on the site with the parking reductions in place. Staff reviews the reductions in greater detail in Attachment A of this report.

Traffic Generation and Safety in the Rights-of-Way

Several of the community members that provided testimony raised concerns about possible traffic impacts and made specific requests for improvements at the intersections adjacent to the subject site. The applicant has provided a Traffic Impact Analysis (TIA) prepared by a registered traffic engineer. The TIA was reviewed and accepted by staff from the City of Beaverton, Washington County, and the Oregon Department of Transportation. Staff reviews the TIA, including its recommendations to mitigate for potential issues, in Attachment A of this report.

Livability Issues

Several of the community members that provided testimony raised concerns broadly related to livability such as what businesses should be located in the proposed development, maintaining the existing sign for community character, and childcare needs. The subject site is zoned Station Community – Multiple Use (SC-MU), which is a zoning district that allows a variety of uses. The Beaverton Development Code does not require that a certain use be proposed on a property or that the applicant either keep or relocate the existing sign. Regarding the sign, signs are not reviewed with Design Review applications. Sign Permit applications are reviewed pursuant to the sign regulations in BDC 60.40.

FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS

Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment
APPROVAL of DR2019-0110 / LD2019-0026 / PD2019-0002 / TA2019-0001

Section 40.03.1 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 submitted Design Review Three and Preliminary Partition applications as submitted.**
- **Facilities Review Committee criteria do not apply to the Parking Determination for Shared Parking or Text Amendment applications.**

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

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

Public Water
The property is served by Tualatin Valley Water District (TVWD) water service and the applicant has stated that the water services are adequate to service the proposed development. The proposal will connect to existing water lines in SW Park Way, which have sufficient capacity to serve the proposed development. The Committee finds that adequate water service can be provided to the site to serve the proposed development.

Sanitary Sewer
The existing shopping center is served by the existing sewer system. The applicant has stated that the sewer services are adequate to service the proposed

development, which will connect to existing sewer lines in SW Park Way. The Committee finds that adequate sanitary sewer service can be provided to the site to serve the proposed development.

Stormwater Drainage and Retention

The applicant has provided a Stormwater Report for the quantity and quality of stormwater resulting from the proposed buildings and impervious surfaces. The existing shopping center does not currently have stormwater management facilities. A majority of the site drains to the public storm system at the intersection of SW Marlow Avenue and SW Wilshire Street, while a small area on the east side of the site drains to a system at the intersection of SW Wilshire Street and SW Eastridge Street. The storm sewer system will be improved to provide stormwater treatment in accordance with Clean Water Services (CWS) standards and the downstream waterway has sufficient capacity to convey expected peak flows from the developed site. In addition to peak flow matching for the five-, 10-, and 25-year storm events, District criteria requires that two-year developed flows match half of the two-year pre-developed flows to mitigate for hydro-modification.

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 and detention service can be provided to the site to serve the proposed development.

Transportation

The applicant has submitted a Transportation Impact Analysis (TIA) report (Exhibit G) for the change in trips from the existing commercial shopping center to the proposed multiple use development. The redevelopment of the site is estimated to result in a 55-trip decrease in weekday PM peak hour trips, but a 468 daily trip and 147 weekday AM peak hour trip increase. No reduction for multi-modal trips was assumed despite the presence of the Sunset Transit Center within convenient walking distance of the proposed redevelopment.

The TIA report presents findings that address Beaverton Development Code, as well as Washington County and Oregon Department of Transportation (ODOT) staff and policy guidance. The TIA demonstrates that with construction of the following mitigation measures, the additional traffic generated by the proposed development can meet the applicable mobility targets. Therefore, the Committee recommends conditions of approval requiring the completion of the following transportation mitigation measures:

- Clear wayfinding and strong pathway/sidewalk connections to SW Park Way, SW Marlow Avenue, and the pedestrian and bicycle bridge connecting lands on the south side of US 26 with the Sunset Transit Center.

- Clear pedestrian connections and facilities to and at the mid-block bus stop on SW Park Way providing service to TriMet Bus Line 59-Walker/Park Way.
- Improvements to SW Park Way, SW Wilshire Street, and SW Marlow Avenue along the site frontages including on-street parking, bike lanes, 14-foot sidewalks, and 11-foot travel lanes, including a center median on SW Park Way.
- Continued coordination with Tualatin Hills Park and Recreation District (THPRD), County, and City staff to provide a potential future trail connection between the US 26 bicycle path and the pedestrian and bicycle bridge.
- Coordination with TriMet regarding the proposed relocation of the existing bus stop on the south side of SW Park Way east along the site frontage near the proposed plaza space.
- Potential re-striping of the SW Park Way and SW Marlow Avenue intersection to include a single through travel lane and left-turn lane on the eastbound and westbound approaches.
- Location and maintenance of site landscaping, above-ground utilities, and site signage to provide minimum required sight lines within the site as well as at the vehicular access locations on SW Park Way and SW Wilshire Street per City of Beaverton Code.

Washington County Department of Land Use and Transportation has reviewed this development application request. SW Park Way, SW Wilshire Street, and SW Marlow Avenue are County-maintained road sections. The TIA and supplemental memorandum was submitted in compliance with Washington County R&O 86-96, Determining Traffic Safety Improvements. County traffic engineering staff has reviewed the TIA and concurs with the traffic safety mitigation measures proposed for the development. Washington County has provided conditions of approval, as described below.

Therefore, the Committee concurs with Washington County's recommended conditions of approval, as follows:

- Prior to issuance of each demolition permit, the applicant shall obtain the County's approval of a traffic control plan, including any sidewalk closures.
- Prior to issuance of a Site Development Permit, the applicant shall:
    - Record the following with Washington County:

        - Dedication of an additional 8 feet of right-of-way to meet 39 feet from the centerline of SW Marlow Avenue, including adequate corner radius at the intersection with SW Park Way and SW Wilshire Street.
        - Dedication of an additional 7 feet of right-of-way to meet 35 feet from the centerline of SW Wilshire Street.
        - Dedication of an additional 19.5 feet of right-of-way to meet 41.5 feet from the centerline of SW Park Way.
    - Submit to Washington County Public Assurance staff a request for a Facility Permit for all public improvements on SW Park Way, SW Wilshire Street, and SW Marlow Avenue. More details on this standard condition of approval are provided in Attachment F.

- Prior to building occupancy, the applicant shall:
    - Complete the road improvements as required by Washington County.

ODOT has reviewed this development application request. The site is adjacent to the OR 217 Frontage Road, for which ODOT has permitting authority, and ODOT has an interest in ensuring that the proposed development is compatible with its safe and efficient operation. ODOT has reviewed the TIA and determined that ODOT mobility targets are met for the ramp terminal intersections.

Therefore, the Committee concurs with ODOT's recommended conditions of approval, as follows:

- The applicant shall construct the following cross section on OR 217 Frontage Road: 1-foot buffer, 12-foot shared bike/pedestrian sidewalk, 0.5-foot curb, 1-foot shy, 12-foot travel lane, 12-foot travel lane, 1-foot shy, existing 0.5-foot curb, and 5.5-foot sidewalk to remain.
- The applicant shall deed to ODOT right of way as necessary to accommodate the 45.5-foot cross section.
- The applicant must obtain an ODOT Miscellaneous Permit for all work in the highway right of way.
- The applicant must obtain an ODOT permit to place trees in the state right of way with tree spacing and design consistent with ODOT Highway Design Manual section 4.2.6.
- The applicant must obtain an ODOT Miscellaneous Permit for connection to state highway drainage facilities.

As conditioned, the Committee finds that adequate transportation service 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). The applicant has met with and provided a Service Provider Letter from TVF&R (Exhibit M) approving the proposed development's site plan, subject to conditions of approval. The Committee proposes a condition of approval requiring compliance with the TVF&R service provider letter. As conditioned, the Committee finds that adequate fire protection service can be provided to the site to serve the proposed development.

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

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

FINDING:

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and 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 (Exhibit K) that with new school capacity scheduled to come on line in the years ahead, there will be sufficient capacity to accommodate new students resulting from the proposed development. BSD staff continuously monitors enrollment and capacity at all schools and may from time to time take additional actions to manage enrollment and capacity issues as needed. Therefore, the Committee finds that adequate school capacity can be provided to the site to serve the proposed development.

Transit Improvements

The site is located less than one-quarter mile from the Sunset Transit Center and there is a TriMet bus stop on the site's SW Park Way frontage. TriMet's 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. Bus stops associated with Line 59-Walker/Park Way are provided along SW Park Way mid-block between OR 217 Frontage Road and SW Marlow Avenue, thereby providing direct access to the site. This bus route only provides AM and PM peak period service on weekdays.

The applicant proposes to relocate the TriMet bus stop on the site's SW Park Way frontage approximately 100 feet east of its current position and adjacent to a new public pedestrian plaza. The TriMet Bus Stop Detail (Exhibit L) is a conceptual site plan that illustrates the proposed pedestrian plaza amenities including a transit shelter, landscaping, and trash receptacle, which will increase convenience and comfort for transit users. The Committee recommends a condition of approval requiring the applicant to coordinate the relocation of the bus stop and proposed pedestrian plaza with TriMet.

The bridge over US 26 is a convenient pedestrian and bicycle connection that provides access to the Sunset Transit Center. At the Sunset Transit Center, transit users can access Bus Lines 5, 20, 48, 50, 59 and 62, as well as the MAX Light Rail Red Line and Blue Line. Therefore, the Committee finds that adequate transit improvements can be provided to the site to serve the proposed development.

Police Protection

The City of Beaverton Police will continue to serve the development site. The Committee finds that adequate police protection service can be provided to the site to serve the proposed development.

Pedestrian and Bicycle Facilities

The proposed mixed-use development will increase connectivity from the site to the adjacent public right-of-way as illustrated on the applicant's pedestrian circulation plan (Sheet 6 of Exhibit C). On-site improvements include multiple access points, clear pedestrian paths, internal walkways, and a central accessway through the surface parking lot from north to south with sidewalks and bulb-outs for pedestrian crossings. Long-term bike parking is provided for 645 bikes within the buildings. The bicycle circulation plan (Sheet 7 of Exhibit C) shows the location of bike racks providing 34 short-term bike parking spaces around the site.

Public improvements include a complete public sidewalk network, public plazas, mid-block crossings, clearly marked crosswalks, dedicated bike lanes, and improvement of the Tualatin Hills Park & Recreation District (THPRD) "combined trail and sidewalk." Pavement markings, striping, and signage are provided where pedestrian pathways, including the THPRD "combined trail and sidewalk," intersect vehicular drive aisles and access ramps to limit conflict. Impact to the pedestrian and bicycle right-of-way is minimized with clearly marked vehicular access to surface and underground parking areas.

The proposed pedestrian and bicycle circulation plans anticipate future development of a public plaza located on Tax Lot 1S102CC02700 in coordination

with THPRD. The development of a public plaza on the northwest corner of the block will improve pedestrian and bicycle connectivity and create additional public space for residents and visitors of the mixed-use development. The Committee notes that the design and review of the plaza area is not included in this review and future land use approvals will be required.

Pedestrian access near, to, and from the proposed development, as well as to the surrounding residential and commercial properties, is provided by the sidewalk system on the surrounding streets. A pathway connection north of SW Butner Road provides both pedestrians and cyclists with access to the bridge over US 26 for convenient and direct access to the Sunset Transit Center. Both local and regional cycling access is facilitated via a combination of striped bicycle facilities as well as shared roadways in the site's vicinity. This network provides regional cyclists with access to the multimodal pathway paralleling US 26 to the east of the site as well as to major employers in Washington County to the west.

For these reasons, the Committee finds that adequate bicycle and pedestrian facilities can be provided to the site to serve the proposed development

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

C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; 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 subject property is zoned Station Community – Mixed Use (SC-MU). Attached residential, retail, eating and drinking establishments, and offices are all permitted uses in the SC-MU zoning district. Retail trade is permitted only within multiple use developments, as long as the floor area of this use does not exceed 25% of the total proposed floor area of the multiple use development. The applicant anticipates that there will be eating and drinking establishments, retail, and service business/professional services located within the commercial portion of the five mixed-use buildings. The amount of proposed commercial space is 56,388 square feet, which is approximately 8.9% of the total floor area of the proposed development. Therefore, eating and drinking establishments, retail, and service business/professional services uses will not exceed 25% of the total floor area in the development.

The Committee refers to the Chapter 20 use and site development requirements tables at the end of this report attachment. The site complies with the minimum land area, minimum lot dimension, and minimum setback requirements for the SC-MU zoning district. Because approval of the Text Amendment application is required for the site to comply with the Maximum Floor Area Ratio and Maximum Building Height of the SC-MU zone, the Committee recommends a condition of approval that approval of the Design Review Three application is dependent upon approval of the Text Amendment application.

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

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

FINDING:
The Committee cites the Code Conformance Analysis chart at the end of this report attachment, which evaluates the proposal as it relates to the applicable Code requirements of Chapter 60. Compliance with Section 60.05.35 through 60.05.50, Design Guidelines, is addressed in Attachment B of this report.

60.15 Land Division Standards
The applicant proposes to create two lots and a tract for common facilities through a Preliminary Partition. The applicant states that the grading standards of Section 60.15.10 are not applicable because the site is not located within 25 feet of a property line within or abutting any residentially zoned property and because no grading is proposed to occur within 25 feet of a significant tree or grove. Additionally, the final plat standards of Section 60.15.15 do not apply at the time of a Preliminary Partition request. The Committee concurs that the land division standards do not apply to the proposal.

60.25 Off-Street Loading Requirements
The proposed development includes 56,388 square feet for commercial uses, which requires three Type B loading berths. The applicant proposes six Type B loading berths located within the surface parking lot behind the buildings and interior to the site, which meets the off-street loading requirement for all proposed uses on the site. The Committee finds that the loading requirement is met.

60.30 Off-Street Parking
Per Beaverton Development Code (BDC) Section 60.30.10.5.B, the minimum short-term parking ratio requirements for bicycles is one space per 20 dwelling units in a multi-dwelling structure and one space per 12,000 square feet of retail

uses, including shopping centers. All uses on site would require 26 spaces for the apartments and five spaces for the shopping center use for a total of 31 short-term bicycle parking spaces. The applicant proposes to provide 34 short-term bicycle parking spaces on the site, which will be located within 50 feet of a primary building entrance in order to meet the requirements of BDC Section 60.30.10.2.B.1.

Per BDC Section 60.30.10.5.B, the minimum long-term parking ratio requirements for bicycles is one space per dwelling unit in a multi-dwelling structure and one space per 12,000 square feet of retail uses, including shopping centers. All uses on site would require 509 spaces for the apartments and five spaces for the shopping center use for a total of 514 long-term bicycle parking spaces. The applicant proposes to provide 645 long-term bicycle parking spaces on the site, which will be located within buildings in order to meet the requirements of BDC Section 60.30.10.2.B.2. The Committee recommends a condition of approval requiring bicycle shelter elevations prior to Site Development Permit issuance.

Per BDC Section 60.30.10.5.A, the minimum parking ratio requirements for motor vehicles are one parking space for each attached dwelling unit and three parking spaces per 1,000 square feet of retail uses, including shopping centers. When multiple uses occupy a site, the total parking requirement is the sum of the uses computed individually. All uses on site would require 509 parking spaces for the apartments and 169 parking spaces for the shopping center use for a total of 678 motor vehicle parking spaces.

The applicant proposes to reduce the number of required motor vehicle parking spaces by 10%, or 68 spaces, through provision of a pedestrian plaza, as allowed by BDC Section 60.30.10.11.A.2. The pedestrian plaza is proposed along the site's SW Park Way frontage adjacent to the relocated TriMet bus stop. The TriMet Bus Stop Detail (Exhibit L) is a conceptual site plan that illustrates the proposed pedestrian plaza amenities including a transit shelter, landscaping, and trash receptacle, which will increase convenience and comfort for transit users.

The applicant also proposes to reduce the number of required vehicle parking spaces by 5%, or 34 spaces, for the substitution of covered long-term bicycle parking spaces, as allowed by BDC Section 60.30.10.11.E, for a total reduction of 102 motor vehicle parking spaces. By utilizing these reductions, the adjusted minimum number of required motor vehicle parking spaces is 576 spaces and the proposed development includes 576 motor vehicle parking spaces. The underground, gated parking garage for residential use only will have 337 parking spaces and the surface parking lot will have 239 parking spaces. As required by BDC Sections 60.30.10.11.A.2.e and 60.30.10.11.E, the applicant has provided a parking analysis, discussed below, that demonstrates that the vehicle parking demand for the proposed uses will be met with the reductions in place.

