



Staff Report

STAFF REPORT DATE: June 17, 2020

HEARING DATE: June 24, 2020

TO: Interested Parties

FROM: Sierra Peterson, Associate Planner

PROPOSAL: **Farmington 9-Unit Apartments**
ADJ2020-0001 / DR2020-0052 / SDM2020-0002

LOCATION: The site is located at 13300 SW Farmington Road. Tax Lot 900 on Washington County Tax Assessor's Map 1S116AC.

ZONING / NAC: Residential Urban High Density (R1) / Central Beaverton

SUMMARY: The applicant requests approval of a Type 2 Design Review application (DR2020-0052) for a nine-unit apartment building with ground level parking and site improvements. A Type 3 Major Adjustment (ADJ2020-0001) has been requested to reduce the side setback for the building from 5 feet to 3 feet at the east property line and 3.5 feet at the west property lines in order to accommodate parking. A Sidewalk Design Modification (SDM2020-0002) to preserve the pedestrian facilities installed in 2018 by Washington County.

PROPERTY OWNER: Fallbrook LLC
Neil Fernando
6107 SW Murray Blvd. #147
Beaverton, OR 97008

APPLICANT: Emerio Design LLC
Steve Miller
6445 SW Fallbrook Place, Suite 100
Beaverton, OR 97008

APPLICANT'S REPRESENTATIVE: Not applicable

RECOMMENDATION: **RECOMMENDATION OF APPROVAL of Farmington 9-Unit Apartments ADJ2020-0001 / DR2020-0052 / SDM2020-0002**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	120-Day*	365-Day**
ADJ2020-0001	March 26, 2020	April 27, 2019	August 25, 2020	April 27, 2020
DR2020-0052	April 20, 2020	April 27, 2019	August 25, 2020	April 27, 2020
SDM2020-0002	March 23, 2020	April 27, 2019	August 25, 2020	April 27, 2020

* Pursuant to Section 50.25.9 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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Existing Conditions Table

Zoning	Residential Urban High Density (R1)	
Current Development	Vacant lot.	
Site Size & Location	The subject site is located on the south side of SW Farmington Road, between SW Hocken Avenue and SW Cedar Hills Boulevard. The site size is approximately 0.755 acres.	
NAC	Central Beaverton	
Surrounding Uses	Zoning: <u>North:</u> General Commercial (GC)	Uses: <u>North:</u> Services Business, Automotive Service and Retail
	<u>South:</u> Residential Urban High Density (R1)	<u>South:</u> Single Family Residence
	<u>East:</u> Residential Urban High Density (R1)	<u>East:</u> Multiple Family Residential
	<u>West:</u> Residential Urban High Density (R1)	<u>West:</u> Multiple Family Residential

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<u>Attachment B:</u>	ADJ2020-0001 Major Adjustment	ADJD1-ADJD7
<u>Attachment C:</u>	DR2020-0052 Design Review Two	DR1-DR11
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Exhibits

Exhibit 1. Materials submitted by Staff

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

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

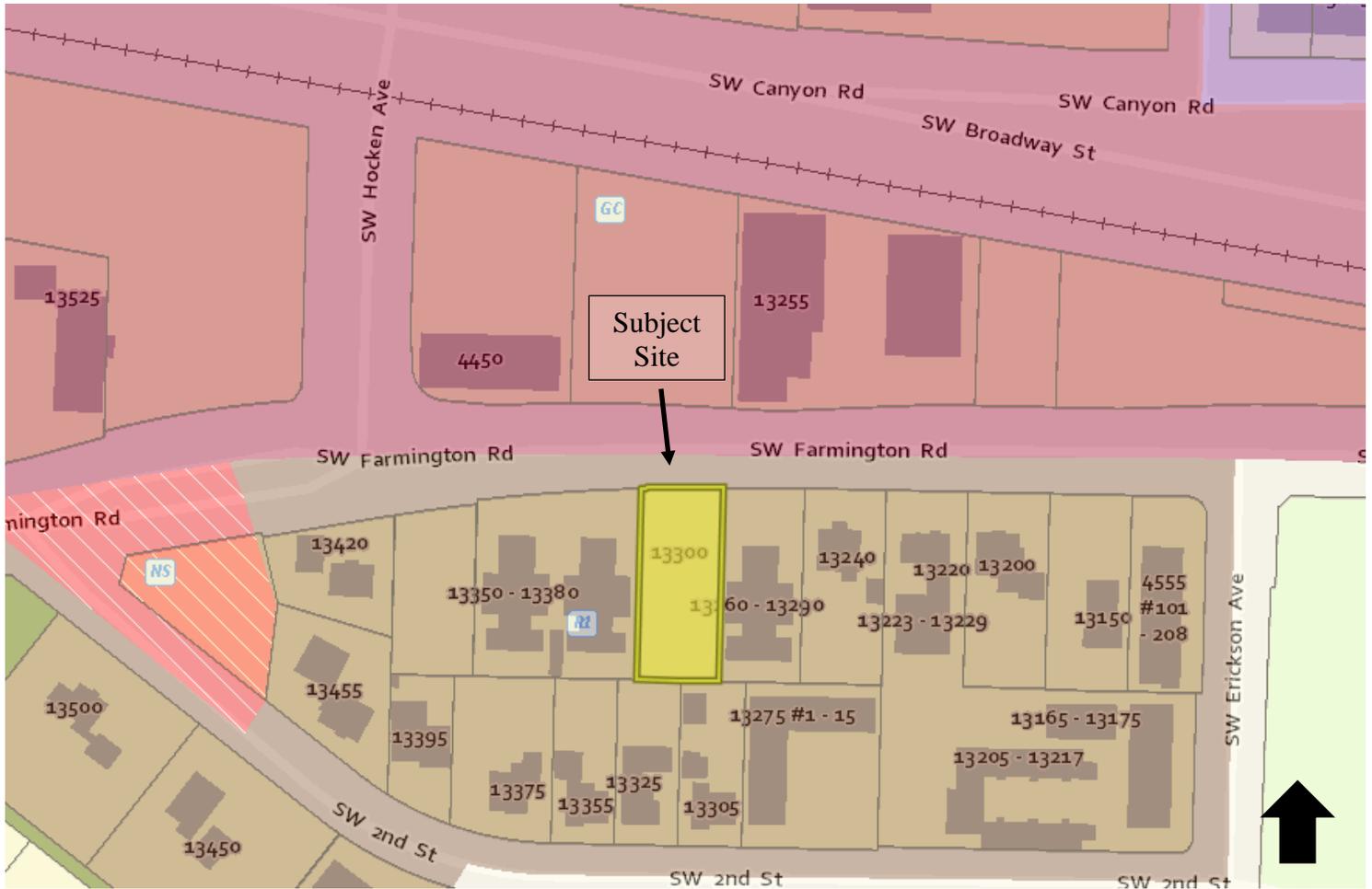
Exhibit 2. Materials submitted by the Applicant

