

STAFF REPORT

Report Date: November 8, 2023

Application/Project Name: LU32023-00192 Panzer Mixed Use Development

Application Numbers: DR32023-00188 / PS22023-00189 / PUD32023-00187 / TP22023-00190 / ZMA32023-00191

Proposal: The applicant, TNHC Oregon, LLC, requests approval to develop a site approximately 26.6 acres in size into 533 housing units as well as approximately 17,736 square feet of commercial space. The proposal includes a mix of multi-dwelling buildings, mixed-use buildings, townhomes, and single-detached dwellings. The site is being developed as a Planned Unit Development (PUD3-00187). Approval of a Preliminary Subdivision (PS22023-00189) is required to facilitate the creation of 187 lots, a Tree Plan Two (TP22023- 00190) is required to remove approximately 38 community trees to accommodate the proposed development. A Design Review Three (DR32023-00188) is required for the architectural review of the proposed buildings and site changes. A Zoning Map Amendment is proposed to reconfigure the existing zoning designations of Station Community Multiple – Use (SC-MU) and Station Community – High Density Residential (SC-HDR) within portions of the site.



A Design Review Three (DR32023-00188) is required for the architectural review of the proposed buildings and site changes. A Zoning Map Amendment is proposed to reconfigure the existing zoning designations of Station Community Multiple – Use (SC-MU) and Station Community – High Density Residential (SC-HDR) within portions of the site.

Proposal Location: The site is located at 17980 SW Baseline Road, specifically Tax Lots 3600, 3700, 3702, 3800, 3900, 4000, 4100 and 4200 on Washington County Tax Assessor's Map 1S106BC.

Applicant: TNHC Oregon, LLC

Recommendation: APPROVAL of LU32023-00192 Panzer Mixed Use Development DR32023-00188 / PS22023-00189 / PUD32023-00187 / TP22023-00190 / ZMA32023-00191, subject to conditions.

Hearing Information: 6:30 p.m. November 15, 2023, via Zoom Webinar

Note: Public Hearings are held remotely and can be viewed at the following link:
<https://beavertonoregon.gov/913/Agendas-Minutes>

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Existing Conditions

Zoning: Station Community Multiple Use (SC-MU) and Station Community – High Density Residential (SD-HDR).

Site Conditions: The subject site is currently developed as a plant nursery and is mostly occupied by greenhouses and associated structures.

Site Size: 26.6 acres

Location: Southeast intersection of W Baseline Road, SW Stepping Stone Drive, and SW 185th Avenue. SW 179th also abuts the site along the eastern boundary.

Neighborhood Association Committee: Five Oaks/Triple Creek NAC

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	Washington County's IND (Industrial) & TO:BUS (Transit Oriented Business District)	Commercial (self storage facility, automotive services, recreation facility and office. A multi-dwelling development is located northwest of the subject site, across SW Stepping Stone Drive.
South	Washington County's TO: R9-12 (Transit Oriented Residential District 9-12 units/acre) & R-5 (Residential 5 units/acre maximum)	Single-detached residential dwellings.
East	Washington County's R-6 (residential 6 units/acre maximum)	Single-detached residential dwellings.
West	Washington County's R-24 (Residential, 19 units/acre minimum) City of Hillsboro's SCC-SC (Station Community Commercial - Station Commercial Zone) and SCR-MD (Community Residential Zone – Medium Density zone)	Multi-dwelling residential development and single-detached dwellings.

Application Information

Table 2: Application Summaries

Application	Application Type	Proposal Summary	Approval Criteria Location
DR32023-00192	Design Review Three	Request to construct 4 mixed-used buildings, 6 multi-dwelling structures, and 16 townhome structures along with site improvements.	Development Code Sections 40.03.1 and Section 40.20.15.3.C
PS22023-00189	Preliminary Subdivision	Creation of 187 lots to facilitate the development of mixed-use buildings, multi-dwelling structures, townhomes, and single-detached dwellings.	Development Code Sections 40.03.1 and 40.45.15.5.C.
PUD32023-00187	Planned Unit Development	Request to develop the site as a Planned Unit Development.	Development Code Section 40.15.15.6.C
TP22023-00190	Tree Plan Two	Request to remove 16 Community Trees from the subject site to facilitate the proposed development.	Development Code Section 40.90.15.2.C
ZMA32023-00191	Zoning Map Amendment	Request to reconfigure the existing zoning designations of Station Community Multiple – Use (SC-MU) and Station Community – High Density Residential (SC-HDR) within portions of the site.	Development Code Section 40.97.15.1.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR32023-00188	April 6, 2023	Aug. 9, 2023	Jan. 24, 2024	Aug. 8, 2024
PS22023-00189	April 6, 2023	Aug. 9, 2023	Jan. 24, 2024	Aug. 8, 2024
PUD32023-00187	April 6, 2023	Aug. 9, 2023	Jan. 24, 2024	Aug. 8, 2024
TP22023-00190	April 6, 2023	Aug. 9, 2023	Jan. 24, 2024	Aug. 8, 2024
ZMA32023-00191	April 6, 2023	Aug. 9, 2023	Jan. 24, 2024	Aug. 8, 2024

* The applicant submitted Continuance Request Forms to extend the 120-day final decision date by 49 days until January 24, 2024, pursuant to BDC Section 50.25.10.