The applicant states that a Shared Parking Memo (Exhibit H) has been prepared by Kittelson & Associates. As noted in the memo, detailed analysis of shared

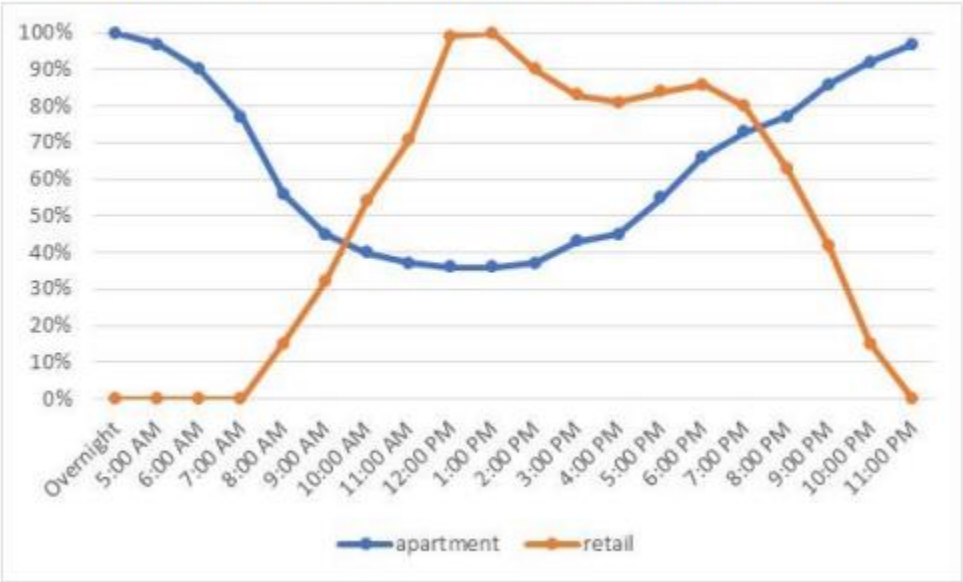
parking is provided for when the highest parking demand of the retail use and residential use occur simultaneously. Parking is assessed utilizing the total square footage of retail space and number of dwelling units available. Information regarding time-of-day parking demand for each use was garnered from the Parking Generation Manual (5th Edition, Institute of Transportation Engineers).

Page 3 of the memo states:

> *The hourly parking profile for the apartments is based on the General Urban/Suburban context within the Parking Generation Manual for multifamily housing (ITE Land Use 220, which includes apartments, townhouses and condominiums) and hourly parking profile for the retail uses is based on the Non-December context for "Shopping Center" uses within the Parking Generation Manual (ITE Land Use 820). At this point, the specific tenants for the retail uses are unknown so a generalized retail categorization is appropriate. The Shopping Center land use type is based on data collected at "neighborhood, community, town center and regional shopping centers" and accounts both retail uses and other "non-merchandising facilities" such as offices, restaurants, post offices, health and recreational facilities, etc. Given the variety of uses accounted for, this land use type is a reasonable estimation for the future needs of the Cedar Hills Center. Further, the Non-December context was used because a large-scale shopping center that could attract holiday shoppers is not proposed.*

Exhibit 1 of the memo, included below, illustrates the percentage of peak parking demand by time of day for each use on a weekday.

Exhibit 1. Percent of Peak Parking Demand by Time of Day – Weekday Condition

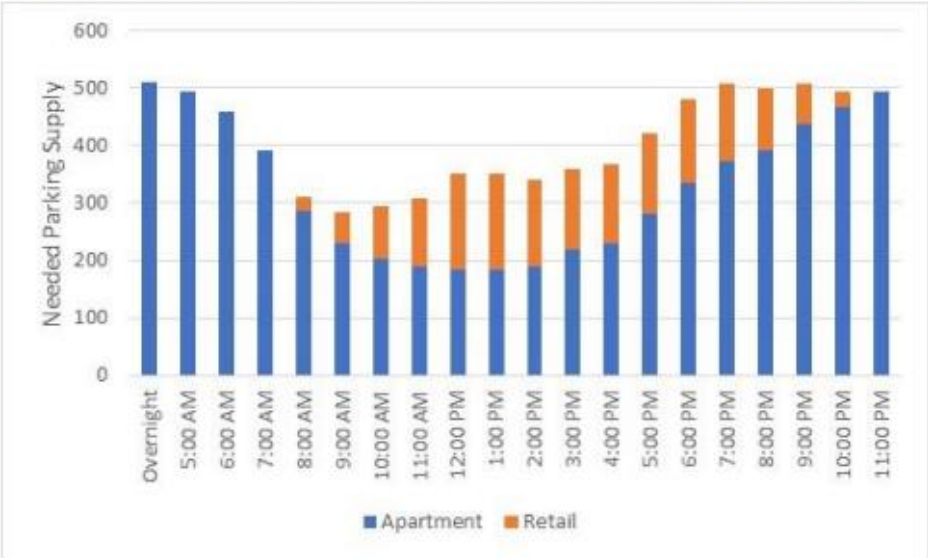


Page 4 of the memo states:

If only residential uses were proposed, the overnight time period would be used to reflect needed parking supply whereas if only retail were proposed the mid-day information would be used to reflect parking supply. When combining the two uses, the evening hours (i.e., 6 PM – 9 PM) may represent the time in which the highest demand of the two uses occurs simultaneously.

The memo presents shared use parking calculations based on the parking ratio requirements from the Beaverton Development Code and the weekday hourly profile. Exhibit 2 of the memo, included below, illustrates the shared parking needs by time of day on a weekday.

Exhibit 2. Redevelopment Shared Use Parking Needs – Weekday Condition



Kittelson & Associates has determined that the supply of vehicle parking spaces exceeds the amount needed per the ITE Shared Parking Analysis. Table 1 of the memo, included below, presents a shared parking analysis for weekday peak parking demand, occurring at 9:00 PM and accounting for both residential and retail uses. The analysis concludes that weekday conditions require a shared use parking supply of 509 spaces; therefore, the 576 vehicle parking spaces provided by the development exceeds the shared use parking requirement by 67 spaces.

Table 1. Redevelopment Parking Needs – Weekday Condition

Land Use	ITE Code	Size	Individual Parking Requirements per City Development Code	Time Peak Parking Demand Occurs per ITE	Ratio of 9 PM Supply Needed to Parking Requirement	Resulting 9 PM Parking Rate	Parking Supply Needed at 9 PM
Apartments	220	509 units	1.00 spaces per unit	Overnight	86%	0.86 spaces per unit	438 spaces
Retail	820	56,388 sq. ft.	3.00 spaces per 1,000 sq. ft.	1 PM	42%	1.26 spaces per 1,000 sq. ft.	71 spaces
Shared Use Parking Supply Needed							509 spaces
Supply Provided							576 spaces
Excess Supply per ITE Shared Parking Analysis							67 spaces
City Code Requirement							678 spaces
Allowable Reductions in Required Parking							-102 spaces
Adjusted City Code Requirement							576 spaces
Deficit per City Code							None

Per page 7 of the memo:

> *Only residents will have access to the 337 below-grade parking spaces within the garage. The retail users and the apartment residents will share the remaining 239 spaces within the surface parking area. The highest retail parking demand occurs during the mid-day on both weekdays and on the weekend. At this time, the retail demand is estimated to be 169 spaces. As shown in Exhibit 2, when the retail is at its peak on weekdays, the residential demand is estimated to be 183 spaces, leaving ample parking opportunities for retail parkers. Further, when both uses combine for the shared peak parking time at 9:00 PM, the retail demand is only 71 spaces, whereas the residential parking is estimated to be 438 spaces. At this time, residential users are anticipated to park in the garage as well as in the surface parking area, leaving ample space for retail users. Exhibit 4 in the memo illustrates that when the retail is at its peak on the weekend, the residential demand is estimated to be 336 spaces, leaving ample parking opportunities for retail parkers. Further when both uses combine for the shared peak parking time at 7:00 PM, the retail demand is 117 spaces, whereas the residential parking demand is estimated to be 412 spaces. At this time, residential users are anticipated to park in the garage as well as in the surface parking area, leaving ample spaces for retail users.*

The Committee finds that that the vehicle parking demand for the proposed uses will be met with the parking reductions in place.

The applicant has requested a Parking Determination for Shared Parking to allow the required parking to be provided on multiple properties. Proposed Buildings 1, 2, and 3 will be located on Parcel 1 and Buildings 4, 5, and 6 will be located on Parcel 2. The off-street parking spaces for the residential and commercial uses within these buildings will be located on Parcel 1, Parcel 2, and Tract A. This application is addressed in Attachment D of this report.

Because approval of the Parking Determination for Shared Parking application is required for the site to comply with the off-street motor vehicle parking requirement, the Committee recommends a condition of approval that approval of the Design Review Three application is dependent upon approval of the Parking Determination for Shared Parking application.

Section 60.55 Transportation Facilities
The applicant has provided a Traffic Impact Analysis (TIA) report (Exhibit G) that identifies the transportation-related impacts associated with the development proposal and provides recommendations to mitigate the impacts. The study met the applicable standards for scope, contents, analysis, and recommended mitigation. The applicant proposes to implement the recommendations of the TIA, which have been accepted by the City, Washington County, and Oregon Department of Transportation. The Committee recommends conditions of approval requiring the completion of the transportation mitigation measures proposed in the TIA and listed in the findings for Approval Criterion 40.03.1.A, above.

60.60 Trees and Vegetation Requirements
There are no significant trees on the subject property. There are, however, 55 Landscape Trees on site that the applicant proposes to remove totaling 426 inches DBH. The applicant states that 596 inches DBH will be planted as mitigation, which meets the mitigation requirement for the removal of Landscape Trees. The Committee recommends standard conditions of approval for new landscaping as detailed in Attachment F.

60.65 Utility Undergrounding
To meet the requirements of this section, the Committee recommends a standard condition of approval requiring that utility lines are placed underground.

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

Therefore, the Committee finds that be meeting the conditions of approval, the proposal meets the approval criterion.

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

FINDING:

The property is owned by a private property owner and the applicant states that a management company will serve the proposed development by providing the maintenance and improvements that are not subject to maintenance by the City or other local agencies, including, but not limited to, private stormwater facilities, the central accessway, and on-site parking areas, recreation facilities, landscaping, trash and recycling storage areas, and buildings. 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.

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

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

FINDING:
The applicant states that the site abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances that provide direct access to the public sidewalk system. Secondary entrances, located at the rear of the buildings, have direct access to interior walkways. Impact to the pedestrian right-of-way is minimized with clearly marked vehicular access to surface and underground parking areas. Multiple access points and internal walkways provide safe, comfortable, and convenient pedestrian access from the surrounding public sidewalk network through the development. Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings further enhance the pedestrian- and transit-oriented development.

The internal access to the underground garage is approximately 40 feet long from the start of the entrance ramp to the location of the gate restricting access, which can accommodate two car lengths in a queue (Exhibit P). A longer queue could be accommodated in the parking lot drive aisle leading to the garage access.

Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). The applicant has met with and provided a Service Provider Letter from TVF&R (Exhibit M) approving the proposed development's site plan, subject to conditions of approval. The site plan includes turning templates for a truck approximately 47 feet long entering the site from the north or south end of the central accessway and then maneuvering around the site in the drive aisles of the surface parking lot. Firetrucks would not utilize the loading zones in the central accessway as a red-curbed fire lane.

Delivery trucks accessing the loading zones would also enter the site from the north or south end of the central accessway. Four loading spaces are located within the central accessway and two loading spaces are located on the east side of the surface parking lot. The Preliminary Loading, Delivery, Garbage, and Recycling Enclosure Plan (Sheet 11 of Exhibit C) provides turning templates for trucks accessing all loading spaces to demonstrate that there is adequate space to enter the site and maneuver through the parking lot drive aisles.

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

G. 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 Criterion 40.03.1.F, above.

The applicant states that public improvements include a complete public sidewalk network, public plazas, mid-block crossings, clearly marked crosswalks, dedicated bike lanes, and improvement of the Tualatin Hills Park & Recreation District (THPRD) "combined trail and sidewalk." Multiple access points and internal walkways provide safe, comfortable, and convenient pedestrian access from the surrounding public sidewalk network, through the site, and to the TriMet bus stop located along the site's SW Park Way frontage and the Sunset Transit Center located less than one-quarter mile away. Vehicular access to the on-site surface parking area is provided on SW Park Way and SW Wilshire Street via the central accessway.

There is a vehicle access ramp for the underground residential parking garage on SW Wilshire Street. The access to the underground garage is approximately 20 feet long from the start of the ramp at the property line to the location of the gate restricting access, which can accommodate one car length in a queue (Exhibit P). Pavement markings, striping, and signage are provided where pedestrian pathways and the THPRD "combined trail and sidewalk" intersect vehicular drive aisles and access ramps to limit potential conflict and impact to the pedestrian and bicycle right-of-way. The Committee recommends a condition of approval requiring an audible warning system, or comparable solution, for the SW Wilshire Street underground parking garage entrance to notify nearby pedestrians of cars approaching.

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

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

FINDING:
Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). The applicant has met with and provided a Service Provider Letter from TVF&R (Exhibit M) approving the proposed development's site plan, subject to conditions of approval. TVF&R will verify that the requirements are met prior to Site Development Permit issuance. The Committee finds that, subject to meeting the conditions of approval, the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

I. 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 new buildings and site are designed to comply with best practices for crime prevention and code for accessibility and safety, including appropriate lighting and separation of pedestrians and vehicles. Plans submitted to the City do not demonstrate full compliance with the City's Technical Lighting Standards because there are numerous locations interior to the site that do not meet minimum lighting standards. The plans also do not provide photometric information around the exterior of the buildings and at the property line. The Committee recommends a condition of approval requiring that the lighting plan adhere to Table 60.05-1, Technical Lighting Standards, prior to Site Development Permit issuance.

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.

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

J. 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's civil engineering documents demonstrate minimum alteration of the existing grades while effectivity directing stormwater to appropriate treatment, detention, and disposal systems in the middle of the site. 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 Overall Preliminary Grading Plan (Sheet 8 of Exhibit C) illustrates drainage patterns and locations of proposed stormwater quality and detention facilities. Stormwater on Tax Lot 2700, located at the northwest corner of the block, is not currently being detained. Collection from an existing catch basin located in the southeast corner of Tax Lot 2700 will be tied into the stormwater facilities proposed to serve the mixed-use development on Tax Lots 2800 and 2900. Erosion control measures will be used to prevent adverse consequences of the grading process to protect nearby properties, the public right-of-way, surface drainage, water storage facilities, and the public storm drainage 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.

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

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

FINDING:
The applicant states that the proposal complies with all Americans with Disabilities Act (ADA) standards and facilitates pedestrian travel efficiently. Sidewalks with a minimum 10-foot wide unobstructed path will be constructed along all street frontages. The proposal provides corner ramps at all intersections and uses ADA-compliant slopes and clearances. Additionally, 23 ADA parking spaces are provided throughout the development in areas that are in close proximity of the proposed buildings as shown on the parking plan (Sheet 10 of Exhibit C). The vehicular and pedestrian circulation plans, parking plan, and loading, delivery, garbage and recycling enclosure plans (Sheets 5, 6, 10, and 11 of Exhibit C) show that safe and efficient vehicular and pedestrian circulation patterns are provided within the development.

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. Compliance with ADA requirements are reviewed with the Building Permit

application. The applicant states that access to and into all publicly accessible parts of the buildings will be ADA accessible. The Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards. The Committee recommends a condition of approval that the applicant provide ADA-compliant return curb ramps for every ADA-compliant curb ramp installed along the site's frontage.

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

L. 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, Parking Determination for Shared Parking, and Text Amendment applications on July 24, 2019, and they were deemed complete on September 4, 2019. Subsequently, the applicant submitted the Preliminary Partition application on September 18, 2019, which was deemed complete upon submission. 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.

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

Code Conformance Analysis

Chapter 20 Use Requirements
Station Community – Multiple Use (SC-MU) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20			
Residential Dwellings, Attached	Permitted use[4]	509 attached dwelling units within six buildings	**YES**
Eating and Drinking Establishments	Permitted use[9]	56,388 square feet of commercial space within five multiple use buildings	**YES**
Office	Permitted use	56,388 square feet of commercial space within five multiple use buildings	**YES**
Retail Trade	Permitted use[9 25 34]	56,388 square feet of commercial space within five multiple use buildings	**YES**
Service Business / Professional Services	Permitted use[8 9]	56,388 square feet of commercial space within five multiple use buildings	**YES**

4. Two existing dwellings; three or more attached dwellings; or replacement of two attached dwellings are Permitted.

8. This use is allowed only in multiple use developments. Office uses shall not exceed 50% of the proposed residential floor area within the multiple use development, and shall be Permitted only when minimum residential densities are met.

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.

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

34. These uses are Permitted only within multiple use 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.

Chapter 20 Site Development Requirements
Station Community – Multiple Use (SC-MU) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.15			
Minimum Parcel Area	None	Parcel 1: 80,893 SF Parcel 2: 124,567 SF Tract A: 117,941 SF	**YES**
Maximum Parcel Area	None	Parcel 1: 80,893 SF Parcel 2: 124,567 SF Tract A: 117,941 SF	**YES**
Minimum Floor Area Ratio	0.40	1.95	**YES**
Maximum Floor Area Ratio[18]	2.0	1.95	**YES, See TA Findings**
Yard Setbacks Front Minimum: Front Maximum Not On Major Pedestrian Route, With Ground Floor Residential: Front Maximum Not On Major Pedestrian Route, Without Ground Floor Residential: Side Minimum: Side Maximum: Rear Minimum:	 0 20 10 None None None	Proposed buildings meet 10-foot maximum front yard setback along Park Way.	**YES**
Maximum Building Height[19]	100 feet	77'-6"	**YES, See TA Findings**

18. Maximum FAR 2.0 within 1,320 feet of LRT station platform. 1.00 beyond 1,320 feet.

19. 100 feet permitted within 1,320 feet of LRT station platform. 60 feet permitted beyond 1,320 feet.