Exhibit 2.1 Submittal Package including plans – Received April 27, 2020

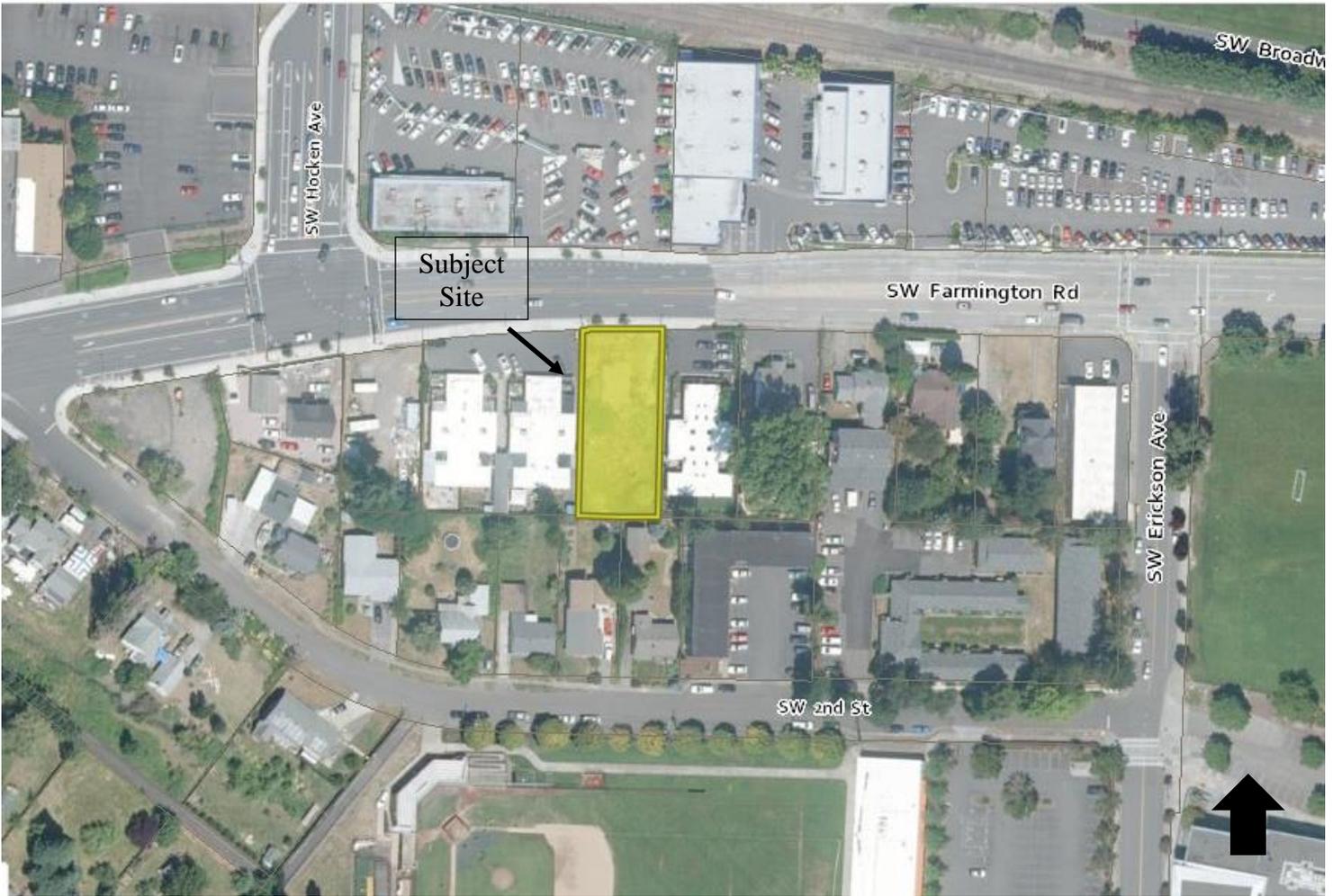
Public Comment

No public comments received as of the date of Staff Report issuance.

Farmington 9-Unit Apartments
ADJ2020-0001 / DR2020-0001/ SDM2020-0002



Farmington 9-Unit Apartments
ADJ2020-0001 / DR2020-0001/ SDM2020-0002



**FACILITIES REVIEW COMMITTEE
Farmington 9-Unit Apartments
(ADJ2020-0001 / DR2020-0052 / SMD2020-0002)**

Section 40.03.1 Facilities Review Committee:

The Facilities Review Committee (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 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, below.

The Facilities Review Committee Criteria are reviewed for all criteria that are applicable to the submitted application as identified below:

- **All twelve (12) criteria are applicable to the Design Review Two (DR2020-0052) application.**
- **The Facilities Review Criteria are not applicable to the Major Adjustment (ADJ2020-0001) and Sidewalk Design Modification (SMD2020-0002) applications.**
- **The Facilities Review Committee recommend approval of Design Review Two (DR2020-0052) subject to the conditions of approval.**

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.

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes, or can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities. The City of Beaverton (City) is the sanitary sewer, storm drainage and water service provider to the site.

Public water

There is an existing public water main in SW Farmington Road. The applicant states that individual water meters will be installed in a bank in the subject site's SW Farmington Road right-of-way. Laterals will be run from the water main to the individual dwelling units through the site. Sheet 4 of the submitted

plan set shows the preliminary utility plan for the project. Adequate capacity exists to serve the proposed development.

Public Sanitary Sewer

There is an existing 8-inch sanitary sewer main parallel to the site located within SW Farmington Road. A lateral will be run from the existing sewer main to each individual apartment unit and underneath the proposed trash enclosure, as shown on the preliminary utility plan. Adequate capacity exists to serve the proposed development.

Stormwater Drainage, Treatment and Detention

The applicant states that Sheet 4 of the submit plan set shows the proposed 12-inch storm line. Also submitted is a Drainage Report, identified as Exhibit 7.

The Drainage Report states that onsite impervious area runoff will be managed by two flow-through planters and pervious pavement. The two planters will manage the runoff from the impervious roof area for both water quality and quantity control, and they are considered to have a detention effect in this project. The detention effect limits the flow through the soil, to the perforated pipe located in the drain rock layer of each planter. An overflow pipe will control flow for larger storm events, and it is assumed that both planters will manage roughly half of the proposed roof area each. Both planters are sized to meet peak flow matching standards. Drainage from onsite proposed roof and paved areas will route northward to a catch basin on SW Farmington Road via laterals of sheet flow.

Public storm water facilities are within the vicinity of the subject site. There is an existing storm inlet and manhole adjacent to the site within the public right-of-way on SW Farmington Road. The applicant provided an approved CWS SPL for the proposed project. The final stormwater design and engineering will be evaluated at the time of Site Development permit issuance. Adequate capacity exists to serve the proposed development.

Transportation

The subject property is accessed from SW Farmington Road, an arterial street maintained by the City of Beaverton. Direct and efficient vehicular and pedestrian access connections are proposed to SW Farmington Avenue with a new, right-in, right-out driveway centered on the frontage. The applicant states that the existing street trees with the sidewalk will be relocated to the east and west corners of the lot to accommodate the proposed driveway location. The public right-of-way was previously improved with a Washington County project; however, an additional 20-foot right-of-way dedication is required for future right-of-way improvements and is provided.

A Traffic Impact Analysis (TIA) was not required for the proposed 9-unit development, as the development is not expected to generate 300 or more vehicle trips in a day (Section 60.55.20.2.A).

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). The applicant has provided a copy of the TVF&R Service Provider Permit #2019-0020. The Service Provider letter did provide conditions of approval that fire sprinklers are required in the attic space. The Service Provider Letter is from the previous similar project submitted in 2019 and has not been updated to include the new “pork chop” in the driveway limiting the circulation to right-in and right-out. Although the TVF&R Service Provider Letter does not provide the most recent circulation layout, the curb is design as a mountable curb, as reviewed by the City Transportation Engineer. Staff recommends a condition of approval that an updated Service Provider letter be provided prior to Site Development permit issuance to reflect the new driveway “pork chop” design.

In addition, truck turning templates were not provided to show that the fire trucks can maneuver on-site and that the mountable curb would not preclude adequate fire service. A condition of approval requiring truck turning templates prior to Site Development Permit Issuance has been included in the conditions.

Compliance with TVF&R requirements will also be verified at the time of Site Development Permit issuance.

Therefore, the Committee finds that with the conditions of approval the proposal meets the criterion for approval.

- 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.**

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. The applicant’s plans and materials were shared with Beaverton School District, Tualatin Hills Park and Recreation District (THPRD), City Transportation staff and City Police Department.

Schools

The subject property is located within the Beaverton School District. Nearby

schools include the Hazeldale Elementary School, Mountain View Middle School, and Beaverton High School. Beaverton High School is located directly behind the site to the south and west. The applicant has provided a copy of a Service Provider Letter from the Beaverton School District (District), which states that the District believes it will have sufficient capacity to accommodate new students from the proposed development.

Transit Improvements

The subject lot is located approximately 75 feet from the nearest bus stop, route 52 on SW Farmington Road, which provides frequent service between Farmington/185th and PCC Rock Creek. Bus route 52 provides weekday and weekend service with subsequent connections to other bus routes, the Max light rail line, the WES commuter rail, and the Portland Streetcar. This application provides for a pedestrian walkway from the proposed parking lot to SW Farmington Road, thus, access to transit service.

Police

To the date of this report Beaverton Police have not provided comments or recommendations to the Committee. Beaverton Police will serve the development site and any comments will be shared with the applicant.

Pedestrian and Bicycle Facilities

The subject property is adjacent to and accessed from SW Farmington Road, which is designated as an Arterial Street. The segment of SW Farmington Road adjacent to the site was recently improved with the Washington County's Farmington Road Improvement Project as a taper to match existing curb and gutter east of the site. As such, SW Farmington Road, adjacent to the site is currently improved with four (4) travel lanes, a curb-tight sidewalk, and two (2) street trees. The proposed project will dedicate an additional 20-feet of right-of-way along the SW Farmington Road frontage to accommodate future full buildout.

An on-site pedestrian pathway will also be provided along the 24-foot wide driveway. The sidewalk will be 5-feet wide with a curb to provide for a 29-foot wide driveway/travel lane. The pedestrian pathway will be comprised of scored concrete, which is a different material than the pavement for the driveway. The proposed pedestrian pathway will connect to the existing public sidewalk along SW Farmington Road.

Short-term and long-term bicycle parking spaces are also being provided as part of the parking lot improvements. A short-term bicycle staple rack that provides space for parking of two bicycles will be installed within the shared garage near the building lobby. Long-term bicycle parking will be available for the tenants within the units themselves.

Parks

The site will be served by the Tualatin Hills Park and Recreation District (THPRD). The applicant's materials were shared with THPRD who have not provided comments or recommendations to the Facilities Review Committee.

The Committee has reviewed the proposal and has found that the essential facilities and services to serve the site are adequate to accommodate the proposal as conditioned.

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

- 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).**

Staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20 for the Urban High Density (R1) zone, as applicable to the aforementioned criterion. As demonstrated in the chart, the development proposal meets all criterion, except for the side yard setbacks, which a Major Adjustment application has been submitted for reduced side yard setbacks adjacent to the building.

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

- 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.**

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, as applicable to the above mentioned criteria. Staff will provide findings for the applicable Design Review Standards (Code Section 60.05) as well as provisions applicable within the Design Review (DR2020-0052), Major Adjustment (ADJ2020-0001) and Sidewalk Design Modification (SDM2020-0002) sections of the staff report.

Lighting (60.05)

The technical lighting apply to roadways, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks of all new developments and building entrances shall be lighted in conformance to the technical lighting standards. The proposal does not provide lighting within the tuck under parking area. Lighting is required in this area as it is a vehicle and pedestrian circulation area; therefore, a condition of approval has been included requiring lighting be provided within the parking area and a plan demonstrating that the minimum lighting standards are met for the entire site.

Off-Street Parking (Section 60.30)

The standard parking ratio for attached dwellings outside of multiple-use zones is 1.25 spaces per one-bedroom unit and 1.5 for two-bedroom units. The subject proposal includes three, one-bedroom units and six, two-bedroom units, requiring a minimum of 13 parking spaces for the proposed multi-family development. The applicant has provided 12 standard parking spaces and one ADA parking space and loading zone, for a total of 13 parking spaces.

The applicant's plans show the required, two, short-term bicycle parking spaces in the covered parking garage, adjacent to the stairwell to the second- and third-floor apartments. That the layout and design for the short term bicycle parking meets the minimum design standards in the City's Engineering Design Manual, Section 340. The required long-term bicycle parking spaces are located in each unit.

Street and Bicycle and Pedestrian Connection Requirements (Section 60.55.25)

The subject site abuts SW Farmington Road to the north, a right-of-way under the jurisdiction of the City of Beaverton. An additional twenty feet of right-of-way dedication is required to meet the City's requirement for a five lane, Arterial Street having a total right-of-way of 96 feet. The dedication is required, however no additional improvements are required with the proposed project. The applicant's plans show existing public pedestrian improvements extend to the boundaries of the site. The applicant's plans show walkways internal to the site are provided at primary building entrance, connecting the proposed building to the abutting public circulation system in a direct and efficient manner. The development's frontage is approximately 69 feet in length therefore only one walkway into the site is required (Section 60.55.25.10.B).

Transportation Facilities (Section 60.55)

As noted above in the response to Facilities Review Criterion A and B above, the subject site is adjacent to SW Farmington Road, an existing arterial street.

Trees and Vegetation (Section 60.60)

No Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or

Significant Grove) are found onsite. The applicant has submitted a Sensitive Area Pre-Screening Site Assessment conducted by Clean Water Services, dated April 27, 2020, which does not indicate the presence of sensitive areas on the subject site.

Utility Undergrounding (Section 60.65)

The applicant has provided a preliminary utility plan demonstrating the undergrounding of the proposed utilities. The Committee recommends a standard condition of approval requiring that utility lines are placed underground, consistent with Section 60.65.

Therefore, the Committee finds that with the condition of approvals, the proposal meets the criterion for approval.

- 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.**

The applicant states that the proposed nine (9) unit apartment complex will be managed by a property management company who will be responsible for maintenance of the common opens space areas, landscaping, fencing, and garbage and recycling storage areas.

Recycling and Trash services are provided by Waste Management and are not regulated by the Planning Division of the City of Beaverton. Waste Management, at the time this report was published, has not provided an updated service letter regarding the new ingress and egress, maneuvering on-site. Although we do not regulate the waste hauler, a condition of approval requiring truck turning templates that show a waste collection vehicle can safely maneuver the site, including entry and exit, prior to Site Development Permit Issuance has been included in the conditions.

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

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

In review of Criterion F, staff incorporates the findings prepared in response to A, B and D above. Safe and efficient vehicular and pedestrian circulation patterns are provided within the boundaries of the development. Due to the

small size of the site, there will be a single common driveway serving the site that will provide access to 13 off-street parking spaces. The common driveway will be 24-feet in width to allow for two-way vehicle traffic. Along the 24-foot wide common driveway, a 5-foot concrete pedestrian walkway will connect with the existing sidewalk along SW Farmington Road.

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

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

In review of Criterion G, staff incorporates the findings prepared in response to A, B, D and F above. The applicant's plans show a 5-foot, concrete, pedestrian path that connects the onsite building to the abutting public right-of-way. The development's on-site vehicular and pedestrian circulation systems can connect to the surrounding circulation systems in a safe, efficient and direct manner.

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

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.

In review of Criterion H, staff incorporates the findings prepared in response to A, above. TVF&R has reviewed the proposed development and has provided a Service Provider Letter. The driveway approach has been revised to include a "pork chop" to divide the driveway into a right-in and right-out circulation pattern. The driveway "pork chop" is designed as a mountable curb; therefore, a fire truck can still access the site. The proposal will show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with TVF&R standards. All structures and public facilities serving the proposed development have been designed in accordance with adopted codes and standards and will provide adequate fire protection. There is an existing fire hydrant located immediately across SW Farmington Road from the site, adjacent to Beaverton Hyundai. The applicant will install fire sprinklers to provide additional fire protection for the units.

Therefore, the Committee finds that with the conditions of approval the proposal meets the criterion for approval.

- 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.**

The applicant states that the proposed structures and public facilities serving the proposed development have been designed to adopted City codes and standards and will provide adequate protection from crime and accident to the maximum extent practicable. Due to the extensive building code requirements and detailed land-use review process required for the proposed development, hazardous conditions due to inadequate, substandard or ill-designed development are not expected.

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

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

- 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.**

The applicant states that all grading and contouring associated with the proposed development will be done to City standards and to mitigate any adverse effects on neighboring properties, public rights-of-ways, surface drainage, water storage facilities, and the public storm drainage system. Due to the small size of the site and given its relatively flat topography there is only 1- to 2- feet of drop from the front of the site to the rear, and very little site grading and contouring is required. The applicant will submit detailed civil plans to the City's Engineering Department for review and approval prior to commencing any development work.