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review Guidelines are reviewed in Attachment B of this report.	**See DR Findings**
Development Code Section 60.07			
Drive-up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	No drive-up window facilities are proposed.	**N/A**
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a Floodplain.	**N/A**
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits requested.	**N/A**
Development Code Section 60.15			
Land Division Standards	On-site surface contouring within 25 feet of a property line within or abutting any residentially zoned property.	The site is not located within or abutting a residentially zoned property.	**N/A**
Development Code Section 60.25			
Off-street Loading Requirements	Minimum: 3 Type B loading berths	The applicant proposes 6 Type B loading berths	**YES**
Development Code Section 60.30			
Off-street Motor Vehicle Parking	Minimum: 576 Maximum: 1,262	The applicant proposes 576 parking spaces.	**YES**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30 (continued)			
Required Bicycle Parking	Short Term Spaces: 31 Long Term Spaces: 514	The applicant proposes 34 short-term and 645 long-term bicycle parking spaces.	**YES**
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	**YES w/ COA**
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	The applicant proposes to remove 55 Landscape Trees totaling 426 inches DBH and plant 596 inches DBH of new trees.	**YES w/ COA**
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	The applicant indicates all utilities will be placed underground. To ensure the proposal meets requirements of this code section, staff recommends a condition requiring undergrounding completion prior to occupancy.	**YES w/ COA**

DR2019-0110
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL

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 conditions of approval identified in Attachment F.

Therefore, staff finds that the proposal meets the criteria for approval.

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

Section 40.20.15.3.C. Approval Criteria. *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:*

1. ***The proposal satisfies the threshold requirements for a Design Review Three***

application.

FINDING:
The applicant proposes to construct six new buildings with approximately 56,388 square feet of ground floor commercial space and 509 residential units, which meets threshold:

1. *New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.*

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

2. ***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.

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

3. ***For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).***

FINDING:
Staff cites the Design Guideline Analysis at the end of this Design Review section, Attachment B, which evaluates the proposal as it relates to the applicable Design Guidelines found in Section 60.05.35 through 60.05.50 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response, and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the applicable Guidelines and whether each applicable Guideline is met.

Therefore, staff finds that by meeting the conditions of approval, the proposal meets the approval criterion.

4. ***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 existing:***

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 prevent 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 does not involve additions to or modifications of existing development.

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

5. ***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 applicant does not propose a Design Review Build-out Concept Plan (DRBCP).

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

6. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, 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 1.

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

7. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, 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 1.

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

8. 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 Preliminary Partition, Parking Determination for Shared Parking, and Text Amendment applications. 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 the Preliminary Partition, Parking Determination for Shared Parking, and Text Amendment applications.

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

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.*

1. Building articulation and variety.

A. Residential buildings should be of a limited length in order to avoid undifferentiated building elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians. (Standard 60.05.15.1.A)

FINDING:
The applicant states that the proposed development includes five mixed-use residential buildings and one residential-only building, Building 5. Buildings 1, 2, 3, and 5 are approximately 192 feet in length and 66 feet wide, with pedestrian access points into the site between buildings. As shown on the illustrative site plan (Sheet 3 of Exhibit C) and architectural elevations (Sheets A2 through A9 of Exhibit D), Buildings 4 and 6 are slightly larger but are located at the corners of the site with entrances facing toward street intersections to provide a welcoming façade for both pedestrians and vehicles. Buildings 1, 2, 3, 4, and 6 are mixed-use with retail and commercial spaces on the ground floor providing direct entrances to the public sidewalk to activate the public space and enhance the pedestrian scale. Buildings 4, 5, and 6 offer ground floor residential dwellings with porches and entrances onto the public sidewalk. Clear pedestrian paths and internal walkways provide safe access to surface parking located behind the buildings, as shown on the Pedestrian Circulation Plan (Sheet 6 of Exhibit C). Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings create a comfortable and pedestrian-friendly environment.

Staff concurs that the limited length of the buildings creates a pedestrian-friendly scale of development and allows pedestrian circulation between buildings.

Therefore, staff finds that the Guideline is met.

B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as building elevations, roof levels,

architectural features, and exterior finishes should be provided. (Standards 60.05.15.1.A and B)

FINDING:
The applicant states that the elevations of each of the six proposed buildings are varied and articulated with recessed entries, a variation of materials and finishes, window enhancements, spacing between architectural features, and wall offsets that provide visual interest and enhance the pedestrian- and transit-oriented development. The Illustrative Site Plan (Sheet 3 of Exhibit C) shows that the proposed development includes five mixed-use residential buildings and one residential-only building, Building 5. The mixed-use buildings provide ground floor retail and commercial space designed with large display windows and glass doorway openings providing direct entrances to the public sidewalk to activate the public space. Buildings 4, 5, and 6 offer ground floor residential dwellings with porches and entrances onto the public sidewalk or internal walkways. As shown on the material boards submitted to the City and the architectural elevations (Sheets A2 through A9 of Exhibit D), each building is designed with various materials and color schemes. Additional architectural features include recessed primary building entrances designed with accent materials, balconies on residential dwelling units, awnings and canopies, and buildings designed with off-set walls.

Staff concurs that the building elevations are varied and articulated to provide visual interest to pedestrians and that variations in architectural elements are provided.

Therefore, staff finds that the Guideline is met.

C. To balance horizontal features on longer buildings elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)

FINDING:
The applicant states that as shown on the material boards submitted to the City and the architectural elevations (Sheets A2 through A9 of Exhibit D), the horizontal features of each building are balanced with vertical articulation including changes in building materials, recessed balconies, and off-set walls. The balconies are vertically aligned and main entryways are recessed and emphasized with accent materials.

Staff concurs that vertical building elements are emphasized to balance horizontal features on longer building elevations.

Therefore, staff finds that the Guideline is met.

D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. 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 60.05.15.1.B)

FINDING:
The applicant states that the site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. The proposed development includes five mixed-use residential buildings and one residential-only building, Building 5. The architectural elevations (Sheets A2 through A9 of Exhibit D) illustrate how frontages of all six buildings promote and enhance a comfortable pedestrian scale and orientation. Each of the six buildings fronts public rights-of-way providing at least one primary building entrance that connects directly to the public sidewalk system without crossing vehicular circulation or parking areas. Buildings 1, 2, 3, 4, and 6 are mixed-use with retail and commercial spaces on the ground floor designed with large display windows and glass doorway openings providing direct entrances to the public sidewalk or internal walkways to activate the public space. Buildings 4, 5, and 6 offer ground floor residential dwellings with porches and entrances onto the public sidewalk or internal walkways providing “eyes on the street” to enhance pedestrian safety and comfort. All buildings include ground floor recessed entrances as well as awnings and canopies that provide weather protection for pedestrians. Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings enhance the pedestrian- and transit-oriented development.

Staff concurs that the buildings promote and enhance a comfortable pedestrian scale and orientation.

Therefore, staff finds that the Guideline is met.

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 site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. The surface parking lot is located behind the buildings and interior to the site. The architectural elevations (Sheets A2 through A9 of Exhibit D), illustrate how the frontages of all six buildings that are visible from public rights-of-way and surface parking areas are articulated with architectural features. Ground floor retail areas are designed with large display windows, residential units are designed with porches on the ground floor and balconies above, primary building entrances are recessed, and all buildings are designed with off-set walls.

Staff concurs that the buildings elevations visible from the adjacent streets and major parking area are articulated with architectural features.

Therefore, staff finds that the Guideline is met.

2. Roof forms.

A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)

FINDING:
The applicant states that as illustrated in the architectural elevations (Sheets A2 through A9 of Exhibit D), the proposed buildings are designed with flat roofs decorated using parapets of varying size and shape. Parapet heights and projections are manipulated across the facades to accentuate building massing and articulation. Additionally, the material treatment of the parapets varies to either serve as a unifying element across disparate elements of the façade, as evidenced in the treatment on Building 1, or to emphasize building massing differentiation, as shown on Building 2.

Staff concurs that the roof forms are distinctive and include variety and detail when viewed from the street.

Therefore, staff finds that the Guideline is met.

B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)

FINDING:
The applicant states that as demonstrated in the architectural elevations (Sheets A2 through A9 of Exhibit D), the proposed buildings are designed

with flat roofs treated with parapets capped with decorative cornices. The cornice treatment complements the style of the building elevations and provides an architectural treatment. All parapets on the buildings will extend at least 12 inches above the roof line.

Staff concurs that the flat roofs include distinctive cornice treatments.

Therefore, staff finds that the Guideline is met.

3. Primary building entrances.

A. The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticos, 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 the architectural elevations (Sheets A2 through A9 of Exhibit D) illustrate how all buildings within the proposed mixed-use development are designed with recessed primary building entrances, awnings, and canopies to provide weather protection for pedestrians. The primary residential entrance for Buildings 1, 2, 3, and 5 is in a 1.5-foot deep recess with an awning that extends an additional 4'-8" for a total weather protection depth of 6'-2". Each recess is 10'-7.5" wide with awnings extending over the entire width. The primary residential entrance for Buildings 4 and 6 is located under a 5'-9" deep awning. These entries are angled so the width varies but is no fewer than 10 feet at their narrowest dimensions.

The primary commercial entrances on Buildings 1, 2, 3, 4, and 6 all have awnings that are at least 4'-8" deep and 20 feet wide or are in tandem with another primary commercial entrance under a shared awning that is at least 4'-8" deep and 28 feet wide. Building 4 has one primary commercial entrance that does not have an awning but is instead sheltered by a building overhang that provides weather protection for an areas that is at least 8'-6" deep and 13 feet wide.

Staff concurs that the buildings incorporate design features that protect pedestrians from the rain and sun.

Therefore, staff finds that the Guideline is met.

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 as shown on the material boards submitted to the City and the architectural elevations (Sheets A2 through A9 of Exhibit D), attractive accent materials will be used to emphasize and enhance primary building entrances. Additionally, primary entrances are recessed and designed with awnings and canopies that provide weather protection for pedestrians. The primary entrances are designed with varied combinations of brick veneer, fiber cement panels, storefront aluminum window and door assemblies, and/or simulated IPA shiplap wood siding. Together, these materials emphasize the entrances and provide visual intrigue.

Staff concurs that the primary building entrances are both attractive and functional.

Therefore, staff finds that the Guideline is met.

4. Exterior building materials.

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

FINDING:
The applicant states that the material boards submitted to the City provide samples of the materials and finishes proposed for each building. The buildings are designed with a variable combination of brick veneer, fiber cement panels, extruded vinyl, aluminum, fiberglass, and/or simulated IPA shiplap wood siding materials and finishes to convey an impression of permanence and durability. Significant glazing, as demonstrated by the glazing percentages on the architectural elevations (Sheets A24 through A31 of Exhibit D), is provided on all retail ground floor facades to engage the public realm from the street, increase visual interest for pedestrians, and promote the retail tenants within with ample glazing area to display merchandise or otherwise provide a welcoming display for passersby.

Staff concurs that the exterior building materials and finishes convey an impression of permanence and durability, including windows that allow views to interior activity areas or displays.

Therefore, staff finds that the Guideline is met.

B. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners, and at the pedestrian level. These decorative patterns may include multi-colored masonry units such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)

FINDING:
The applicant states that the exteriors of the proposed buildings are designed with brick veneer in various finishes that is interrupted by other building materials and finishes as shown on the material boards. Primary entrances are designed with large windows and finishes that differ from other parts of the building. The combination of siding material changes, façade articulation, and awnings for weather protection enhances the primary building entrances and pedestrian scale.

Masonry veneer is used on this project. The applicant states that decorative patterns within the masonry as described in this Guideline are not desired. Instead, a continual running bond pattern is used throughout the project as is consistent with the clean, precise treatment of materials and the window-centric architectural style that is the objective of this design. Rather than changing brick patterns at the entrances and corners, the brick stops short of these elements and a material change, typically to a painted fiber cement panel, is instituted to create a similar emphasis and distinction of the entrances and corners as would be achieved by a decorative masonry pattern.

Staff concurs that the applicant is providing a comparable alternative to masonry decorative patterns at entrances and building corners.

Therefore, staff finds that the Guideline is met.

5. Screening of equipment. All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)

FINDING:
The applicant states that as demonstrated in the architectural elevations (Sheets A2 through A9 of Exhibit D), the proposed buildings are designed with flat roofs

treated with parapets capped with decorative cornices. Final selection of roof mounted equipment will be provided at time of building permit; however, typical roof mounted equipment will not exceed five feet above roof decking. Furthermore, the height of the proposed parapet walls and other raised roof elements will fully screen equipment from adjacent streets and properties. Exhibit K demonstrates that the parapets will create a screen for roof-mounted equipment located on each building. Surface and wall-mounted mechanical, electrical, and service equipment will be screened with suitable landscaping.

Staff concurs that all roof, surface, and wall-mounted equipment will be screened from view from adjacent streets.

Therefore, staff finds that the Guideline is met.

6. Building location and orientation in Commercial and Multiple Use zones.

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

FINDING:
The applicant states that the site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. The proposed development includes five mixed-use residential buildings and one building that is entirely residential with a surface parking lot located behind the buildings and interior to the site. All buildings front the public streets and have primary building entrances directly facing the public sidewalk. Buildings 4 and 6 are located at the corners of the site with entrances facing toward street intersections to provide a welcoming façade for both pedestrians and vehicles. Clear pedestrian paths and internal walkways provide safe access to surface parking located behind buildings. Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings enhance the pedestrian- and transit-oriented development. The site plans (Exhibit C) and the elevations (Exhibit D) demonstrate compliance with this guideline.

Staff concurs that the buildings are oriented toward and located within close proximity to public streets and that architecture is the predominant design element.

Therefore, staff finds that the Guideline is met.

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

FINDING:
The applicant states that the site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. The proposed development includes five mixed-use residential buildings and one building that is entirely residential with a surface parking lot located behind the buildings and interior to the site. All buildings front the public streets and have primary building entrances directly facing the public sidewalk system without the need for pedestrians to cross vehicular circulation or parking areas.

Primary entrances on Buildings 1, 2, and 3 front SW Park Way and are located within 20 feet from the curb. Primary entrances on Buildings 4, 5, and 6 front SW Wilshire Street and are located within 20 feet from the curb. The wide sidewalk on the SW Wilshire Street frontage is designed as a Tualatin Hills Park & Recreation District (THPRD) trail connection. The wide sidewalks on both the SW Park Way and SW Wilshire Street frontages create an inviting and safe pedestrian environment.

Primary entrances on Buildings 4 and 6 also front SW Marlow Avenue and OR 217 Frontage Road, respectively. Due to the shape of the site, these entrances are located more than 20 feet from the curb; however, the additional space provides plaza areas that can accommodate outdoor seating for restaurants and commercial spaces, providing a welcoming façade for both pedestrians and vehicles. The illustrative site plan (Sheet 3 of Exhibit C) and the elevations (Exhibit D) show the location of proposed retail and residential frontages and building entrances oriented to the public rights-of-way.

Staff concurs that the primary building entrances are oriented toward and located in close proximity to public streets.

Therefore, staff finds that the Guideline is met.

8. Ground floor elevations on commercial and multiple use buildings.

A. Excluding residential only development, ground floor building elevations should be pedestrian oriented and treated with windows,

display areas, or glass doorway openings to the extent possible and where appropriate to the design and use of the building. This guideline particularly applies to ground floor building elevations situated along Major Pedestrian Routes. (Standard 60.05.15.8.A)

FINDING:
The applicant states that the site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. None of the abutting rights-of-way are classified as Major Pedestrian Routes. The proposed development includes five mixed-use residential buildings and one residential-only building. Buildings 1, 2, 3, 4, and 6 are mixed-use with retail and commercial spaces on the ground floor. The mixed-use buildings are designed with large display windows and glass doorway openings with direct entrances to the public sidewalk to activate the public space and enhance the pedestrian scale. The following table shows the percentage of glazing provided on the ground floor elevation of each building:

Building(s)	Elevation	Ground Floor Area	Ground Floor Glazing Area	Glazing Percentage
1, 2, & 3	Side	495 SF	374 SF	76%
	Front	1,361 SF	1,046 SF	77%
4	Side	510 SF	186 SF	36%
	Front	2,088 SF	1,049 SF	50%
5	Side	489 SF	180 SF	37%
	Front	1,340 SF	186 SF	45%
6	Side	495 SF	186 SF	38%
	Front	1,919 SF	846 SF	44%

Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings further enhance the pedestrian- and transit-oriented development.

Staff concurs that the ground floor building elevations are pedestrian-oriented and treated with windows and glass doorways to the extent possible.

Therefore, staff finds that the Guideline is met.

B. Except those used exclusively for residential use, ground floor elevations that are located on a Major Pedestrian Route, sidewalk, or other space where pedestrians are allowed to walk should provide weather protection for pedestrians on building elevations. (Standard 60.05.15.8.B)

FINDING:
The applicant states that the site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. Buildings 1, 2, 3, 4, and 6 are mixed-use buildings with retail and commercial spaces on the ground floor. All buildings include ground floor recessed entrances as well as awnings and canopies that provide weather protection for pedestrians.

Staff concurs that the ground floor elevations along sidewalks provide weather protection for pedestrians.

Therefore, staff finds that the Guideline is met.