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

- 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.**

The development will be required to meet all applicable accessibility standards of the International Building Code, the Fire Code, and other standards as required by the American Disabilities Act (ADA). Compliance with ADA requirements are reviewed at the time of Building permit application. Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals.

The applicant states that due to the nature of the proposed building, which includes a lower floor parking garage and second- and third-story living, ADA access has not been incorporated into the building design. However, as required by code, the applicant has provided an ADA parking space located immediately adjacent to main entry. The Committee finds that as proposed, it appears that the general site layout can meet accessibility requirements.

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

L. The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.

The Sidewalk Design Modification application was submitted on March 23, 2020, the Adjustment Application was submitted March 26, 2020 and the Design Review Two application was submitted April 20, 2020. Staff deemed the project complete on April 27, 2020. In the review of the materials during the application review, 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 criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Residential Urban High Density (R1) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code 20.10.20			
Use – Attached Residential	Permitted	The proposal includes one buildings, with nine units.	Yes
Development Code Section 20.10.15 (Residential Urban Medium Density)			
Minimum Land Area – Residential (Attached)	1,000 square feet/unit	Minimum density of the lot is 7 units and the maximum density is 11 units. The proposed apartment includes 9 units, or approximately 1,079 square feet per unit, excluding the public right-of-way dedication.	Yes
Lot Dimensions	Min. Width = 14 feet Min. Depth = none	Existing Width = approximately 69 feet	Yes
Minimum Yard Setbacks	Front = 10 feet Side = 5 feet Rear = 15 feet	Proposed Front: 16.5 feet Rear: 15 feet Side: The applicant has submitted an application for a major adjustment to the side yard setbacks, 3 feet on the east side yard setback and 3.5 feet on the west side yard setback.	Yes, with an approved Major Adjustment Application.
Maximum Building Height	60 feet	The architectural elevations show the proposed building is 44-feet, 10-inches.	Yes

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The applicant has requested to be reviewed pursuant to the Design Review Standards and Guidelines.	See DR2020-0052 Section of Staff Report
Development Code Section 60.10			
Floodplain Regulations	Requirements for development within floodplains.	The subject lot is not located within a floodplain.	N/A
Development Code Section 60.15			
Land Division Standards	Grading and tree protection standards pertaining to land divisions.	The existing lot is not proposed to be altered.	N/A
Development Code Section 60.30			
Off-street motor vehicle parking	<p>Total Minimum Required: 13</p> <p>Attached Dwellings: <u>Min.: 13 spaces</u> Three, one-bedroom units x 1.25 spaces = 3.75 spaces</p> <p>Six, two-bedroom units x 1.5 spaces = 9 spaces</p> <p><u>Max.: 17 spaces</u> Three, one-bedroom units x 1.8 spaces = 5.4 spaces</p> <p>Six, two-bedroom units x 2.0 spaces = 12 spaces</p>	The applicant's plans show 13 parking spaces on the subject site.	Yes
Required Bicycle Parking Short Term and Long Term	<p>Attached Dwellings (9 units)</p> <p><u>Short term:</u> 2 spaces</p> <p><u>Long Term:</u> 1 space per unit</p>	The Facilities Review Committee refers to findings provided in response to criterion D of the Facilities Review report herein.	Yes

Development Code Section 60.33			
Park and Recreation Facilities and Service Provision	Annexation to THPRD	The applicant states that the property is located within THPRDs district therefore annexation is not necessary.	N/A
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
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	No Protected Trees are present on the subject site.	N/A
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.	All utilities are required to be placed underground in accordance with standards identified in Section 60.65. The Committee proposes a standard condition of approval to ensure utility undergrounding complies with Section 60.65.	Yes, w/COA
Development Code Section 60.67			
Significant Natural Resources	Regulations pertaining to Significant Natural Resources	Significant Natural Resources are not found on site.	N/A

**ADJ2020-0001
ANALYSIS AND FINDINGS FOR
MAJOR ADJUSTMENT – SIDE YARD SETBACKS**

Section 40.10.05 Adjustment Applications; Purpose

The purpose of an Adjustment application is to provide a mechanism by which certain regulations in the Development Code may be adjusted if the proposed development continues to meet the intended purpose of such regulations. This Section is carried out by the approval criteria listed herein.

Section 40.10.15.2.C Approval Criteria: In order to approve a Major Adjustment application, the decision-making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Major Adjustment application.

The request is for a 30 to 40 percent reduction to the required 5-foot side yard setback in the R1 Residential Urban High-Density District for a nine (9) unit apartment building. The required 5-foot side yard setback would be reduced to a 3-foot setback along the western side yard boundary and reduced to a 3.5-foot setback along the eastern side yard boundary. The applicant's request is consistent with the threshold for a Major Modification from the numerical Site Development Requirement specified in Chapter 20.

The following threshold is met:

- 1. Involves an adjustment of more than 10% and up to and including 50% adjustment from the numerical Site Development Requirement specified in Chapter 20 (Land Uses). This threshold does not apply where credits have been earned for height increase through Habitat Friendly Development Practices, as described Section 60.12.40.4., .5., .6., and .7.*

Therefore, staff finds that the criterion is met.

2. The application complies with all applicable submittal requirements as specified in Section 50.25.1. and includes all applicable City application fees.

The applicant has provided all applicable submittal requirements as specified in Section 50.25.1 (Application Completeness) and has submitted all applicable fees.

Therefore, staff finds that the criterion is met.

3. Special conditions or circumstances exist on the site that make it difficult or impossible to meet the applicable development standard for an otherwise acceptable proposal.

The applicant has provided the following narrative to address the major adjustment criteria.

The applicant is requesting a reduction to the R-1 side yard setback requirements to allow for the proposed parking garage to meet the required 24-foot two way ingress/egress aisle. Within the City's residential zones, the required off-street parking spaces are to be provided at standard sizes pursuant to Section 60.30.10.8 of the Development Code. Compact parking spaces within residential zones are only allowed to be used in excess of the required parking spaces. Because compact parking spaces are only allowed to be used in residential zones in excess of the required parking spaces, it has created a special circumstance where the applicant is unable to meet the required 24-foot wide driveway aisle for two-way travel due to the sites narrow lot width of only 68.5 feet. If the applicant was able to take advantage of using compact parking spaces to account for half of the required parking spaces, then a modification of any type (i.e. Minor or Major) would not be necessary for the project.

The subject property is part of the Erickson's Addition to the City of Beaverton Subdivision and is considered to be Lot 4. The Erickson's Addition subdivision was platted on April 16th, 1922 and Lot 4 was originally platted as a 0.52-acre lot. Since that time virtually all of the original lots in the subdivision have been further divided to create 0.26 acre lots. After Lot 4 was re-platted as a 0.26-acre lot, it was developed with a single-family dwelling. The applicant was unable to locate information on the year the single-family dwelling was constructed, but it is believed to have been built in the early to mid-1950's, as that is consistent with other older homes in the neighborhood. The single-family dwelling has since been removed from the property to make way for new development.

Since the creation of the tax lot in its current configuration and the subsequent development of the now demolished single-family home, the City has up-zoned the property from a standard single-family zone to R-1 Urban High Density Residential. Additionally, as part of the proposed development, the applicant is being required to dedicate 20-feet of right-of-way for the future expansion of SW Farmington Road. After dedicating 20-feet of right-of-way and subtracting the land area for the common driveway area, the net available acreage for the site is 9,714. For sites with a net acreage of 9,714 in the R-1 zone, the minimum and maximum density requirements are between 6 – 11 dwelling units. The applicant's proposal is for a nine (9) unit apartment building, which is roughly the middle range of the density requirements for the site.

Given the site's narrow property width at 68.5 feet, the 20-foot right-of-way dedication, as well as the applicable on-site development requirements (i.e. landscaping, open space, off-street parking and maneuvering areas, etc.), the site needs to be developed at the density proposed by the applicant in order to make efficient use of the subject property based on the current zoning. Developing the site at a lower density would not only result in making inefficient use of the property, it would also create diminishing returns on meeting the City's needed housing demands to help combat the lack of available housing in the greater Beaverton metro area.

Lastly, given the State of Oregon's current lack of needed housing, it is critical that all available residential lands be developed towards the upper density ranges of the

respective zoning districts to help provide as much housing as possible. The housing shortage reality the State is confronted with coupled with the issues outlined above have created a special set of circumstances that require the applicant to request approval of a Major Modification to allow for a reduction to the side yard setbacks so that the proposed nine (9) units apartment building can become a reality.

Staff is in support of the major adjustment because the required 20-foot dedication required by the City for future right-of-way improvements and the width of the lot impacts the location of the building and parking. The parking is located under the building on the first floor and the additional width is required to accommodate the widths of the walls to support the upper floors, provide the required number of parking spaces and a standard. 24-foot, two-way drive aisle.

The applicant is requesting a major adjustment to required 5-foot side yard setback to construct two rows of 90-degree, 18.5-foot long parking stalls with a 24-foot, drive aisle between. The design also requires an approximately 7-inch wall adjacent to the east and west property lines. The total building width is approximately 62 feet, on a 68-foot wide lot. The lot would need to be a minimum of 72 feet in width to achieve the proposed project, meeting all Chapter 20 development requirements and Chapter 60 design standards, with standard 5-foot side yard setbacks. The 4-foot deficiency in lot width is split between the two side yards, for a side setback of 3 feet and the east side and 3.5 feet on the west side, where 5-feet is required for both side yards.

The lot is approximately 140 feet deep and the applicant is taking advantage of the depth of the lot to meet all parking standards including all required parking spaces, with no request for a reduction, standard parking stall dimensions, and a 5-foot backup maneuvering area for 90-degree parking. If the building were to be oriented with parking stalls and drive aisle parallel to the street, as opposed to the proposed perpendicular orientation, the project would not be able to provide sufficient parking for the nine apartments with the required back up areas.

The applicant is requesting the minimum setback required to meet all other development standards.

Therefore, staff finds the criterion is met.

4. The special conditions or circumstances do not result from the actions of the applicant and such conditions and circumstances do not merely constitute financial hardship or inconvenience.

The applicant states that the special conditions and circumstances outlined in Criterion 3 do not result from the actions of the applicant and such conditions and circumstances do not merely constitute a financial hardship or inconvenience for the applicant.

The applicant states that, the lack of available housing in the State, which includes needed housing in the greater Beaverton area, was not created from actions of the applicant. In order to help address this situation, the City up-zoned the subject property

from a standard single-family residential zone to a high-density residential zone in order to acquire as much needed housing as possible on the subject property. The applicant's proposed nine (9) unit apartment complex is in the mid-range of the density requirements for the R-1 zone.

The lot was purchased in its current configuration with the high-density zoning designation. The proposed project is within the minimum and maximum density range for the lot size. To achieve a denser project the applicant is requesting the minimum require setback adjustment to provide the required number of parking spaces and maneuvering area. As discussed in Criterion 3, the applicant is proposing a project on an existing lot with a narrow lot width, in addition to the required 20-foot right-of-way dedication requested by the City, both of which are not a result from the actions of the applicant and such conditions and circumstances do not merely constitute financial hardship or inconvenience.

Therefore, staff finds the criterion is met.

5. Granting the adjustment as part of the overall proposal will not obstruct pedestrian or vehicular movement.

The major adjustment is for the side yard setback along the building and allows for standard pedestrian and parking facilities. The design will not obstruct pedestrian and vehicular movement on site.

Therefore, staff finds the criterion is met.

6. City designated significant trees and/or historic resources, if present, will be preserved.

The criterion does not apply because there are no City designated significant trees and/or historical resources present on the subject property.

Therefore, staff finds the criterion is met.

7. If more than one adjustment is being requested concurrently, the cumulative effect of the adjustments will result in a proposal which is still consistent with the overall purpose of the applicable zoning district.

The adjustment is for both side yards to be reduced to accommodate the building, parking stall length and two-way drive aisle. The intent of the zoning code is to provide space between the building and the property lines. The proposed project meets the overall purpose of providing a building setback from the property line.

Therefore, staff finds the criterion is met.

8. **Any adjustment granted shall be the minimum necessary to permit a reasonable use of land, buildings, and structures.**

The requested adjustment is the minimum necessary to make efficient use of the subject property and the width of the lot. The required setback is 5 feet, with a requested setback of 3 feet at the east property line and 3.5 feet at the west property. The additional 2 feet on the east property line and 1.5 feet on the west property line allow for addition building width to allow for tuck under parking, while still allowing for a building setback and access to the rear yard on either side of the building.

Therefore, staff finds the criterion is met.

9. **Either it can be demonstrated that the proposed modification equally or better meets the intent of the standard to be modified or the proposal incorporates building, structure, or site design features or some combination thereof that compensate for the requested adjustment.**

The applicant states that the requested modification to the side yard setback equally meets the intent of the standard being modified because the applicant's proposal incorporates an esthetically pleasing building design, as well as site design features, that help compensate for the requested adjustment.

The applicant's request is for a reduction of the R1 zone side yard setback requirement of 5 feet. The applicant is requesting a side yard setback of between a 3 to 3.5 feet. The requested setbacks equally meet the intent of the standard to be modified because they will provide reasonable separation between existing buildings on the adjoining properties, as well as provide a space to install fencing and landscape treatments that will complement the building. The applicant has held two (2) neighborhood meetings for this project and has not received a negative response from the neighbors to the site plan or building design. The only comments that have been received as a result of the neighborhood meetings are to provide natural ventilation for the parking garage to avoid using fans and to plant trees along the rear property boundary to help screen the adjoining property from the second story deck. The applicant has incorporated screening along the rear property line in response.

Therefore, staff finds the criterion is met.

10. **The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless applicable provisions are modified by means of one or more applications that already have been approved or are considered concurrently with the subject proposal.**

Except for the requested Major Modification to the side yard setback of the R-1 zone, all other aspects of the applicant's proposal is consistent with all applicable provisions of Chapter 20 (Land Uses).

Therefore, staff finds the criterion is met.

- 11. 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.**

The applicant's proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements). In addition, all required improvements, dedications, or both required by the applicable provisions of Chapter 60 will be provided or can be provided in rough proportion to the identified impacts of the proposal.

Therefore, staff finds the criterion is met.

- 12. 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: drainage ditches, 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 periodic maintenance by the City or other public agency.**

The requested Major Modification will not have any impact on the ability to ensure continued periodic maintenance and necessary normal replacement of the private common facilities and areas: drainage ditches, 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 any other facilities, not subject to periodic maintenance by the City or other public agency.

Therefore, staff finds the criterion is met.

- 13. The proposal does not include any lot area averaging as specified in Section 20.05.50.1.B. or include any lot dimension reductions as specified in Sections 20.05.50.2.A.2. and .4. or 20.05.50.2.B.2. and .4. [ORD 4487; August 2008] [ORD 4498; January 2009]**

The criterion does not apply to the request because it does not include any lot area averaging or any lot dimension reductions.

Therefore, staff finds the criterion is not applicable.

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

All required application materials and documents related to the Major Adjustment request

have been submitted to the City in the property sequence.

Therefore, staff finds the criterion is not applicable.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **ADJ2020-0001 Farmington 9-Unit Apartments** subject to the applicable conditions identified in Attachment E.

**DR2020-0052
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW TWO APPROVAL**

Section 40.03.1 Facilities Review 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:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, and therefore meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criteria.

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 Two 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 criteria for Type 2 Design Review.

Section 40.20.15.2.C Approval Criteria: In order to approve a Design Review Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

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

The request is for a new 9-unit apartment building in the R1 Residential Urban High-Density District, where attached residential units are a permitted use.

The following threshold is met:

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

Therefore, staff finds the criterion is met.