60.05.40. ***Circulation and Parking Design Guidelines.*** *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. ***Connections to the public street system. The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1)***

FINDING:
The applicant states that according to the Comprehensive Plan, "the most important existing pedestrian need in Beaverton is a well-connected pedestrian system within a half-mile grid of light rail transit (LRT) stations and key centers in Beaverton (parks, schools, retail, etc.)." Tables 6.1 and 6.3 of the Comprehensive Plan show that the site is adequately served by transit service and the public sidewalk system. Figure 6.2 of the Plan identifies the site as among the highest priority to address gaps in the bicycle system. Figure 6.4 does not indicate proposed streets within the vicinity of the site and Figure 6.14 does not indicate any new connections. Figure 6.6 indicates that SW Park Way is planned for two to three lanes and is currently over-built with four lanes.

The site is located less than one-quarter mile from the Sunset Transit Center and there is a TriMet bus stop on the site's SW Park Way frontage. The proposed public pedestrian and bicycle network improvements provide safe, comfortable, and convenient access to multiple modes of safe and reliable public transportation. Positioned at the intersection of US 26 and OR 217, the site can be efficiently accessed by motor vehicles as well.

The vehicular, pedestrian, and bicycle circulation plans (Sheets 5 through 7 of Exhibit C) illustrate the applicant's proposed public infrastructure improvements

that will increase connectivity from the site to the adjacent public right-of-way. These improvements include a complete public sidewalk network, clearly marked crosswalks, dedicated bicycle lanes, and improvements to SW Park Way. Impact to the pedestrian right-of-way is minimized with clearly marked vehicular access to surface and underground parking areas. Multiple access points and internal walkways provide safe, comfortable, and convenient pedestrian access from the surrounding public sidewalk network, through the development, and to the TriMet bus stop and Sunset Transit Center. Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings further enhance the pedestrian- and transit-oriented development.

Staff concurs that the on-site pedestrian, bicycle, and motor vehicle circulation system connects the project to abutting streets and that the on-site circulation system and the abutting street system provide for efficient access and circulation.

Therefore, staff finds that the Guideline is met.

2. Loading areas, solid waste facilities, and similar improvements.

A. On-site service, storage, and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)

FINDING:
The applicant states that the proposed development will have interior trash enclosure rooms on the ground floor of each building. Trash pick-up will occur in designated pick-up areas located in the interior surface parking area. Six loading spaces are located in the internal surface parking area and behind buildings. The loading spaces are screened from abutting public streets by the new buildings, landscaping, and trees. These areas will not interfere with the function of the parking lot drive aisles nor will they be visible from the public rights-of-way as shown on the Loading, Delivery, Garbage, and Recycling Plan (Sheet 11 of Exhibit C). Transformer and utility vaults will either not be located in areas visible from a public street or will be fully screened. No outdoor storage areas are proposed within the development.

With a condition of approval requiring that transformer and utility vaults are fully screened if they are located in an area that is visible from a public street, staff concurs that on-site service, storage, and similar activities are screened from abutting public streets.

Therefore, staff finds that by meeting the condition of approval, the Guideline is met.

B. Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)

FINDING:
The applicant states that six loading spaces are located in the internal surface parking area behind the buildings. The loading spaces are screened from abutting public streets by the buildings, landscaping, and trees. These areas will not interfere with the function of the parking lot drive aisles nor will they be visible from the public rights-of-way as shown on the Loading, Delivery, Garbage, and Recycling Plan (Sheet 11 of Exhibit C).

Staff concurs that the loading areas are adequately screened from abutting public streets.

Therefore, staff finds that the Guideline is met.

3. Pedestrian circulation.

A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)

FINDING:
The applicant states that the site abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances that provide direct access to the public sidewalk system. Secondary entrances, located at the rear of the buildings, have direct access to interior walkways. Impact to the pedestrian right-of-way is minimized with clearly marked vehicular access to surface and underground parking areas. Multiple access points and internal walkways provide safe, comfortable, and convenient pedestrian access from the surrounding public sidewalk network through the development. Public plazas, open space, wide public sidewalks, street trees, and street furnishings located between and adjacent to buildings further enhance the pedestrian- and transit-oriented development.

Tax Lot 1S102CC02700, located at the northwest corner of the block, has been identified as a public plaza, anticipated to be developed in collaboration with Tualatin Hills Park & Recreation District (THPRD) at a future phase of development. The pedestrian circulation plan (Sheet 6 of Exhibit C) shows the location of internal walkways and improvements to the public right-of-way along SW Park Way and SW Marlow Avenue that will allow seamless integration and a direct pedestrian connection from the proposed mixed-use development to the future public plaza.

Staff concurs that pedestrian connections are provided between on-site buildings, parking areas, and open spaces.

Therefore, staff finds that the Guideline is met.

B. Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)

FINDING:
The applicant states that the site abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances that provide direct access to the public sidewalk system. The vehicular, pedestrian, and bicycle circulation plans (Sheets 5 through 7 of Exhibit C) illustrate the applicant's proposed public infrastructure improvements that will increase connectivity from the site to the adjacent public right-of-way. These improvements include a complete public sidewalk network, clearly marked crosswalks, and mid-block crossings on SW Wilshire Street south of the site and on SW Park Way north of the site. Main pedestrian access points that include public plazas are proposed on SW Wilshire Street, SW Park Way, and OR 217 Frontage Road. A pedestrian access point is also provided from SW Marlow Avenue. Internal walkways bisect the project site.

Tax Lot 1S102CC02700, located at the northwest corner of the block, has been identified as a public plaza, anticipated to be developed in collaboration with Tualatin Hills Park & Recreation District (THPRD) at a future phase of development. The pedestrian circulation plan (Sheet 6 of Exhibit C) shows the location of internal walkways and improvements to the public right-of-way along SW Park Way and SW Marlow Avenue that will allow seamless integration and a direct pedestrian connection from the proposed mixed-use development to the future public plaza.

Staff concurs that pedestrian connections connect on-site facilities to abutting pedestrian facilities and streets.

Therefore, staff finds that the Guideline is met.

C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)

FINDING:
The applicant states that the site abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances that provide direct access to the public sidewalk system. Secondary entrances, located at the rear of the buildings, have direct access to interior walkways. Multiple access points and internal walkways provide safe, comfortable, and convenient pedestrian connections from building entrances on the site to nearby streets and destinations such as the bus stop located along the site's SW Park Way frontage, the Tualatin Hills Park & Recreation District (THPRD) trail adjacent to the site, and the Sunset Transit Center. The vehicular and pedestrian circulation plans (Sheets 5 and 6 of Exhibit C) illustrate the applicant's proposed public infrastructure improvements that will increase connectivity from the site to the adjacent public rights-of-way. These improvements include a complete sidewalk network, mid-block crossings, and clearly marked crosswalks.

Tax Lot 1S102CC02700, located at the northwest corner of the block, has been identified as a public plaza, anticipated to be developed in collaboration with THPRD at a future phase of development. The pedestrian circulation plan (Sheet 6 of Exhibit C) shows the location of internal walkways and improvements to the public right-of-way along SW Park Way and SW Marlow Avenue that will allow integration and a direct pedestrian connection from the proposed mixed-use development to the future public plaza.

Staff concurs that pedestrian connections link the building entrances to nearby streets and other pedestrian destinations.

Therefore, staff finds that the Guideline is met.

D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles. (Standards 60.05.20.3.C through E)

FINDING:
The applicant states that the proposed development includes five mixed-use residential buildings and one building that is entirely residential with a surface parking lot located behind the buildings and interior to the site. Secondary entrances located at the rear of the buildings have direct access to interior raised walkways that are separated from the parking area by a curb. A central accessway will transect the interior surface parking lot and will have a distinct paving pattern to differentiate it from the standard drive aisles. In addition to the central accessway, three clearly marked pedestrian

paths transect the surface parking lot at evenly spaced intervals. The north-south pedestrian connections are spaced no greater than 200 feet away from each other.

Staff concurs that pedestrian connections to streets through the parking area are evenly spaced and separated from vehicles.

Therefore, staff finds that the Guideline is met.

E. Excluding manufacturing, assembly, fabricating, processing, packing, storage, and wholesale and distribution activities which are the principal use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standards 60.05.20.3.A through H)

FINDING:
The applicant states that as shown on the vehicular and pedestrian circulation plans (Sheets 5 and 6 of Exhibit C), the proposed mixed-use development abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances that provide direct access to the public sidewalk system. Proposed public infrastructure improvements designed to increase pedestrian connectivity from the site to the adjacent public right-of-way include a complete public sidewalk network, clearly marked crosswalks, improvements to SW Park Way, and mid-block crossings on SW Wilshire Street and on SW Park Way. Sidewalks with a minimum 10-foot wide unobstructed path will be constructed on all street frontages. Impact to the pedestrian right-of-way is minimized with clearly marked vehicular access to on-site surface and underground parking areas. Multiple access points and internal walkways provide safe, comfortable, and convenient pedestrian access from the surrounding public sidewalk network through the development.

Improvements of Tualatin Hills Park & Recreation District (THPRD) trail connections adjacent to the site on SW Wilshire Street and SW Marlow Avenue are proposed to improve safety and comfort of pedestrians as well as bicyclists. THPRD staff has accepted the proposed trail design.

With a condition of approval requiring construction of the trail as designed and accepted by THPRD staff, staff concurs that connections designed for high levels of pedestrian activity are provided along all streets.

Therefore, staff finds that by meeting the condition of approval, the Guideline is met.

F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard, durable surfaces. (Standards 60.05.20.3.F and G)

FINDING:
The applicant states that the development abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with main entrances providing direct access to the public sidewalk system. Secondary entrances located at the rear of the buildings have direct access to interior raised walkways that are separated from the parking area by a curb. Different paving materials will delineate continuous pedestrian walkways that cross vehicular access aisles as illustrated in the vehicular and pedestrian circulation plans (Sheets 5 and 6 of Exhibit C). All sidewalks and walkways with the development will be constructed using hard, durable surfaces and will be compliant with the Americans with Disabilities Act.

Vehicular access to the underground parking area on the north side of the surface parking area is located outside of the pedestrian circulation system. A clear pedestrian path is provided with a scored concrete sidewalk around the garage entrance as illustrated on the Park Way Plaza Plan (Sheet L2.1 of Exhibit C). Additionally a raised concrete planter and a cable guardrail provides further separation between pedestrian and vehicular circulation at this garage entrance (Detail 1, Sheet L2.6 of Exhibit C).

Impact to the pedestrian pathway is minimized with safe vehicular entrance and exit from the underground parking area located on SW Wilshire Street. A change in paving material provides a visual cue to pedestrians that they are crossing the garage entryway. Additionally, safety devices such as mirrors, signs, lights, and audible warning devices will alert drivers that they are crossing the pedestrian pathway.

With conditions of approval requiring that all pedestrian pathways into the parking lot are constructed with scored concrete or modular paving patterns and for maintaining a safe pedestrian crossing at the SW Wilshire Street garage entrance, staff concurs that pedestrian connections are designed for safe pedestrian movement and constructed of hard, durable surfaces.

Therefore, staff finds that by meeting the condition of approval, the Guideline is met.

5. Parking area landscaping. 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 landscape islands, LIDA swales, trees, raised concrete planters, and espalier plantings minimize the visual impact of the interior surface parking area. As illustrated on the Landscape Plans (Sheets L1.1 through L1.4 of Exhibit C), landscape islands are provided throughout the proposed surface parking lot, along with LIDA swales and trees. Trees are located inside the landscape islands and in tree wells along the interior walkways providing a tree canopy for the parking area. Raised concrete planters and espalier plantings line the interior pedestrian walkway. Paperbark Maple trees are proposed to be planted within the landscape islands located in the center of the surface parking area. At maturity, Paperbark Maple trees will be approximately 25 feet tall with a 15-foot wide upright-rounded spread. The leaves of the trees are dark green and red in the fall. Paperbark trees also have a cinnamon color bark providing interest in the winter months. Cascara trees are proposed to be planted in the landscape islands located adjacent to interior pedestrian walkways. Cascara trees are native to the northwest and will grow to 15 to 30 feet tall. Leaves of the cascara are dark green turning yellow and orange in the fall.

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

Therefore, staff finds that the Guideline is met.

6. Off-street parking frontages in Multiple Use zones.

A. Surface parking should occur to the side or rear of buildings and should not occur at the corner of two Major Pedestrian Routes. (Standard 60.05.20.6)

FINDING:
The applicant states that the proposed development includes five mixed-use residential buildings and one building that is entirely residential with a surface parking lot located behind the buildings and interior to the site. Vehicular access to the surface parking area is provided on SW Park Way and SW Wilshire Street via the central accessway, which is more than 300 feet from the nearest intersection. In addition, no Major Pedestrian Routes abut the site.

Staff concurs that surface parking occurs to the rear of buildings.

Therefore, staff finds that the Guideline is met.

7. Sidewalks along streets and primary building elevations in Commercial and

Multiple Use zones.

A. Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)

FINDING:
The applicant states that as shown on the vehicular and pedestrian circulation plans (Sheets 5 and 6 of Exhibit C), the proposed mixed-use development abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances that provide direct access to the public sidewalk system. Proposed public infrastructure improvements designed to increase pedestrian connectivity from the site to the adjacent public right-of-way include a complete public sidewalk network, clearly marked crosswalks, improvements to SW Park Way, and mid-block crossings on SW Wilshire Street and SW Park Way. Sidewalks with a minimum 10-foot wide unobstructed path will be constructed on all street frontages. Impact to the pedestrian right-of-way is minimized with clearly marked vehicular access to on-site surface and underground parking areas. Main pedestrian access points that include public plazas are proposed on SW Wilshire Street, SW Park Way, and OR 217 Frontage Road.

Staff concurs that pedestrian connections designed for high levels of pedestrian activity are provided along all streets.

Therefore, staff finds that the Guideline is met.

B. Pedestrian connections should be provided along primary buildings elevations having building and tenant entrances. (Standard 60.05.20.7.B)

FINDING:
The applicant states that the site abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. All proposed buildings front public rights-of-way with primary building entrances providing direct access to the public sidewalk system. Secondary entrances, located at the rear of the buildings, provide direct access to interior walkways with connections between buildings and the on-site surface parking area. Proposed public infrastructure improvements designed to increase pedestrian connectivity from the site to the adjacent public right-of-way include a complete public sidewalk network with a minimum 10-foot wide unobstructed path constructed on all street frontages. Impact to the pedestrian right-of-way along the public sidewalk system is minimized with clearly marked vehicular access to on-site surface and underground parking areas.

Staff concurs that pedestrian connections are provided along primary building elevations.

Therefore, staff finds that the Guideline is met.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial, and Multiple Use zones.

A. On-site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8)

FINDING:
The applicant states that the site, which is located within the SC-MU zoning district, abuts SW Park Way on the north, SW Marlow Avenue on the west, SW Wilshire Street on the south, and OR 217 Frontage Road on the east. The proposed development includes five mixed-use residential buildings and one building that is entirely residential with a surface parking lot located behind the buildings and interior to the site. All buildings front the public streets and have primary building entrances directly to the public sidewalk system without crossing vehicular circulation or parking areas. Secondary entrances, located at the rear of the buildings, have direct access to interior raised walkways that are separated from the parking area by a curb. A central accessway will transect the interior surface parking lot and will have a distinct paving pattern to differentiate it from the standard drive aisles. In addition to the central accessway, three clearly marked pedestrian paths transect the surface parking lot at evenly spaced intervals. Impact to the pedestrian right-of-way is minimized with clearly marked vehicular access to surface and underground parking areas. Street trees, pavers, curbs, and sidewalks delineate vehicular accessways from pedestrian areas as shown on the vehicular circulation and planting plans (Sheets 5 and L1.1 through L1.4 of Exhibit C).

Vehicular access to the underground parking garage on the north side of the surface parking area is located outside of the pedestrian circulation system. A clear pedestrian path is provided with a scored concrete sidewalk around the garage entrance as illustrated on the Park Way Plaza Plan (Sheet L2.1 of Exhibit C). Additionally a raised concrete planter and a cable guardrail provides further separation between pedestrian and vehicular circulation at this garage entrance (Detail 1, Sheet L2.6 of Exhibit C).

Impact to the pedestrian pathway is minimized with safe vehicular entrance and exit from the underground parking area located on SW Wilshire Street. A change in paving material provides a visual cue to pedestrians that they are crossing the garage entryway. Additionally, safety devices such as

mirrors, signs, lights, and audible warning devices will alert drivers that they are crossing the pedestrian pathway.

With a condition of approval to maintain a safe pedestrian crossing at the SW Wilshire Street garage entrance, staff concurs that the on-site vehicle circulation is easily recognized and identified and includes a higher level of improvements compared to parking lot aisles.

Therefore, staff finds that by meeting the condition of approval, the Guideline is met.

B. Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact. (Standard 60.05.20.8)

FINDING:
The applicant states that the proposed development includes five mixed-use residential buildings and one building that is entirely residential with a surface parking lot located behind the buildings and interior to the site. The longest continual drive aisle is approximately 460 feet; however, the parking areas is designed with clearly marked pedestrian walkways that transect the parking area at evenly spaced intervals. The average distance between the walkways is 115 feet. A central accessway will transect the interior surface parking lot and will have a distinct paving pattern to differentiate it from the standard drive aisles. The pedestrian paths will also have a distinctive paving pattern and alternative paving colors to provide contrast to the vehicular drive aisles.

Landscape islands, LIDA swales, trees, raised concrete planters, and espalier plantings minimize the visual impact of the interior surface parking area. As illustrated on the planting plans (Sheets L1.1 through L1.4 of Exhibit C), landscape islands are provided throughout the proposed surface parking lot, along with LIDA swales and trees. The trees are located inside the landscape islands and in tree walls along the interior walkway providing a tree canopy for the parking area.