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

The applicant has provided all applicable fees.

Therefore, staff finds the criterion is met.

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

The applicant has provided all applicable submittal requirements as specified in Section 50.25.1 (Application Completeness).

Therefore, staff finds the criterion is met.

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

Please refer to the Design Standards Analysis table for an analysis of the standard requirements for Section 60.05.15 Building Design and Orientation.

Therefore, staff finds the criterion is met.

5. **For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the proposed additions or modifications are moving towards compliance with specific Design Standards if any of the following conditions exist:**
 - a. **A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable standard; or**
 - b. **The location of existing structural improvements prevent the full implementation of the applicable standard; or**
 - c. **The location of the existing structure to be modified is more than 300 feet from a public street.**

If the above listed conditions are found to exist and it is not feasible to locate a proposed addition in such a way that the addition abuts a street, then all applicable design standards except the following must be met:

- d. **If in a Multiple Use District, building location, entrances and orientation along streets, and parking lot limitations along streets (Standards 60.05.15.6 and 60.05.20.8)**
- e. **If in a Multiple Use or Commercial District, ground floor elevation window requirements (Standard 60.05.15.8).**

The request to for a new building on a vacant lot; therefore, the project does not include any additions or modification of existing development.

Therefore, staff finds the criterion is not applicable.

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

All required application materials and documents related to the Design Review Two request have been submitted to the City in the property sequence. A condition of approval is included that requires that the associated land use applications ADJ2020-0001 and SDM2020-0002 also be approved.

Therefore, staff finds the criterion is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2020-0052 Farmington 9-Unit Apartments** subject to the applicable conditions identified in Attachment E.

Design Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Max length of attached residential buildings in residential zones	The project proposes nine (9) attached residential apartment contained within one building structure. The total length of the buildings is 99-feet.	Yes
60.05.15.1.B Min 30% articulation	The building is visible from and within 200 feet of adjacent SW Farmington Road, which is a public street. The front (north) elevation of the proposed buildings will feature a variety of architectural features designed to provide articulation and variety to help break up the mass of the building. The front elevation is 2,074 square feet. The submitted elevation drawings illustrates the proposed features.	Yes
60.05.15.1.C Max 40' between architectural features	Architectural features, including windows building entrances, changes in material types and off-set walls are spaced less than 40 feet apart from each other.	Yes
60.05.15.1.D Max 150 sq. ft. undifferentiated blank walls facing streets	The square footage of the front-facing elevation is 2,074 square feet overall. However, that square footage is articulated and broken up with architectural features such as windows, covered doorway and other features to prevent a solid wall.	Yes
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12 for sloped roofs	The main roof forms is a combination of a minimum of 4/12 pitch and 5/12 pitch.	Yes
60.05.15.2.B Min roof eave = 12" for sloped roofs	The sloped roofs, excluding rain gutters, project from the building wall a minimum of twelve inches.	Yes
60.05.15.2.C Flat roofs need parapets	Flat roofs are not proposed.	N/A
60.05.15.2.D New structures in existing development be similar to existing development roof	This is proposed new development.	N/A
60.05.15.2.E 4:12 roof standard is not applicable to smaller feature roofs	No feature roofs are proposed.	N/A
Primary Building Entrances		
60.05.15.3 Weather protection for primary entrance	The proposed building structure will have a primary entrance and will be covered by a minimum 12-foot wide and 4-	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	feet deep canopy providing weather protection.	
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	The proposed project is for attached apartments (a residential use) in the R-1 Residential Urban High-Density District, which is a residential zone. Only the north elevation is visible from the front or within 200 feet of a public street, and provides a primary entrance into the building lobby. The building will meet the building code and be reviewed by the COB Building Division for conformance with the code.	Yes
60.05.15.4.B Maximum 30% of primary elevation to be made of unfinished concrete block	The proposed project is a permitted use, not a conditional use, in the R-1 Residential Urban High-Density District, which is a residential zone; therefore, this standard is not applicable.	N/A
60.05.15.4.C Foundations	The proposed project is a permitted use, not a conditional use, in the R-1 Residential Urban High-Density District, which is a residential zone; therefore, this standard is not applicable.	N/A
Roof-Mounted Equipment		
60.05.15.5.A through C Roof-mounted equipment screening. Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.	The applicant also states that other than possible solar panels or dishes/antennas or pipes, vents and chimneys, no roof-mounted equipment is proposed. This standard is, therefore, not applicable. Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.	N/A
Building Location and Orientation along Streets in MU and Com. Districts		
60.05.15.6.A Buildings in Multiple Use zones shall occupy a minimum public Street along Major Pedestrian Routes.	The subject site is not on a Major Pedestrian Route (MPR).	N/A
60.05.15.6.B-F Buildings in Commercial zones shall occupy a minimum of 35 percent public street frontage where a parcel exceeds 60,000 gross square feet. Additional requirements for buildings subject to street frontage standards and/or are located along	The subject site is approximately 11,325 square feet and it does not abut a Major Pedestrian Route, therefore this standard is not applicable.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Major Pedestrian Routes.		
Building Scale along Major Pedestrian Routes		
60.05.15.7.A through C 22' Height Minimum 60' Height Maximum	The subject site does not abut a Major Pedestrian Route (MPR).	N/A
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A-B Glazing Requirements	The proposal is residential in nature only.	N/A
Compact Detached Housing Design		
60.05.15.9.A-K	Compact Detached Housing is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	There are no adjacent planned streets. There is only one adjacent existing street, SW Farmington Road. The proposed on-site circulation system consists of a single private driveway, taking access from SW Farmington Road, for motor vehicles and bicycles, to be utilized by all the residents in the attached dwelling units. A pedestrian connection has been provided to SW Farmington Road.	Yes
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A Screen from public view	The proposed waste and recycling storage area is located in front of the building, but screened using materials that are found on the main building. The applicant's plans show that this storage area will be screened from view from the surrounding public streets. The required screening will be accomplished by a trash enclosure with the opening oriented toward the interior of the site, with a roof and Hardie board siding which is consistent with the main building material.	Yes
60.05.20.2.B Loading areas screening	No loading areas are proposed nor required.	N/A
60.05.20.2.C Screening with walls, hedge, wood	There will be no services areas, loading docks, loading zones or outdoor storage areas as part of the project. Waste storage, disposal facilities and recycling containers will be waste and recycling bins that will be stored inside a solid, covered trash	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	enclosure to be picked up on a weekly basis. The project does not propose installation of any transformers or utility vaults.	
60.05.20.2.D Chain-link screening prohibited	Chain link is not proposed for screening.	Yes
60.05.20.2.E Screening of loading waived in some zones.	No loading areas are proposed or required.	N/A
Pedestrian Circulation		
60.05.20.3.A -C Link to adjacent pedestrian facilities	The subject site is located adjacent to SW Farmington Road. The applicant's plans show onsite pedestrian walkways connect to the surrounding public pedestrian circulation system. A direct, 5-foot wide, walkway connection has been provided with the layout of the site between the primary entrances and public streets, transit stops, and other pedestrian destinations.	Yes
60.05.20.3.D-F Pedestrian paths through parking lots	No pedestrian paths are proposed through the tuck under parking. The pedestrian path adjacent to the driveway is a separated, 5-foot wide, concrete walkway.	Yes
60.05.20.5.A-D Landscape planters in parking lots.	The parking is located under the building in tuck under parking. No landscaping is required in covered parking.	N/A
Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
60.05.20.8.A Drive aisles to be designed as public streets, if applicable	No drive aisles are designed as public streets.	N/A
Ground Floor uses in parking structures		
60.05.20.9 Parking Structures	No parking structures are proposed.	N/A

Section 60.05.25 Landscape, Open Space, and Natural Areas Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.3.A Minimum Landscape Area (15%)	The net overall site area is 9,714 square feet, of which 15% equals 1,457 square feet. The provided landscaped area of 2,031 square feet therefore exceeds the minimum requirement for attached dwelling units	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.25.3.B Active Open Space (25% of the required open space)	Twenty-five (25) percent of the required fifteen (15) percent landscaping requirement is 364 square feet. As shown on the submitted landscape plan, the applicant is proposing 1,037 square feet of active open space in the rear yard.	Yes
60.05.25.3.C Environmentally Sensitive Areas	Environmentally Sensitive Areas do not exist on site.	N/A
60.05.25.3.D Vehicle Circulation	Vehicular circulation areas are not being considered in the landscape calculations.	N/A
60.05.25.3.E Individual Exterior Spaces	Individual patios are not proposed.	N/A
60.05.25.3.F Abutting Collector or Higher	The subject property abuts SW Farmington Road, which is designated as an Arterial street. The applicant is proposing to have the common open space located in the rear of the property and will be separated from SW Farmington Road. by the building structure.	Yes
60.05.25.3.G Open Space Size, 640 sq.ft. in area and min. width and length of 20 feet.	The proposed common open space is 1,907 square feet in area. The common open space area is not uniform in its dimensions, but a combination of 870 square foot balcony with stairs leading to the 1,037 square feet of rear yard open space area.	Yes
60.05.25.3.H Phased Development	Proposal does not include phased development.	N/A
60.05.25.3.I-J Active Open Space Improvements	Improvements proposed for the common opens space area include a pedestrian pathway, two (2) benches, a fire pit, and horseshoe pits. The applicant believes that for this project the proposed common area improvements will provide a similar level of active common open space usage as those listed under criterion I.	Yes
60.05.25.4.A Front Yard Landscaping	The areas not covered by the driveway, the housing unit and the walkways are proposed to be landscaped with a variety of ornamental landscaping.	Yes
60.05.25.4.B Bare Gravel, Rock, Bark Maximum (25%)	The proposed landscaping consists of a variety of ornamental landscaping treatments; such as, but not limited to lawn, trees, shrubs, potted plants, and crushed rock. The proposed crushed rock area is only 144 square feet in area, which is substantially less than 25% of the required landscape area. No bark or similar	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	materials are proposed.	
60.05.25.4.C Vehicle Circulation	Vehicular circulation is not counted in landscape calculation.	N/A
60.05.25.4.D Landscaping along foundations	Landscaping is provided in front of all street facing elevations along the foundation in areas not occupied by pedestrian walkways or the drive aisle.	Yes
60.05.25.4.E Minimum Planting Requirements	The landscaping plan provides for three new trees, 420 shrubs, and grass ground cover. The landscaped areas exceed planting requirements.	Yes
60.05.25.4.F Pedestrian Plaza	No pedestrian plazas proposed.	N/A
Retaining Walls		
60.05.25.8 Retaining Walls	No retaining walls are proposed.	Yes
Fences and Walls		
60.05.25.9.A through E Materials	<p>There is existing good neighbor cedar fencing located along the southern, eastern, and western property boundaries of the site. The applicant is not proposing to remove any of the existing fencing as part of the proposed project. The existing arborvitae hedge located along the front 45 feet of the western property boundary will be removed as part of the project and the existing 6-foot wood fence will be extended to the front yard setback line. At that point the fence will step down in height to 3-feet and extended to the front property boundary. The front property boundary will then be fenced with a 3-foot tall split rail fence.</p> <p>No chain link fences or masonry walls are being proposed as part of the project. No manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities are being proposed with this request.</p>	Yes
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10.A Minimize grade changes	The sites existing topography is virtually flat in nature, so on-site grading will be minimalized as a result.	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.25.10.B Grading adjacent to significant trees	The subject site does not contain any existing trees. Additionally, there are no existing significant trees on adjacent properties within 25 feet of the subject site that would be impacted by the proposed grading.	N/A
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	The above criterion does not apply to the applicant's proposal because the proposed LIDA planter do not have a side slope greater that 2:1.	N/A
Natural Areas		
60.05.25.12 No encroachment into buffer areas.	No natural areas exist on site. The applicant has submitted a Clean Water Services Sensitive Area Pre-Screening Site Assessment form.	N/A
Landscape Buffering Requirements		
60.05.25.13 Landscape buffering between contrasting zoning districts	<p>The subject site is zoned R1 and is surrounding on the south, east and west by R1 properties; therefore, no landscape buffer is required. .</p> <p>The subject property is located across the street from the General Commercial (GC) zoning district and a 10-foot buffer developed to the B1 standard is required. A condition of approval has been added to require landscaping that meets the requirement.</p>	Yes, w/ COA

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A Lighting complies with the City's Technical Lighting Standards	On the exterior of the attached units on-site lighting is proposed at the south end of the building to light outdoor spaces. A light pole will be installed at the north end of the site to light the trash enclosure area, entrance door and garage door, and	Yes, w/ COA
60.05.30.1.B Lighting provided for vehicle and pedestrian circulation	The applicant states that lighting for vehicle circulation is not proposed in the tuck under parking area where vehicles and pedestrians will be maneuvering. Staff recommends a condition requiring lighting in the parking area and details showing light fixtures and mounts prior to Building Permit	Yes, w/ COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	issuance.	
60.05.30.1.C Lighting of Ped Plazas	No pedestrian plazas are proposed.	N/A
60.05.30.1.D Lighting of building entrances	The applicant's lighting plan shows lighting at building entrances.	Yes
60.05.30.1.E Canopy lighting recessed	Canopy lighting is not proposed. .	N/A
Pedestrian-scale on-site lighting		
60.05.30.2.A Pedestrian Lighting	The applicant's plans show one pole mounted light at the new front property line as a result of the required 20-foot right of way dedication. The pole mounted luminaires provided lighting for the pedestrian lighting and vehicle maneuvering area.	Yes
60.05.30.2.B Non-Pole Mounted Lighting	The applicant's lighting plans indicate that wall-mounted lighting does not exceed 20 feet above finished grade on the rear deck. However, staff recommend conditions of approval to ensure compliance with lighting standards. Staff recommend a condition of approval that the applicant demonstrate compliance with all applicable lighting levels, as outlined in Section 60.05.30 and Table 60.05-1. And a condition requiring details showing light fixtures and mounts at Site Development permitting stage on submitted plans.	Yes, w/COA
60.05.30.2.C Lighted Bollards	Lighted bollards are not proposed.	N/A

**SDM2020-0002
ANALYSIS AND FINDINGS FOR
SIDEWALK DESIGN MODIFICATION**

Section 40.03.1 Facilities Review 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:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, and therefore meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criteria.

Section 40.58.05 Sidewalk Design Modification Purpose

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Section 40.58.15.C Approval Criteria

In order to approve a Sidewalk Design Modification 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 Sidewalk Design Modification application.

The subject property is adjacent to and accessed from SW Farmington Road which is designated as a 5-lane Arterial Street. The segment of SW Farmington Road adjacent to the site was recently improved as a result of Washington County's Farmington Road Improvement Project as a taper to match existing curb and gutter east of the site. As

such, SW Farmington Road adjacent to the site is currently improved with four (4) travel lanes, a curb-tight sidewalk, and two (2) street trees. The total width of the sidewalk is approximately 8.5 feet with two street tree wells approximately four (4) wide.

The request is to maintain the existing sidewalk width and dedicate an additional 20-foot of right-of-way for future improvements. Future improvements include a 96 foot wide public right-of-way, with four (4) travel lanes, one (1) turning lane, and five (5)

foot bike lanes, 7.5 foot landscape planters and six (6) foot sidewalks on either side of the street.

The following threshold is met:

1. *The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.*

Therefore, staff find 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.**

The applicant has paid the required application fees for a Sidewalk Design Modification.

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

3. **One or more of the following criteria are satisfied:**

- a. **That there exist local topographic conditions, which would result in any of the following:**

- i. **A sidewalk that is located above or below the top surface of a finished curb.**
- ii. **A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.**

The above criteria do not apply to the applicant's request because there are no existing local topographic conditions that would result in a sidewalk that is located above or below the top surface of a finished curb, or a situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.