Staff concurs that long, continuous parking aisles are avoided and the aisles are landscaped to minimize the visual impact.

Therefore, staff finds that the Guideline is met.

60.05.45. Landscape, Open Space, and Natural Area Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.

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 planting plans (Sheets L1.1 through L1.4 of Exhibit C) illustrate how landscape islands, LIDA swales, trees, raised concrete planters, and espalier plantings minimize the visual impact of the interior surface parking area. LIDA swales are designed with native plant materials adaptive to the water quality facility. A mix of herbaceous plants and shrubs with the capability to store excess water and filter pollutants has been chosen. The proposed vegetated material is well suited to moist and dry soil conditions.

Tree wells are designed to provide shade and continuity. Trees have been chosen to provide year-round color and interest and are suitable for urban environmental conditions. Because the landscaping will be installed above the underground parking garage structure, the central accessway has been designed with large pots in order to accommodate as many trees as possible. The streetscape is designed with trees and understory plants to provide interest at a pedestrian scale. The location of tree wells and large pots enhance the pedestrian scale and create an urban streetscape feel adjacent to the on-site surface parking area and public rights-of-way.

Espalier and climbing plant supports are designed to be placed against the proposed buildings to soften the transition between the ground plane and buildings. Espalier was chosen for sunny conditions. Raised planters are utilized because the landscaping will be installed above the underground parking garage structure. As well as adding aesthetic interest, the wide-edged raised planters provide seating. Ornamental grasses and plant material have been chosen to create a more natural experience in an urban area.

Landscaping within the pedestrian plazas adjacent to SW Wilshire Street, SW Park Way, and OR 217 Frontage Road is designed to provide aesthetically pleasing areas for residents and visitors. The public plazas, open space, wide public sidewalks and walkways, street trees, and street furnishings located between and adjacent to buildings further enhance the pedestrian- and transit-oriented development.

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.

Therefore, staff finds that the Guideline is met.

B. Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Standard 60.05.25.5.C)

FINDING:
The applicant states that large pedestrian plazas adjacent to SW Wilshire Street, SW Park Way, and OR 217 Frontage Road are proposed to provide aesthetically pleasing areas for residents and visitors with a combination of landscaping and hardscaping (Sheets L1.1 through L1.4 of Exhibit C). The pedestrian plazas and walkways proposed in the development will be surfaced with decorative concrete pavers (Details 1 – 3, Sheet L2.5 of Exhibit C). The public plazas, open space, wide public sidewalks and walkways, street trees, and street furnishings located between and adjacent to buildings further enhance the pedestrian- and transit-oriented development.

Staff concurs that the plazas and common areas designed for pedestrian traffic are surfaced with a combination of landscape and decorative pavers and concrete.

Therefore, staff finds that the Guideline is met.

C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)

FINDING:
The applicant states that the Planting and Legend Details plan (Sheet L1.4 of Exhibit C) specifies the plants proposed for the mixed-use development. Use of native vegetation has been emphasized with this proposal where appropriate. Native plant material, adaptive to conditions, was chosen for the LIDA planters. The mix of herbaceous plants and shrubs proposed have capability to store excess water and filter sediment and pollutants and are well suited to moist and dry soil conditions. In addition to the LIDA planters, the landscape design incorporates native plants including Tufted Hair Grass, Mock-Orange shrubs, and Cascara trees.

Staff concurs that the use of native vegetation is emphasized for compatibility with local and regional climatic conditions.

Therefore, staff finds that the Guideline is met.

E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)

FINDING:
The applicant states that the Planting Legend and Detail (Sheet L1.4 of Exhibit C), demonstrates the diverse selection of tree, shrub, and groundcover species proposed to be planted within the mixed-use development. Ten species of trees are proposed, The most used tree, the Yoshino Cherry, will only represent 21% of all trees on the site. Seven species of lawn and groundcover plants are proposed. The most used lawn plant, Pro-Time 309, will only represent 45% of the lawn and groundcover square footage on the site. Twenty species of shrubs and ornamental grasses are proposed. The most used species, Dwarf Fountain Grass, will only represent 17.6% of all shrubs and ornamental grasses on the site.

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

Therefore, staff finds that the Guideline is met.

7. Fences and walls.

A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9)

FINDING:
The applicant states that no fences are incorporated into the design of the proposed mixed-use development. Seat-height, freestanding seating walls and raised planter walls (Detail 8, Sheet L2.4 and Detail 4, Sheet L2.5 of Exhibit C) with wide edges are proposed to be located throughout the site. These 18-inch to 24-inch tall walls are designed to be attractive and durable and will provide additional seating opportunities without obstructing views.

Staff concurs that the walls will be constructed of attractive, durable materials.

Therefore, staff finds that the Guideline is met.

9. Integrate water quality, quantity, or both facilities. Above-ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.10)

FINDING:
The applicant states that LIDA swales and Filterras are integrated into the

proposed mixed-use development landscape design as illustrated on the planting plans (Sheets L1.1 through L1.4 of Exhibit C). A LIDA planter, a water quality facility, is proposed to transect the surface parking area and a StormTech underground storage facility, a water quantity facility, will be located under the western portion of the surface parking area, as illustrated on the Overall Composite Utility Plan (Sheet 9 of Exhibit C).

Staff concurs that above-ground stormwater detention and treatment facilities are integrated into the site's landscaping.

Therefore, staff finds that the Guideline is met.

60.05.50. Lighting Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

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 lighting of the proposed mixed-use development is designed to improve safety and prevent crime and accidents throughout the site. The surface parking area, internal walkways, and public sidewalks are well lit with evenly spaced pole lights. Twenty-foot tall pole top arm mounted HID luminaires are located in the landscape islands of the parking area and 14-foot tall pedestrian pole lights are located along internal walkways. Public pedestrian plazas, including the play area, are lit with up-lights, recessed mounted step lights, and building wall mounted HID luminaires. Pedestrian pole lights located along rights-of-way adjacent to the development increase pedestrian safety and comfort on public sidewalks, including on the Tualatin Hills Park & Recreation District "combined trail and sidewalk." Fiber optic lights illuminate stairs and handrails.

The Illumination Plan (Exhibit I) submitted to the City does not demonstrate full compliance with the City's Technical Lighting Standards because there are numerous locations interior to the site that do not meet minimum lighting standards. The plans also do not provide photometric information around the exterior of each buildings and at each property line. Staff recommends a condition of approval requiring that the lighting plan adhere to Table 60.05-1, Technical Lighting Standards, prior to Site Development Permit issuance.

With a condition of approval to meet the Technical Lighting Standards, staff concurs that lighting is utilized to maximize safety within the development through the strategic placement of luminaires.

Therefore, staff finds that by meeting the condition of approval, the Guideline

is met.

2. ***Pedestrian scale lighting should be an integral part of the design concept except 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 as illustrated on the Lighting Plan (Exhibit I), 20-foot tall pole top mounted HID luminaires are located in the landscape islands of the parking area and 14-foot tall pedestrian pole lights are evenly spaced along internal walkways and public sidewalks. Public pedestrian plazas, including the play area, are lit with up-lights, recessed mounted step lights, and building wall mounted HID luminaires. Fiber optic lights illuminate stairs and handrails.

   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.

   Therefore, staff finds that the Guideline is met.

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 design for the mixed-use development incorporates a variety of lighting fixtures with lens shields and shapes to minimize the impacts of direct and indirect glare to adjacent streets and properties. Manufacturers' illustrations and specifications of the lighting poles and fixtures proposed in the design are included in the Illumination Plan (Exhibit I).

   The Illumination Plan submitted to the City does not demonstrate full compliance with the City's Technical Lighting Standards because there are numerous locations interior to the site that do not meet minimum lighting standards. The plans also do not provide photometric information around the exterior of each buildings and at each property line. Staff recommends a condition of approval requiring that the lighting plan adhere to Table 60.05-1, Technical Lighting Standards, prior to Site Development Permit issuance.

   With a condition of approval to meet the Technical Lighting Standards, staff concurs that the lighting minimizes direct and indirect glare impacts to abutting and

adjacent properties and streets.

Therefore, staff finds that by meeting the condition of approval, the Guideline is met.

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

FINDING:
The applicant states that in compliance with Standards 60.05.30.1 and 2, the proposed lighting design for the mixed-use development provides adequate on-site lighting with minimal glare. The surface parking area, internal walkways, and public sidewalks are well lit with evenly spaced pole lights. As illustrated on the Illumination Plan (Exhibit I), 20-foot tall pole top arm mounted HID luminaires are located in the landscape islands of the parking area and 14-foot tall pedestrian pole lights are evenly spaced along internal walkways and public sidewalks. Public pedestrian plazas, including the play area, are lit with up-lights, recessed mounted step lights, and building wall mounted HID luminaires. All proposed pole-mounted lighting fixtures will be measured from the site's finished grade and will be finished with a non-reflective color. Manufacturers' illustrations and specifications of the lighting poles and fixtures proposed in the design are included in Illumination Plan. Canopy lighting and lighted bollards are not proposed in the development.

The Illumination Plan submitted to the City does not demonstrate full compliance with the City's Technical Lighting Standards because there are numerous locations interior to the site that do not meet minimum lighting standards. The plans also do not provide photometric information around the exterior of each buildings and at each property line. Staff recommends a condition of approval requiring that the lighting plan adhere to Table 60.05-1, Technical Lighting Standards, prior to Site Development Permit issuance.

With a condition of approval to meet the Technical Lighting Standards, staff concurs that the on-site lighting will comply with the City's Technical Lighting Standards.

Therefore, staff finds that by meeting the condition of approval, the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2019-0110 (Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment)** subject to the applicable conditions identified in Attachment F.

LD2019-0026
ANALYSIS AND FINDINGS FOR PRELIMINARY PARTITION APPROVAL

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 conditions of approval identified in Attachment F.

Therefore, staff finds that the proposal meets the criteria for approval.

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.

Section 40.45.15.4.C Approval Criteria. In order to approve a Preliminary Partition application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. ***The application satisfies the threshold requirements for a Preliminary Partition. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47, further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C have been met.***

   FINDING:
   The applicant proposes to create two lots and a tract for common facilities, which meets threshold:

   1. *The creation of up to and including three (3) new parcels from at least one (1) lot of record (parent parcel) in one (1) calendar year.*

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

2. ***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 Preliminary Partition application.

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

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

   FINDING:
   There are no existing City approvals for the subject site, which was recently annexed into the City of Beaverton, so the proposed partition does not conflict with any existing City approval.

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

4. ***Oversized parcels (oversized lots) resulting from the Partition 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 partition 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:
   An oversized parcel is defined in Chapter 90 as:

   > *"A lot which is greater than twice the required minimum lot size allowed by the subject zoning district."*

   There is no minimum lot size in the SC-MU zoning district so oversized parcels cannot occur in the SC-MU zone.

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

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

    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 street improvements are proposed, provides a standard street cross section with sidewalks.***

    FINDING:
    Lot averaging is not proposed with this development.

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

6. ***Applications that apply the lot area averaging standards of Section 20.05.15.D do not require further Adjustment or Variance approvals for the Land Division.***

    FINDING:
    Lot averaging is not proposed with this development.

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

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

    FINDING:
    The parcels created by the proposal will only have one zoning designation: SC-MU.

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

8. ***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 Preliminary Partition application with associated Design Review Three, Parking Determination for Shared Parking, and Text Amendment applications. Concurrent review of the applications satisfies this

criterion. No other applications are required of the applicant at this stage of City review.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **LD2019-0026 (Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment)** subject to the applicable conditions identified in Attachment F.

PD2019-0002
ANALYSIS AND FINDINGS FOR SHARED PARKING APPROVAL

Section 40.55.05. Purpose.

The purpose of a Parking Determination is to establish required number of parking spaces for uses which do not have a parking ratio requirement listed in the Development Code. The Parking Determination application is established for determining the required number of off-street parking spaces in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein.

Section 40.55.15.2.C Approval Criteria. In order to approve a Shared Parking application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. ***The proposal satisfies the threshold requirements for a Shared Parking application.***

   FINDING:
   The applicant proposes to locate the required parking on multiple properties, the two lots and tract that will be created by the Preliminary Partition, which meets threshold:

   2. *All or a portion of the required parking will be provided at an off-site location.*

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

2. ***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 Shared Parking application.

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

3. ***The shared off-street parking is located on any property within 500 feet of the property upon which the use requiring the parking is located, except in Multiple Use zoning districts were the location may be at any distance.***

   FINDING:
   Proposed Buildings 1, 2, and 3 will be located on Parcel 1 and Buildings 4, 5, and

6 will be located on Parcel 2. The off-street parking spaces for the residential and commercial uses within these buildings will be located on Parcel 1, Parcel 2, and Tract A. These three properties abut each other and are closer than 500 feet apart. Staff finds that the shared off-street parking is located on a property within 500 feet of the property upon which the use requiring the parking is located.

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

4. ***The location of the shared parking and the site containing the use shall be connected by a hard surface pedestrian pathway.***

   FINDING:
   Parcels 1 and 2 contain the uses and the shared parking is proposed to be located on Parcels 1 and 2, as well as Tract A. The three properties are connected by hard surface pedestrian pathways both through the shared surface parking lot and also around its perimeter. Staff finds that the location of the shared parking and the sites containing the use are connected by a hard pedestrian pathway.

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

5. ***If the location of the shared parking and the site containing the use are separated by a street of collector or higher designation, the two locations shall each be within 300 feet of a controlled pedestrian crossing, such as a traffic light, stop-controlled intersection, or marked pedestrian crossing such as a striped intersection or pedestrian-activated signal.***

   FINDING:
   The location of the shared parking and the sites containing the uses are not separated by a street.

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

6. ***If multiple properties are involved, the owners of the properties have each agreed to the shared parking by entering into a shared parking agreement.***

   FINDING:
   The owners of Tax Lot 2800 and Tax Lot 2900 have signed the application for the Parking Determination and are willing to enter into a shared parking agreement.

   Staff recommends a condition of approval requiring the owners of Tax Lots 2800 and 2900 to enter into a shared parking agreement prior to Site Development Permit issuance to ensure that the owners have agreed to the shared parking. Additionally, a shared parking agreement will be required for proposed Parcels 1 and 2 and Tract A prior to Final Plat approval to ensure that any future owners of

the properties will maintain the shared parking arrangement.

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

7. ***The time of peak parking demand for the various uses located on the subject properties occur at different times of the day.***

FINDING:
With the allowed reductions for the provision of a pedestrian plaza and the substitution of covered long-term bicycle parking spaces, the proposed development requires 576 on-site parking spaces. The applicant is providing 576 on-site parking spaces. Staff finds that this approval criterion does not apply to the proposal because the proposal meets the minimum parking space requirement.

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

8. ***Adequate parking will be available at all times when the various uses are in operation.***

FINDING:
With the allowed reductions for the provision of a pedestrian plaza and the substitution of covered long-term bicycle parking spaces, the proposed development requires 576 on-site parking spaces. The applicant is providing 576 on-site parking spaces. Staff finds that this approval criterion does not apply to the proposal because the proposal meets the minimum parking space requirement.

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

9. ***The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both 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 proposal.***

FINDING:
Staff cites the findings presented in Attachment A in response to the Facilities Review Committee approval criterion 40.03.1.D. As identified in Attachment A, the proposal meets Approval Criterion 40.03.1.D, subject to conditions of approval identified in Attachment F. Therefore, staff finds that the proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements and dedications required by the applicable provisions of Chapter 60 (Special Requirements) are provided.

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

10. ***There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.***

FINDING:
Staff cites the findings presented in Attachment A in response to the Facilities Review Committee approval criterion 40.03.1.F. As identified in Attachment A, the proposal meets Approval Criterion 40.03.1.F, subject to conditions of approval identified in Attachment F. Therefore, staff finds that there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.

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

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

FINDING:
The applicant has provided all applicable application submittal requirements as specified in Development Code Section 50.25.1.

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

12. ***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 Parking Determination for Shared Parking application with associated Design Review Three, Preliminary Partition, and Text Amendment applications. 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 Parking Determination for Shared Parking application is dependent upon approval of the Design Review Three and Preliminary Partition applications.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **PD2019-0002 (Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment)** subject to the applicable conditions identified in Attachment F.

TA2019-0001
ANALYSIS AND FINDINGS FOR TEXT AMENDMENT APPROVAL

Context

According to Section 20.20.10 of the Beaverton Development Code (BDC), the purpose of the Station Community Multiple Use (SC-MU) zoning district is to create an opportunity for office, retail, and service uses, as well as places for housing, within a half-mile from light rail transit (LRT) stations. The diversity of uses combined with the proximity of the transit services provides for a community that is accessible, sustainable, and vibrant. The current regulations do not allow enough height and density to fulfill the stated policy goals of this zone, nor the goals and policies of the Beaverton Comprehensive Plan, the Metro Urban Growth Management Functional Plan, and Oregon Statewide Planning Goals.

BDC Section 20.20.10 allows greater height and density in the SC-MU district on sites that are in proximity to LRT platforms. In Beaverton, most LRT platforms are adjacent to publicly owned properties or large roads that account for most of the area within the given 400-foot radius. Therefore, the additional height and density allowed cannot actually be achieved. This Text Amendment proposes to update the 400-foot distance to include areas of the SC-MU zone that are within one-quarter mile of LRT platforms, as well as increase the height and density allowed in this area to facilitate the construction of mixed-use development that is consistent with policy goals established at a city, county, regional, and state level.