- b. **That there exist local physical conditions such as:**

- i. **An existing structure prevents the construction of a standard sidewalk.**
- ii. **An existing utility device prevents the construction of a standard sidewalk.**
- iii. **Rock outcroppings prevent the construction of a standard sidewalk without blasting.**

The above criteria do not apply to the applicant's request because there does

not exist any local physical conditions such as existing structures, utility devices, and/or rock outcroppings preventing construction of a standard sidewalk.

- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.**

The above criterion does not apply to the applicant's request as there are no environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, and/or Significant Tree Grove located on the subject property.

- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.**

The subject property is located adjacent to and accessed from SW Farmington Road, which is designated as an Arterial Street. The segment of SW Farmington Road adjacent to the site was recently improved as a result of Washington County's Farmington Road Improvement Project and done as a taper to match existing curb and gutter east of the site. As such, SW Farmington Road adjacent to the site is currently improved with four (4) travel lanes, a curb-tight sidewalk, and two (2) street tree wells.

With this development proposal, the applicant is proposing to relocate the existing driveway to the center of the property and to locate the street trees on either side of the driveway. The proposed improvements will be done to match the existing improvements completed by Washington County's Farmington Road Improvement Project in order to maintain the existing street scape and consistency with the surrounding properties.

The Transportation Division reviewed the pre-application for this project and determined that the right-of-way dedication would be required at this time, but no right-of-way improvements would be required; therefore, requiring a design modification request.

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

- 4. The proposal complies with provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).**

The applicant's proposal complies with the provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).

Therefore, staff find that the criterion for approval does not apply.

5. **Applications and documents related to the request, which will require further City approval, have been submitted to the City in the proper sequence.**

All required applications and documents required for the proposed 9-unit apartment complex have been submitted to the City in the proper sequence.

Therefore, staff find that the criterion for approval does not apply.

6. **The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.**

The applicant's proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity by matching the improvements completed by Washington County's Farmington Road Improvement Project.

Therefore, staff find that the criterion for approval does not apply.

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **SDM2020-0002 Farmington 9-Unit Apartments**, subject to the applicable conditions identified in Attachment E.

RECOMMENDED CONDITIONS OF APPROVAL
Farmington 9-Unit Apartments
(ADJ2020-0001 / DR2020-0052 / SDM2020-0002)

The Facilities Review Committee finds that the proposal has demonstrated compliance will applicable technical approval criteria, and therefore, the Committee recommends that the decision-making authority APPROVE the proposal. The committee recommends the following conditions of approval:

Major Adjustment (ADJ2020-0001)

A. General Conditions, the applicant shall:

1. Ensure the associated land use applications DR2020-0052 and SDM2020-0002 have been approved. (Planning / SP)

Design Review Two (DR2020-0052)

A. General Conditions, the applicant shall:

1. Ensure the associated land use applications ADJ2020-0001 and SDM2020-0002 have been approved. (Planning / SP)

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

2. Obtain an approved Design Exception Request to the City's Engineering Design Manual (EDM) to the minimum driveway spacing standards for an arterial (BDC 60.55.35.3.C.1). (Transportation / KM)
3. Submit a revised sight distance analysis using the assumptions from the Engineering Design Manual (Section 210.18) from a registered Traffic Engineer demonstrating that the minimum sight distance at the new driveway location can be met (BDC 60.55.35.1 and 3). (Transportation / KM)
4. Provide truck turning templates demonstrating that the appropriate garbage trucks from the solid waste hauler and the fire trucks from the fire district can access the site at the new access from SW Farmington Road (BDC 40.03.1.E and 60.55.35.1). (Transportation / KM)
5. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./TDM)
6. 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 Div./TDM)

7. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./TDM)
8. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./TDM)
9. Submit a copy of Tualatin Valley Fire and Rescue District Fire Marshal's Service Provider Permit for this development (Site Development Div./TDM)
10. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer (meeting the standards set by the City Engineer as specified in the 2019 Engineering Design Manual Chapter 6, 610.2). The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./TDM)
11. Submit plans that show access for a maintenance vehicle within 6-feet from the front, or within 19-feet from the side of a vehicle to all water quality structure or otherwise as specifically approved by the City Engineer. (Site Development Div./TDM)
12. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./TDM)
13. Provide an erosion control plan showing best management practices needed per Clean Water Services Standard Drawing #945. Make provisions for installation of all mandated erosion control measures prior to site disturbance of 500 square feet or more. These shall be maintained and replaced as necessary during the duration of the project to prevent sediment laden run-off from leaving the site. (Site Development Div./TDM)
14. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report. The final drainage report to comply with Chapter 5 of the 2019 Engineering Design Manual and Chapters 2, 4, and 5 of CWS R&O 19-22.

The drainage report must include pertinent information including the basin maps, public impervious area, private impervious area, water quality calculations, water quantity calculations, hydromodification, and a downstream analysis. (Site Development Div./TDM)

15. If required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. Drainage within a covered area shall be piped as approved by the City Building Division. (Site Development Div./TDM)
16. Pay storm water system development charges (storm water quality, quantity, hydromodification, and overall system conveyance) for the new impervious area proposed. (Site Development Div./TDM)
17. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./TDM)
18. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. Any home demolition is credited at one equivalent surface unit (2640 square feet). The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div./TDM)
19. Provide plans for street illumination per Section 450 of the 2019 Engineering Design Manual. (Site Development Div./TDM)
20. SW Farmington Road is an arterial roadway and was paved in 2017. It has a 5-year moratorium until October 2022 and therefore all trenching and street cuts shall adhere to Section 129 of the 2019 Engineering Design Manual. (Site Development Div./TDM)
21. Have placed underground all existing overhead utilities and any new utility service lines within the project and any affected overhead lines along any existing street frontage, as determined at site development permit issuance. (Site Development Div./TDM)
22. Submit landscaping plan proposing street trees shown in the City of Beaverton's current street tree list. (Site Development Div./TDM)

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

24. Submit plans demonstrating a 10-foot buffer developed to the B1 landscaping standard to satisfy the buffer standard for contrasting zoning districts from R1 to General Commercial (GC) across the street.

25. Submit plans demonstrating lighting levels at property lines do not exceed the standard maximum of 0.5 foot-candles. Provide a revised photometric lighting plan, architectural elevations and a site plan showing compliance with all applicable lighting levels, as outlined in Section 60.05.20.3, 60.05.30 and Table 60.05-1 Technical Lighting Standards of the Development Code. Plans should also include the location and placement of light fixtures and demonstrate that minimum technical lighting standards for pedestrians in tuck under parking area are met. (Planning/SP)
26. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./TDM)
27. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./TDM)
28. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, specific types of impervious area totals, in square feet, shall be given for roofs, driveway, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site or individual tax lots if applicable. (Site Development Div./TDM)

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

29. Have installed street trees along all frontages. (Planning/SP)
30. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified and approved by the decision making authority. (On file at City Hall). (Planning/SP)
31. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SP)
32. Ensure all 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/SP)
33. Submit documentation that the vegetation on the neighboring west parcel (13340 SW Farmington Road) has been cleared to achieve the minimum required sight distance as recommended in the initial Sight Distance Verification letter dated 3/16/20 from Joshua Ayers, PE of Emerio Design, LLC. Should the revised sight distance analysis required in

condition of approval # (COA#) above recommend alternative solutions to achieving the minimum required sight distance, the revised recommendations shall apply and this condition would no longer be applicable. (Transportation / KM)

34. Have commenced construction of the site development improvements to provide minimum critical public services to the proposed lot (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./TDM)
35. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./TDM)
36. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits ready for recording at Washington County. (Site Development Div./TDM)
37. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./TDM)
38. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./TDM)

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

39. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation as shown on the approved plan within the storm water management facility as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Public Works Director prior to release of the security. (Site Development Div./NP)
40. Have completed the site development improvements 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 Div./TDM)

Sidewalk Design Modification (SDM2020-0002)

A. General Conditions, the applicant shall:

1. Ensure the associated land use applications DR2020-0052 and ADJ2020-0001 have been approved. (Planning / SP)