The City of Beaverton Comprehensive Plan, the Metro Urban Growth Management Functional Plan, and the Oregon Statewide Planning Goals encourage the development of land- and energy-efficient land use that is focused around areas with multiple transportation options. Specifically, the Beaverton Comprehensive Plan calls for the thoughtful and strategic infill and redevelopment of land within the City of Beaverton, as well as the support for pedestrian-oriented, mixed-use areas and facilitation of more intense, vertical mixed use development in areas well-served by transit. Additionally, the Metro Urban Growth Management Functional Plan points to the region's housing concerns and calls for the enhancement of areas like the SC-MU zoning district, which are centers of the region's communities and neighborhoods. This Text Amendment will provide more opportunity for greater diversity in the housing supply in areas that have already received large amounts of infrastructure and transportation investment, specifically in the form of TriMet's MAX light rail system, as well as existing street and utility networks. The areas designated as SC-MU are some of the most well-connected areas of the city, making them ideal for investment and the type of centralization envisioned by the SC-MU zone.

The applicant has submitted this Text Amendment application concurrently with a Design Review Three application for the redevelopment of property located at 10236 and 10280 SW Park Way, on Tax Lots 1S102CC02800 and 02900, which is located in the SC-MU zone. The proposed development includes six buildings providing 509 multi-family

residential units and 56,388 square feet of commercial space. Prior to annexation into the City of Beaverton earlier this year, the subject property was under the jurisdiction of Washington County and zoned TO:BUS, a transit-oriented land use district. Much like the SC-MU zone, the intent of a Washington County transit-oriented zone is to provide pedestrian-oriented design within one-half mile of a transit station. In the TO:BUS land use district, development up to 80 feet in height is allowed regardless of the distance from an LRT station platform and there is no Maximum Floor Area Ratio (FAR) within 1,300 feet of an LRT station, which is just under one-quarter mile.

The existing Cedar Hills Shopping Center is specifically called out in the Washington County Cedar Hills-Cedar Mill Community Plan as Area of Special Concern No. 3, which states:

> *Should redevelopment occur, opportunities may arise to achieve a more transit-oriented development pattern that includes a mix of retail commercial, office, and higher density residential uses. Residential development is particularly anticipated to occur that will count towards meeting Washington County's capacity targets for dwelling units in mixed-use areas.*

The Washington County Cedar Hills-Cedar Mill Community Plan also states that the Cedar Hills area is planned to provide more shopping and employment opportunities. The Plan recommends that redevelopment within the Cedar Hills-Cedar Mill plan area, adjacent to major transportation routes and shopping areas, be encouraged to provide increased housing density.

The applicant has proposed two amendments to the Site Development Standards in Section 20.20.15 of the City of Beaverton's Development Code. Footnotes #18 and #19 are proposed to be added as shown in the following figures:

20.20.15. SITE DEVELOPMENT STANDARDS

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012] [ORD 4706; May 2017]

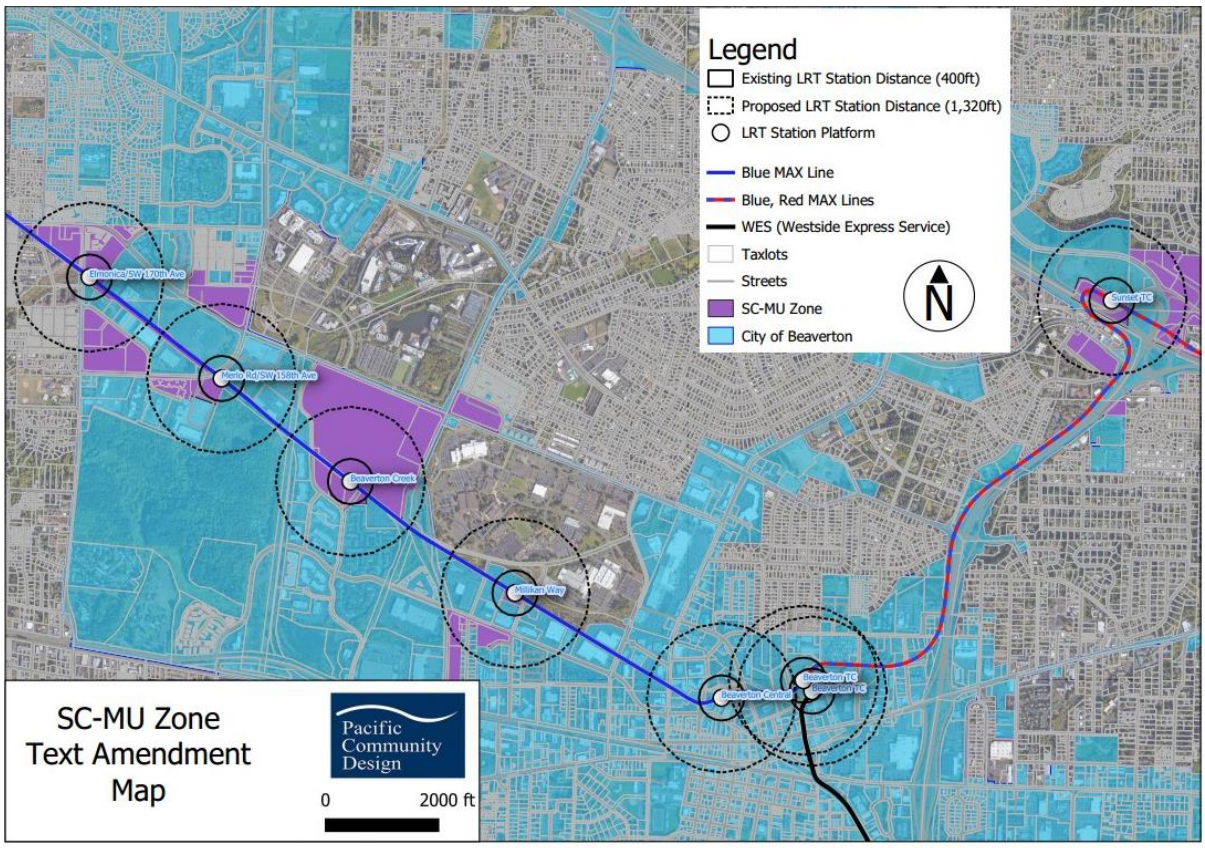
Development Standards Superscript Refers to Footnotes	RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
A. Parcel Area												
1. Minimum	None	None	None	None	7,000	None	None	None	None	None	None	None
2. Maximum	None	None	None	None	None	None	None	None	None	None	None	None
B. Residential Density	Refer to Sections 20.25.05. and 20.25.15.											
1. Minimum for residential only project (per acre)	20	12	12	N/A	N/A	24	24	30[1] 24	30[1] 24	30[1] 24	N/A	N/A
2. Maximum for residential only projects (per acre)	60	40[17]	40	N/A	N/A	40	36	None	None[2]	None	N/A	N/A
C. Floor Area Ratio (FAR)	Refer to Sections 20.25.10. and 20.25.15.											
1. Minimum	0.60[3]	0.35	0.30	0.40	0.30	0.50	0.30	0.40	0.40	0.60	0.35	None
2. Minimum with a PUD or DRBCP	0.45	0.25	0.20	0.30	0.20	0.35	0.20	0.30	0.30	0.0	0.25	0.0
3. Maximum	None	None	1.00[4]	None	None	1.00	0.60	1.20[5][18] 1.00	1.20[5] 1.00	None	2.00	0.50
4. Maximum with a PUD or DRBCP	None	None	None	None	None	2.00	1.00	None	None	None	None	None
D. Lot Dimensions												
1. Minimum Width	None	None	None	None	70	None	None	None	None	None	None	None
2. Minimum Depth	None	None	None	None	100	None	None	None	None	None	None	None

1. 30 units within 400 feet of LRT station platform, 24 beyond 400 feet
2. Within 120 feet of Washington County R5 zoning, the maximum residential density is 12 units per acre [ORD 4547; July 2010]
3. To accommodate smaller lot sizes in the RC-TO zone, refer to Section 20.25.20.A.1.
4. Maximum FAR for multiple use development involving residential use in RC-E zone, refer to Section 20.25.20.A.2.
5. Maximum FAR 1.20 within 400 feet of LRT station platform, 1.00 beyond 400 feet.
17. The maximum density is not applicable to a development within RC-OT if the development is within the areas where the maximum height is 40 feet (see footnote 11 of Section 20.20.15 and Figure A) and the proposed development can demonstrate compliance with additional requirements found in Section 60.05.15.10 Design Review Standards or Section 60.05.35.10 Design Review Guidelines if the proposal is subject to a Type 3 Design Review application.
18. **Maximum FAR 2.0 within 1,320 feet of LRT station platform, 1.00 beyond 1,320 feet.**

Development Standards Superscript Refers to Footnotes	RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
E. Yard Setbacks												
1. Front Minimum	0	0	0	10	0	0	0	0[6]	0[6]	0	None	None
2. Front Maximum On Major Pedestrian Route[7]	Refer to Footnote Reference 7											
3. Front Maximum Not On Major Pedestrian Route												
With Ground Floor Residential	20	20	20	N/A	N/A	5	10	20	20	10	N/A	N/A
Without Ground Floor Residential	10	10	20	10	20	20	20	10	10	20	N/A	N/A
4. Side Minimum	None	None	None	10	10	None	None	None[6]	None[6]	None	None	None
5. Side Maximum	None	None	None	None	None	None	None	None	None	None	None	None
6. Rear Minimum	None	None	None	None	None	None	None	None[6]	None[6]	None	None	None
7. Minimum Side or Rear Yards Abutting Property Zoned Residential[8]	20	20	20	75[9]	20	20	20	Abut Res / MU[10]	Abut Res / MU[10]	20	Abut Res[9]	Abut Res[9]
F. Building Height												
1. Minimum	Refer to 60.05.15.7. or 60.05.35.7., as applicable: Building Scale on MPR											
2. Maximum	120	75[11] 40	80	60	50[12] 60	60	50	100[13][19] 60	100[13] 60	120	100	40

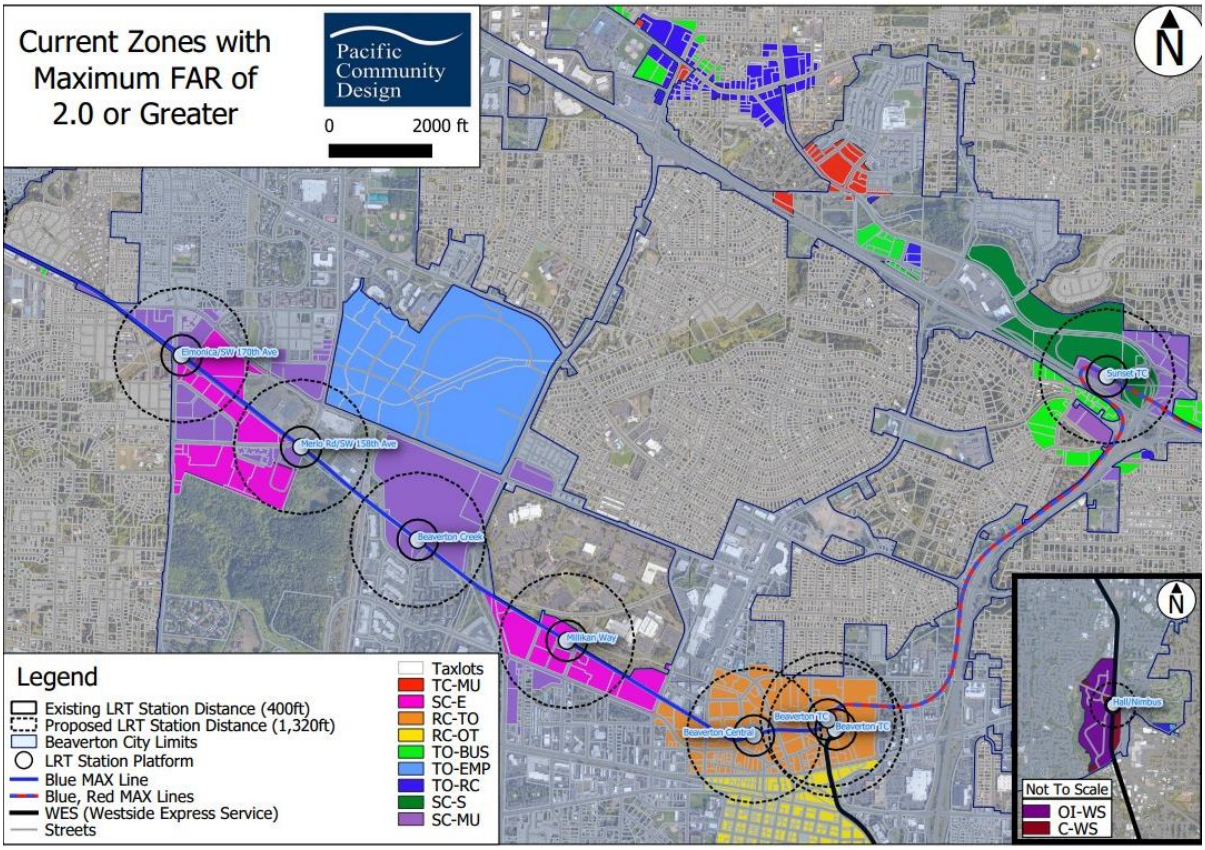
6. Where detached dwellings and duplexes on lots fronting common greens and shared courts are proposed, the following setbacks shall apply: Minimum front yard setback- 3 feet / Minimum side yard setback- 3 feet / Minimum alley width is 24 feet between buildings.
7. Under the conditions outlined in Section 60.05.15.6. of this Code, buildings in multiple use zones located on parcels that front on a designated Major Pedestrian Route shall be exempt from minimum and maximum setbacks. Front yard setbacks for parcels located on Major Pedestrian Routes shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and corresponding Design Review Guideline.
8. Rear yard setback is applicable to only the portion of the rear yard which abuts a residential zone; otherwise the minimum rear yard setback is 0 feet.
9. 75 feet if abutting a residentially developed property, otherwise 20 feet.
10. Side or rear yards abutting Residential or Multiple Use zoning where the Multiple Use zoning designation allows residential development, the minimum setback shall equal the abutting zoning district's required rear yard setback.
11. 75 feet permitted in areas within a block of SW Canyon Road, SW Farmington Road, SW Hall Boulevard, SW Watson Avenue, and SW Lombard Avenue between SW Canyon Road and SW 2nd Street; 40 feet permitted in other areas of the zoning district.
12. Maximum height is 50 feet. Where residential use is above ground floor commercial, maximum height is 60 feet.
13. 100 feet permitted within 400 feet of LRT station platform, 60 feet permitted beyond 400 ft.
19. **100 feet permitted within 1,320 feet of LRT station platform, 60 feet permitted beyond 1,320 feet.**

The applicant has provided the following map of the SC-MU areas affected by the proposed Text Amendment. There are currently five LRT stations within the City of Beaverton that abut SC-MU zoned properties: Elmonica/SW 170th Avenue; Merlo Road/SW 158th Avenue; Beaverton Creek; Millikan Way; and the Sunset Transit Center. This map compares the existing 400-foot distance versus the 1,320-foot (one-quarter mile) distance proposed. The existing 400-foot distance only affects four tax lots. By increasing this distance to 1,320 feet, 24 tax lots would be eligible to apply the new rules upon redevelopment, subject to approval of Design Review and other required Land Use application review, as applicable. Because the SC-MU zone is "generally located within one-half mile of light rail station platforms," per the purpose statement of the zone, modifying the distance to one-quarter mile will create a gradual density and massing transect from LRT stations. Furthermore, one-quarter mile is a comfortable walking distance to transit stations, effectively encouraging pedestrian- and transit-oriented development.



The next map provided by the applicant depicts the land use zones within the City of Beaverton (RC-TO, RC-OT, OI-WS, C-WS, SC-S, SC-E1, and TC-MU with a PUD) and Washington County (TO:BUS, TO:EMP, and TO:RC) that currently permit a Maximum FAR of at least 2.0. These land use zones are predominantly located near the City Center and along the TriMet MAX Light Rail Corridor and the TriMet WES Commuter Rail. As illustrated in the map, the SC-MU zone, in almost all cases, is adjacent to these zones

and is typically the land use zone that is closest to or abutting the LRT stations. Therefore, the SC-MU district should have a comparable FAR standard to those in the City and County listed above.



Of the zones shown on the map above, RC-TO, RC-OT, SC-E1, SC-S, TO:BUS, and TO:EMP each have significantly higher Maximum Height thresholds than the SC-MU zone, despite being located in similar locations. The City of Beaverton zones RC-TO and SC-S allow a maximum height of 120-feet, the SC-E1 zone allows a maximum height of 100 feet, and the RC-OT zone allows a maximum height of 75 feet. Washington County zones TO:BUS and TO:EMP allow a maximum height of 80-feet. Considering the proximity of these land use zones to the LRT stations and the SC-MU zone's comparable location in relation to LRT stations, the Maximum Height standards for the SC-MU zone should be similar to these other land use zones.

Section 40.85.05. Purpose.

The purpose of a Text Amendment application is to provide a mechanism for legislative amendments to the Development Code. It is recognized that such amendments may be necessary from time to time to reflect changing community conditions, needs, and

desires, to fulfill regional obligations, and to address changes in the law. This Section is carried out by the approval criteria listed herein.

<u>Section 40.85.15.1.C Approval Criteria.</u> In order to approve a Text Amendment application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

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

   FINDING:
   The applicant proposes to amend the Beaverton Development Code (BDC) to add two new footnotes to the Multiple Use Land Districts' Site Development Standards found in BDC Section 20.20.15 for the Station Community – Multiple Use (SC-MU) zoning designation. These footnotes would increase the allowed Maximum Floor Area Ratio from 1.00 to 2.00 and increase the allowed Maximum Building Height from 60 feet to 100 feet for the SC-MU zone within 1,320 feet (approximately one-quarter mile) of a Light Rail Transit station platform, which meets threshold:

   1. *Any change to the Development Code, excluding changes to the zoning map.*

   Therefore, staff finds that the proposal meets the criterion for approval.

2. ***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 Text Amendment application.

   Therefore, staff finds that the proposal meets the criterion for approval.

3. ***The proposed Text Amendment is consistent with the provisions of the Metro Urban Growth Management Functional Plan.***

   FINDING:
   Staff has identified three applicable provisions of the Metro Urban Growth Management Functional Plan, paraphrased as follows:

   > ***Title 1: Housing Capacity – Requires each city and county to maintain or increase its housing capacity per the Regional Framework Plan, which calls for a compact urban form and a "fair share" approach to meeting regional housing needs.***

The applicant states that the Text Amendment proposes changes to increase the Maximum Floor Area Ratio and the allowed Maximum Building Height for properties in the SC-MU zone that are within 1,320 feet of a Light Rail Transit station platform, which will allow for more housing capacity within Beaverton city limits. Increased housing capacity will help meet regional housing needs.

Title 6: Centers, Corridors, Station Communities, and Main Streets – Calls for enhancements of these areas as principal centers of urban life via actions and investments by cities and counties, complemented by regional investment.

The applicant states that the region has made large investments in the TriMet Light Rail Transit system and this Text Amendment is consistent with the intent of these investments within the City of Beaverton. The increase to the Maximum Floor Area Ratio and allowed Maximum Building Height for properties in the SC-MU zone that are closest to transit stations will provide more opportunities for residential, employment, and commercial uses so that Beaverton's Station Communities can meet the goals of being multi-modal, mixed-use hubs for the entire region.

Metro Code Section 3.07.620(d) calls for enhancing Station Communities by revising land use regulations, if necessary, to allow the mix and intensity of uses specified in Metro Code Section 3.07.640. Metro Code Section 3.07.640(a) recommends that Station Communities, on average, have at least 45 residents and workers per acre in order to be vibrant and successful. The proposal to increase the Maximum Floor Area Ratio and allowed Maximum Building Height for properties in the SC-MU zone that are closest to transit stations will provide more opportunities for residential, employment, and commercial uses. This increased density will better enable Beaverton's Station Communities to acquire the critical number of residents and workers needed to be vibrant and successful areas.

Metro Code Section 3.07.640(b) recommends that Station Communities have a mix of uses in order to be vibrant and walkable, including amenities such as grocery stores and restaurants, institutional uses such as schools and medical facilities, and civic uses such as libraries and public spaces. The proposal to increase the Maximum Floor Area Ratio and allowed Maximum Building Height for properties in the SC-MU zone that are closest to transit stations will provide more opportunities for commercial, institutional, and civic uses. This increased density will encourage vibrant and walkable development within Beaverton's Station Communities.

Metro Code Section 3.07.640(c) recommends that Station Communities have a mix of housing types in order to be vibrant and successful, including

the types of housing listed in the "needed housing" statute, ORS 197.303(1). Attached and detached single-family and multiple family housing for both owner and renter occupancy is included in the State's "needed housing" definition. The proposal to increase the Maximum Floor Area Ratio and allowed Maximum Building Height for properties in the SC-MU zone that are closest to transit stations will provide more opportunities for attached multiple family housing. This increased density will encourage vibrant and successful development within Beaverton's Station Communities and the increased housing capacity will help meet regional housing needs.

Title 8: Compliance Procedures – Ensures all cities and counties are fairly and equitably held to the same standards and that the Metro 2040 Growth Concept is implemented.

This Title outlines the procedural process which includes notification requirements when amendments to the comprehensive plan or land use regulations are being proposed. As part of the City's standard noticing procedures, Metro was mailed a copy of the notice, which contained a summary of the proposed changes, 35 days prior to the initial public hearing. The City has not received comments from Metro on the proposed text amendment as of the date that the staff report was published.

For these reasons, staff finds that the proposed text amendment is consistent with the provisions of the Metro Urban Growth Management Functional Plan.

Therefore, staff finds that the proposal meets the criterion for approval.

4. The proposed Text Amendment is consistent with the City's Comprehensive Plan.

FINDING:
Staff has identified seven applicable provisions of the City's Comprehensive Plan, as follows:

Goal 3.1.1: Encourage development and land use patterns that support a variety of transportation options.

Policy 3.1.1.d states that land use designations and development regulations should be applied that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit. Policy 3.1.1.e encourages increased intensity development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations.

The proposal to increase the Maximum Floor Area Ratio and allowed Maximum Building Height for properties in the SC-MU zone that are closest to transit stations will support higher density development and provide more opportunities for people to use transit to meet their daily needs. This increased density within one-quarter mile of LRT platforms will encourage increased intensity development in close proximity to high capacity transit stations.

Goal 3.2.1: Provide for thoughtful and strategic infill and redevelopment.

Policy 3.2.1.a encourages compact infill development that allows a wider variety of housing choices that can accommodate a range of ages, household sizes, and/or income levels while ensuring the new housing responds to the scale and form of the neighborhood; and in areas well-served by transit, offers more flexibility for infill housing and innovative housing types that meet city goals for affordability and livability and provide housing for diverse household sizes, types, and age ranges.

The proposal to increase the Maximum Floor Area Ratio and allowed Maximum Building Height for properties in the SC-MU zone that are closest to transit stations will provide compact infill development. This increased density within one-quarter mile of LRT platforms will provide more opportunities for a variety of housing choices while still maintaining consistency with the scale and form of the neighborhood as the SC-MU height and FAR standards become less intensive beyond one-quarter mile from the LRT platform. More opportunities for housing in the part of the SC-MU zones well-served by transit will support the City's goals for affordability and livability.

Goal 3.3.1: Promote sustainable development, resilience, and resource protection.

Policy 3.3.1.a states that land should be used effectively in urban areas to relieve development pressure in rural areas and help protect farms, forests, and natural resources. The proposal to increase the Maximum Floor Area Ratio and the allowed Maximum Building Height for properties in the SC-MU zone that are within 1,320 feet of a LRT station platform will encourage the development of residential, commercial, and employment uses in Beaverton's Station Communities, which effectively uses land in urban areas to relieve development pressure in rural areas and helps protect important rural resources.

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

Policy 3.4.2.b states that the planning work done by Washington County should be recognized when applying City policies and development regulations as annexation occurs. Policy 3.4.2.c states that city policies should be updated or City of Beaverton Community Plans should be created for newly annexed areas as needed to reflect changing conditions or where County plans offer little guidance. The proposed Text Amendment recognizes Washington County planning work, as discussed above in the analysis of the maximum FAR and height standards for both City and County zones near properties zoned SC-MU. This proposal also updates City policies related to density in Station Communities to better align with both changing conditions and also the nearby City and County zones, which is especially needed for properties near Sunset Transit Center, which were not yet annexed into the City when the SC-MU zone was created.

Goal 3.6.1: Support pedestrian-oriented mixed use areas.

Policy 3.6.1.a states that a mix of commercial, residential, employment, and civic uses should be provided at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit. The proposal to increase the Maximum Floor Area Ratio and the allowed Maximum Building Height for properties in the SC-MU zone that are within 1,320 feet of a LRT station platform will provide for a dense mix of commercial, residential, employment, and civic uses in Beaverton's Station Communities, which will contribute to vibrant and walkable communities where people can meet their daily needs using transit and on foot or by bike.

Goal 3.6.4: Station Communities – Encourage development and redevelopment around light rail stations that leverages proximity to light rail as an amenity for urban living/working and supports a variety of transportation modes.

Policy 3.6.4.a encourages vertical mixed use development that provides for street-level retail while accommodating housing or office uses above to support businesses that rely on foot traffic. Policy 3.6.4.b states that high-density residential development should be incorporated, particularly within a half-mile walking distance of a light rail station, to provide the highest accessibility to light rail to the greatest number of households. Policy 3.6.4.e states that within a half-mile of a light rail station platform and along routes that are likely to be used by pedestrians to access public transportation, development should be required to provide pedestrian-oriented design features such as windows, awnings, detailed building facades, and street furniture. Policy 3.6.4.g states that the Station Community designation may be applied in areas within approximately a half-mile of light rail that can support higher intensity uses.

The proposal to increase the Maximum Floor Area Ratio and the allowed Maximum Building Height for properties in the SC-MU zone that are within 1,320 feet of a LRT station platform will encourage dense vertical mixed-use development with both ground floor commercial uses and housing on upper floors. This high-density development will support businesses that rely on foot traffic and a large number of household having high accessibility to transit. Any development proposed in the portions of the SC-MU zone that would be impacted by this Text Amendment will still be subject to all applicable provisions of the Development Code, including sections that address pedestrian-oriented design features. Staff will review specific proposals for compliance with the Development Code through the land use review process.

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

Policy 4.1.1.a states that available land within the City should be used efficiently, encouraging new residential development to take advantage of allowed maximum densities where appropriate. Policy 4.1.1.b supports high density infill development that capitalizes on existing infrastructure and where impacts can be mitigated. Policy 4.1.1.c encourages high density residential development on mixed-use and commercial zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods.

The proposal to increase the Maximum Floor Area Ratio and the allowed Maximum Building Height for properties in the SC-MU zone that are within 1,320 feet of a LRT station platform will encourage new residential development at high densities to efficiently use available land within the city. This increased density will allow mixed-use residential developments to capitalize on existing infrastructure. High-density, mixed-use residential developments in close proximity to transit will promote 18-hour neighborhoods.

For these reasons, staff finds that the proposed Text Amendment is consistent with the City's Comprehensive Plan.

Therefore, staff finds that the proposal meets the criterion for approval.

5. ***The proposed Text Amendment is consistent with other provisions within the City's Development Code.***

FINDING:
The applicant proposes to add two footnotes to the Multiple Use Zones Site Development Standards table in Chapter 20. No other changes are proposed. Staff finds that the proposed amendments do not create conflicts with other provisions

of the Development Code. Furthermore, as discussed above, the proposed Text Amendment is consistent with the purpose of the SC-MU district in Section 20.20.10.

Therefore, staff finds that the proposal meets the criterion for approval.

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

FINDING:
Staff has not identified any other applicable City ordinance requirements or regulations that would be affected by the proposed Text Amendment. For this reason, staff finds that the proposed Amendment is consistent with all applicable City ordinance requirements and regulations.

Therefore, staff finds that the proposal meets the criterion for approval.

7. ***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 Text Amendment application with associated Design Review Three, Preliminary Partition, and Parking Determination for Shared Parking applications. No other applications are required of the applicant at this stage of City review.

Therefore, staff finds that the proposal meets the criterion for approval.

<u>Other Applicable Approval Criteria.</u>

As a post-acknowledgement amendment to the City's Development Code, the proposed text amendment is subject to ORS 197.175(1), which requires the City to demonstrate that the proposed Text Amendment is consistent with the relevant Statewide Planning Goals. Staff has determined that Goals 1, 2, 9, 10, 11, 12, 13 and 14 are applicable.

Goal 1: Citizen Involvement – To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Consistent with procedures outlined in the Beaverton Development Code, notices of the proposed Text Amendment were sent to all Neighborhood Association Committee Chairs with properties zoned SC-MU within their boundaries, the Chair of the Beaverton Committee for Community Involvement, Washington County's Department of Land Use and Transportation, and the Department of Land

Conservation and Development. Copies of the hearing notice were posted at City Hall and the City Library, as well as published in a newspaper of general circulation, consistent with Type 4 noticing requirements. The notice was also posted on the City's website. Staff finds that the City has provided adequate notice and opportunity for public involvement for the proposed text amendment and public hearing.

Goal 2: Land Use Planning – To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Changes to the Development Code require a Type 4 process, which includes noticing and a comment period prior to an initial public hearing before the Planning Commission. The hearing is open to the public and testimony, if any, will be received. At the conclusion of the hearing, the Planning Commission can continue the hearing to a later date, keep the record open for more information, or make a recommendation to the City Council, which is the ultimate decision-making authority for text amendments.

As described above in the findings to the Citizen Involvement Goal, staff have provided noticing consistent with the requirements identified in the Development Code to provide opportunities for community members to review and comment on the proposed changes. Copies of the staff report and exhibits are made available to the public at least seven days prior to the Planning Commission hearing for review. Prior to the adoption of a Text Amendment, the City Council will consider all the evidence in the record, including any public testimony provided at the Planning Commission hearing and any recommended changes to the proposal. Staff finds that the proposed Text Amendment has followed the established process and framework. Furthermore, staff finds that the findings contained within Attachment E of this report establish an adequate factual base for any decision on this proposal.

Goal 9: Economic Development – To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

The proposal to increase the Maximum Floor Area Ratio from 1.0 to 2.0 and the allowed Maximum Building Height from 60 feet to 100 feet for properties in the SC-MU zone that are within 1,320 feet of a Light Rail Transit station platform will expand opportunities for business development within Beaverton's Station Communities. Staff finds that the proposal will not have a negative impact on the economy of the State.

Goal 10: Housing – To provide for the housing needs of citizens of the state.

The proposal to increase the Maximum Floor Area Ratio from 1.0 to 2.0 and the

allowed Maximum Building Height from 60 feet to 100 feet for properties in the SC-MU zone that are within 1,320 feet of a Light Rail Transit station platform will encourage the development of needed housing within Beaverton's Station Communities. Staff finds that the proposal will enhance the ability of the City to meet its share of the housing needs of citizens of the State.

Goal 11: Public Facilities and Services – To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

The proposal to increase the Maximum Floor Area Ratio from 1.0 to 2.0 and the allowed Maximum Building Height from 60 feet to 100 feet for properties in the SC-MU zone that are within 1,320 feet of a Light Rail Transit station platform will encourage more density in Station Communities, which are already well served by public facilities and services. Staff finds that the proposal will not impair the City's ability to provide necessary services.

Goal 12: Transportation – To provide and encourage a safe, convenient, and economic transportation system.

The proposal to increase the Maximum Floor Area Ratio from 1.0 to 2.0 and the allowed Maximum Building Height from 60 feet to 100 feet for properties in the SC-MU zone that are within 1,320 feet of a Light Rail Transit station platform will support the use of public transportation by expanding the development potential on parcels within Station Communities that are close to MAX Light Rail Transit stations. Proposed development on these parcels must comply with all applicable provisions of the Beaverton Development Code. In addition, a Transportation Impact Analysis report may be required in order to mitigate any potential negative traffic impacts. For these reasons, staff finds that the proposal will encourage a safe, convenient, and economic transportation system.

Goal 13: Energy Conservation – To conserve energy.

The proposal to increase the Maximum Floor Area Ratio from 1.0 to 2.0 and the allowed Maximum Building Height from 60 feet to 100 feet for properties in the SC-MU zone that are within 1,320 feet of a Light Rail Transit station platform will encourage more density in Station Communities. Staff finds that the proposal will not change the City's ability to conserve energy or promote energy-efficient measures.

Goal 14: Urbanization – To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities.

The proposal to increase the Maximum Floor Area Ratio from 1.0 to 2.0 and the allowed Maximum Building Height from 60 feet to 100 feet for properties in the SC-

MU zone that are within 1,320 feet of a Light Rail Transit station platform will encourage the development of residential, commercial, and employment uses in Beaverton's Station Communities, which efficiently uses land inside the urban growth boundary and provides for livable communities. Staff finds that the proposal only applies to already urbanized land and therefore does not alter the transition from rural to urban land use.

For these reasons, staff finds that the proposal is consistent with all relevant Statewide Planning Goals.

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **TA2019-0001 (Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment)** subject to the applicable conditions identified in Attachment F.

ATTACHMENT F

RECOMMENDED CONDITIONS OF APPROVAL
Cedar Hills Shopping Center at Park Way Redevelopment and SC-MU Zone Text Amendment
(DR2019-0110 / LD2019-0026 / PD2019-0002 / TA2019-0001)

The Facilities Review Committee finds that by meeting the conditions of approval below, the proposal does comply with all the technical criteria. The Committee recommends that the decision-making authority APPROVE the proposal, subject to the following conditions of approval:

DR2019-0081

1. Ensure that the Preliminary Partition (LD2019-0026), Shared Parking Determination (PD2019-0002), and the Text Amendment (TA2019-0001) have been approved and are consistent with the submitted plans. (Planning/LR)

A. Prior to issuance of each Demolition Permit, the applicant shall:

2. Obtain Washington County's approval of a traffic control plan, including any sidewalk closures. (Washington County/NV)

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

3. Submit the required plans, application form, fee, and other items, as needed, for a complete Site Development Permit application. (Site Development Division/NP)
4. Contract with 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 Division/NP)
5. 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 Division/NP)

6. Provide assurances that the ownership of the subject project will guarantee improvements and work per the detailed cost estimate format and breakdown in the site development permit application. 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 Division/NP)

7. Submit any required easements under the City of Beaverton's authority, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards. (Site Development Division/NP)

8. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to areas within County permitting authority. (Site Development Division/NP)

9. Submit to the City a copy of issued permits or other approvals needed from Oregon Department of Transportation (ODOT) for work within, and/or construction access to areas within the ODOT permitting authority. (Site Development Division/NP)

10. 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 Division/NP)

11. Provide construction plans that show how each existing and proposed lot will be independently served by public utility systems as required by the City Engineer and City Building Official. (Site Development Division/NP)

12. Provide a construction staging plan that shows how each existing building and newly constructed buildings will be served by critical services as required by the City Engineer, City Building Official and Fire Marshal. Parking, Fire Access, Material/Construction staging, sanitary sewer connection, storm connections, water service, fire service and other identified items will be required per each stage for evaluation. (Site Development Division/NP)

13. For sites 5 acres or larger in disturbance, submit to the City plans for erosion control per requirements adopted by DEQ and Clean Water Services for 1200-C, DEQ/CWS/City Erosion Control Joint Permit. (Site Development Division/NP)

14. Submit a copy of issued permits or other approvals from Clean Water Services (CWS) District for storm system connection permit, as a part of the City's plan review process. (Site Development Division/NP)

15. Submit a copy of issued permits or other approvals from Clean Water Services (CWS) District for any agency owned and maintained systems. (Site Development Division/NP)

16. Submit a copy of Tualatin Valley Fire and Rescue (TVFR) District Fire Marshal's, Service Provider Letter. (Site Development Division/NP)

17. 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 2019-05 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 DCS Section 4.03.7.a and 4.04.2.a. (Site Development Division/NP)

18. On plan sheets that show grading and elevations, show and callout the storm water drainage basin, 100-year inundation level and the safe overflow conveyance from proposed storm water management facilities. (Site Development Division/NP)

19. Provide plans for the underground placement of proposed franchise utility lines along street frontages, and for affected services to existing lots. (Site Development Division/NP)

20. If existing overhead utility poles along street frontages must be moved to accommodate the proposed improvements, the affected lines must be undergrounded unless fee in lieu criteria per Section 60.65 of the Development Code is met. (Site Development Division/NP)

21. Pay storm water system development charges (SDC) for quantity control for conveyance capacity, hydromodification, quality treatment and system conveyance as outlined in City and CWS rates and charges and as determined by the City Engineer for the impervious areas inside the City of Beaverton. Any extra-capacity utility improvements, as required and determined by the City Engineer, shall be eligible for SDC credits. (Site Development Division/NP)

22. If required by OAR 918-780-0040, submit proposed private plumbing plans (fire lines, vault, backflow prevention and Fire Department Connection) to the City Building Division for review and permitting. Drainage within covered areas shall be piped as approved by the City Building Official. (Site Development Division/NP)

23. Submit a design for the stormwater management facility designed by a civil engineer, geotechnical engineer, or structural engineer for the expected hydrological conditions of the facility. The design should limit the possibility of infiltration as much as practicable due to the underground parking garage. (Site Development Division/NP)

24. 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 Division/NP)

25. Plans showing a proprietary storm filter system for storm water treatment shall also show City approved pre-treatment unit and if needed a high flow bypass system. (Site Development Division/NP)

26. Provide Option C lighting per the Engineering Design Manual, Chapter 4 along all City jurisdictional frontage improvements as determined by the City Engineer. When there are existing Option A and/or Option B street lights along these frontage improvements, these lights shall be removed and replaced with Option C lights per Chapter 4. No existing Option A and/or Option B lights along these frontage improvements or the opposite side of these frontage improvement shall be included in the lighting analysis to meet the lighting requirements. (Site Development Division/NP)

27. Provide plans showing jurisdictional standard driveways at the intersection of any private, common driveway and a public street. (Site Development Division/NP)

28. Provide plans showing that any encroachments in the public right of way shall be a non-structural attachment or in other words not integral (removable without damage) to the building structure. If an encroachment permit is desired by the owner or required by a financial institution or insurance company, the City Attorney will need to be consulted to prepare a specific document for this situation. (Site Development Division/NP)

29. Submit an owner-executed, notarized, City/CWS standard private storm water facilities maintenance agreement with all standard exhibits, including site legal description per County Surveyor as to form and nomenclature, ready for recording with Washington County. (Site Development Division/NP)

30. Submit a design for any retaining walls greater than four feet in height, designed by a civil engineer or structural engineer for the expected soil and ground water conditions. (Site Development Division/NP)

31. KNOX BOX: A Knox Box for building access may be required for structures and gates. See Appendix B for further information and detail on required installations. Order via www.tvfr.com or contact TVF&R for assistance and instructions regarding installation and placement. (OFC 506.1) This building will require a Knox Box. (TFV&R / JF)

32. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked “NO PARKING FIRE LANE” at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) (TFV&R / JF)

33. FIRE FLOW WATER AVAILABILITY: Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an

existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) (TFV&R / JF)

34. SURFACE AND LOAD CAPACITIES: Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) (TFV&R / JF)

35. EMERGENCY RESPONDER RADIO COVERAGE: In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1, OFC 510.1, and Appendix F) (TFV&R / JF)

    a. Emergency responder radio system testing and/or system installation is required for this building. Please contact me (using my contact info below) for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit. Fee in lieu option.

36. Show compliance with the following Oregon Department of Transportation (ODOT) conditions. (Transportation / KM)

    <u>Frontage Improvements and Right of Way</u>

    a. Construct the following cross section on OR 217 Frontage Road: a 1ft buffer, 12ft shared bike/ped sidewalk, .5ft curb, 1ft shy, 12ft travel lane, 12ft travel lane, 1ft shy, existing .5ft curb, and 5.5ft sidewalk to remain. Improvements shall be constructed as necessary to be consistent with local, ODOT, and ADA standards.

    b. OR 217 Frontage Rd: Deed right of way to ODOT as necessary to accommodate the 45.5ft cross section on OR 217 Frontage Road. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should 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 3 months to transfer ownership of property to ODOT.

Permits and Agreements to Work in State Right of Way

c. Obtain an ODOT Miscellaneous Permit for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be $100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements. Note: If a CIA is required, it may take up to 6 months to process.

d. Obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with the ODOT Highway Design Manual section 4.2.6 (http://www.oregon.gov/ODOT/Engineering/Documents_RoadwayEng/HDM_04-Cross-Sections.pdf.) If proposed tree placement deviate from ODOT standards (such as placement in a planter strip), a Design Exception Request for clear zone must be prepared by a licensed engineer for review by ODOT Technical Services. Preparation of a Design Exception request does not guarantee its ultimate approval. Note: It may take up to 3 months to process a Design Exception.

e. Obtain an ODOT Miscellaneous for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way. A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

   - Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
   - The improvements create an increase of the impervious surface area greater than 10,758 square feet.

37. Show compliance with the following Washington County conditions. (Transportation/KM)

    a. Record the following with Washington County:

        i. Dedication of an additional 8 feet of right-of-way to meet 39 feet from the centerline of SW Marlow Avenue, including adequate corner radius at the intersection with SW Park Way and SW Wilshire Street.

ii. Dedication of an additional 7 feet of right-of-way to meet 35 feet from the centerline of SW Wilshire Street.

iii. Dedication of an additional 19.5 feet of right-of-way to meet 41.5 feet from the centerline of SW Park Way.

b. Submit to Washington County Public Assurance staff a request for a Facility Permit for all public improvements on SW Park Way, SW Wilshire Street, and SW Marlow Avenue, including the following items:

i. Completed "Design Option" form (original copy), "Facility Permit Information Form," City's Notice of Decision with County's letter dated October 4, 2019, and a $45,000.00 Administration Deposit.

ii. Electronic submittal of engineering plans, geotechnical/pavement report, and the "Engineer's Checklist" (Appendix E of County Road Standards) for construction of the following public improvements, including construction access and construction traffic circulation plans if proposed on County-maintained streets:

1. Construction of frontage improvements on SW Marlow Avenue to include 10-foot sidewalk with 4-foot tree wells, street trees, street signage, street lighting, curb/gutter, 6-foot bike lane, 8-foot parking spaces, and one travel lane in each direction.

2. Restripe the west side of SW Marlow Avenue with a 6-foot bike lane and 8-foot parking spaces, with existing pavement markings modified as directed by the County Engineer.

3. Construction of frontage improvements on SW Wilshire Street to include 10-foot sidewalk with 4-foot tree wells, street signage, street lighting per City standards, ADA ramp curb extensions, curb/gutter, 6-foot bike lane, 8-foot parking spaces, and one travel lane in each direction.

4. Stripe the south side of SW Wilshire Street with a 6-foot bike lane and 7.5-foot parking spaces, with existing pavement markings modified as directed by the County Engineer.

5. Construction of frontage improvements on SW Park Way to include 10-foot sidewalk, 4-foot tree wells with street trees, street signage, street lighting, curb/gutter, 8-foot parking on the south side only, buffered bike lane, and one travel lane in each direction with a continuous center turn lane.

6. Stripe the north side of SW Park Way with a 6-foot bike lane and installation of signage as needed.

7. Mid-block crossing on SW Park Way and SW Wilshire Street subject to County Engineer approval.
8. Private access on SW Park Way and SW Wilshire Street.
9. Installation of wayfinding signage from the site to/from SW Park Way, SW Marlow Avenue, and TriMet Sylvan Bridge to County standards.
10. Restripe the intersection of SW Park Way and SW Marlow Avenue to include a single through lane and left turn lane on the eastbound and westbound approaches per the TIA.
11. Closure of all accesses on SW Park Way, SW Wilshire Street, and SW Marlow Avenue not approved with this development application.
12. Bus stops, street furniture, and other improvements within County rights-of-way.

38. Provide a revised site plan showing the locations and designs for curb ramps at all intersections and midblock crossings, including curb ramps on the opposite receiving ends of the site's frontage. All curb ramps shall be compliant with the Americans with Disabilities Acts (ADA). (Transportation/KM)

39. Provide revised landscaping plans that shows the vegetation on top of the garage entrance from SW Wilshire Street to be planted as groundcover to reduce potential impacts to sight distance for drivers exiting the garage. Submitted plans (Exhibit C, Plans L1.3 and L1.4) propose planting shrub species within the 15-foot sight clearance triangle that can reach a mature height of up to 9-feet tall. Revised plans must show plant species within the 15-foot sight triangle that are considered lawn or ground cover, and will not reach a mature height of more 12-inches. (Transportation/KM)

40. Provide a revised landscaping plan that shows the vegetation to be planted in the landscaped island adjacent to the internal garage entrance to be planted as ground cover to reduce potential impacts to sight distance for drivers exiting the garage. Submitted plans (Exhibit C, Plans L1.3 and L1.4) show trees (that reach mature height of over 12-feet) and proposed shrubs (that can reach a mature height of up to 6 feet) within the 15-foot sight clearance triangle. Revised plans must show plant species within the 15-foot sight triangle that are considered lawn or ground cover, and will not reach a mature height of more 12-inches. (Transportation/KM)

41. Revise and submit Exhibit R, Plan 1 with the railing above the garage entrance extending approximately 10-feet to where the retaining wall ends and transitions to the parking lot surface. Extending the railing will further limit pedestrians attempting to cross the garage entrance drive aisles. (Transportation/KM)

42. Revise and submit Exhibit R, Plan 2 to show the length of the retaining wall along the garage entrance shortened to where a driver's eye exiting the garage would be, assuming the driver's eye is measure 15-feet from where the driveway meets SW Wilshire Street. (Transportation/KM)

43. Propose an audible warning system, or comparable solution, for the underground parking garage entrance on SW Wilshire Street that notifies nearby pedestrians of cars approaching. The proposed warning system must be approved by the City Engineer. (Transportation / KM)

44. Provide a wayfinding and signage plan as recommended by the applicant's Traffic Impact Analysis dated 8/30/19 to help direct pedestrians and cyclists to the various transit stops near the site, most importantly the Sunset Transit Center. Any proposed wayfinding and signage within the public right of way shall be in accordance with the Manual of Uniform Traffic Control Devices and may require permits from the road authority (Washington County or ODOT). (Transportation/KM)

45. Provide written comments from TriMet demonstrating that the proposed bus stop facilities along the site's frontage to SW Park Way meet the agency's requirements. (Transportation/KM)

46. Provide plans that show the Tualatin Hills Park & Recreation District (THPRD) trail as designed and accepted by THPRD staff along SW Wilshire Street and SW Marlow Avenue.

47. Submit a photometric lighting plan, architectural elevations and a site plan showing compliance with all applicable lighting levels, as outlined in Section 60.05.30 and Table 60.05-1 Technical Lighting Standards of the Development Code, including the location and placement of lighting fixtures. (Planning/LR)

C. Prior to Building Permit issuance, the applicant shall:

48. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Division/NP)

49. 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 Division/NP)

50. Prior to issuing each building permit, should the construction of the projected be completed over multiple stages, submit site plans and a parking analysis demonstrating that the minimum parking spaces and adequate multimodal circulation are provided during each stage of construction. The parking analysis shall include existing buildings on the site that are still in use at the time of building

permit submittal, and newly completed buildings with temporary occupancy. The proposed parking analysis for each building permit submittal must be approved by the City Traffic Engineer. (Transportation/KM)

51. Provide covered bicycle shelter elevations. (Planning/LR)

D. Prior to Occupancy Permit issuance, the applicant shall:

52. Complete the road improvements as required by Washington County. (Transportation/KM)

53. Submit to the City a copy of approvals from Washington County. (Site Development Division/NP)

54. Submit to the City a copy of approvals needed from Oregon Department of Transportation (ODOT) (Site Development Division/NP)

55. Sign off on temporary occupancy for a proposed building will only be considered in conjunction with Washington County and ODOT concurrence and if the existing buildings on site and the proposed building will be served by critical services as required by the City Engineer, City Building Official and Fire Marshal. Parking, Fire Access, Material/Construction staging, sanitary sewer connection, storm connections, water service, fire service and other identified items will be required to be shown for this evaluation. (Site Development Division/NP)

56. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Division/NP)

57. Replace all sidewalks, curb, ramps, and bike paths which are damaged, deteriorated, or removed by construction. (Site Development Division/NP)

58. Have the landscaping completely installed, groundcover established, or provide for long term erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Division/NP)

59. Have substantially completed the site development improvements as determined by the City Engineer, including franchise utility undergrounding and streetlights being fully functional. (Site Development Division/NP)

60. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Division/NP)

61. Submit any required on-site easements not already dedicated on the plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify existing and proposed easements are of sufficient width in

relation to the physical location of existing site improvements and that each parcel and tract has adequate access provisions and public utility service provision/availability per adopted City standards and requirements. (Site Development Division/NP)

62. Ensure all site improvements, including landscaping, are completed in accordance with plans marked "Exhibit C," except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/LR)

63. Ensure installation of all exterior lighting is completed in accordance with the plans and fixture details marked "Exhibit I," except as modified by the decision making authority in conditions of approval (On file at City Hall). Public view of exterior light sources, such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. Illumination of internal light fixtures shall meet the minimum 1.0 foot-candle standard within the site boundaries and shall not exceed 0.5 foot-candle outside at the property line. (Planning/LR)

64. Ensure ground cover plantings are installed at a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4-inch size container, or a 2.25-inch container if planted 18 inches on-center. 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. (Planning/LR)

65. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit D," except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/LR)

66. Ensure deciduous or evergreen shrubs are installed, at a minimum, using one-gallon containers or 8-inch burlap balls with a minimum spread of 12 inches to 15 inches. (Planning/LR)

67. Ensure landscaping is replaced if impacted by construction. (Planning/LR)

68. Ensure all new landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required, provided that temporary above-ground irrigation is provided for the establishment period. (Planning/LR)

69. Ensure that all walkways and pathway connections into the parking lot are constructed with scored concrete or modular paving patterns, including ramps as necessary. ADA standards shall apply. (Planning/LR)

70. Ensure that transformers and utility vaults are either not within an area that is visible from a public street or are fully screened. (Planning/LR)

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

71. Have completed the site development improvements and the site shall be stable and secure for long-term erosion control issues as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. 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 Division/NP)

72. 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 CWS required vegetation and restoration, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Planning Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Engineer prior to release of the security. (Site Development Division/NP)

73. Provide a copy of the current year servicing report for any of the site's newly installed proprietary storm water treatment systems (inspection, cleaning, system maintenance, and if applicable a StormFilter recharge/replacement) by qualified maintenance provider as determined by the City Engineer. Additionally, another servicing report from the maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Division/NP)

LD2019-0026

A. Prior to Site Development Permit issuance, the applicant shall:

1. Provide a shared parking agreement signed by the owners of Tax Lots 2800 and 2900. (Planning/LR)

B. Prior to approval of the Final Plat, the applicant shall:

2. 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 existing and proposed easements are of sufficient width in relation to the physical

location of existing site improvements and that each parcel and tract has adequate access provisions and public utility service provision/availability per adopted City standards and requirements. (Site Development Division/NP)

3. 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 Division/NP)

4. Provide a shared parking agreement signed by the owners of Parcel 1, Parcel 2, and Tract A. (Planning/LR)

PD2019-0002

1. Ensure that the Design Review Three (DR2019-0081) and Preliminary Partition (LD2019-0026) have been approved and are consistent with the submitted plans. (Planning/LR)