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

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Exhibits

Exhibit 1. Materials submitted by Staff

- Exhibit 1.1 Zoning Map (page 8 of this report)
- Exhibit 1.2 Vicinity Map (page 9 of this report)

Exhibit 2. Public Comment

- Exhibit 2.1 Public comment from Kyle Rush voicing opposition to the project, dated September 16, 2023

Exhibit 3. Materials submitted by the Applicant

- Exhibit 3.01 Application Forms
- Exhibit 3.02 Narrative
- Exhibit 3.03 Land Use Plans
- Exhibit 3.04 Service Provider Letters
- Exhibit 3.05 Stormwater Report
- Exhibit 3.06 Geotechnical Report
- Exhibit 3.07 Wetland Report
- Exhibit 3.08 Traffic Impact Analysis and Memos
- Exhibit 3.09 Arborist Report

- Exhibit 3.10 Materials Board
- Exhibit 3.11 Title Report
- Exhibit 3.12 Pre-Application Conference Notes
- Exhibit 3.13 Neighborhood Meeting
- Exhibit 3.14 Design Exceptions Request

Exhibit 4. Agency Comments

- Exhibit 4.1 Washington County comments, dated November 1, 2023
- Exhibit 4.2 City of Hillsboro comments, dated September 15, 2023
- Exhibit 4.3 Tualatin Hills Park and Recreation District comments, dated August 14, 2023

Exhibit 1.1 Zoning Map

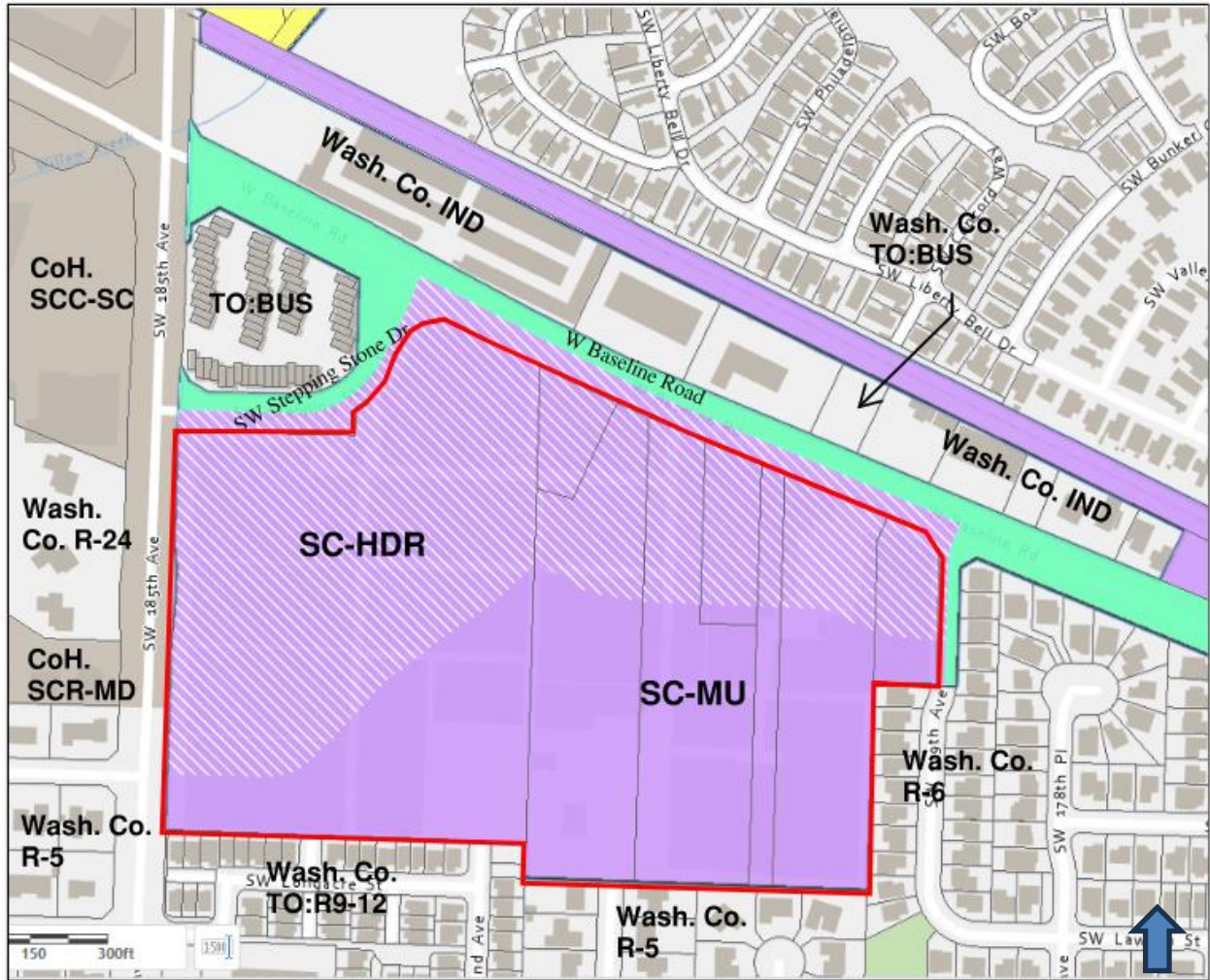


Exhibit 1.2 Vicinity Map



Attachment A: FACILITIES REVIEW

TECHNICAL REVIEW AND RECOMMENDATIONS

Application: Panzer Mixed Use

Proposal: The applicant, TNHC Oregon, LLC, requests approval to develop a site approximately 26.6 acres in size into 533 housing units as well as approximately 17,736 square feet of commercial space. The proposal includes a mix of multi-dwelling buildings, mixed-use buildings, townhomes, and single-detached dwellings. The site is being developed as a Planned Unit Development (PUD3-00187). Approval of a Preliminary Subdivision (PS22023-00189) is required to facilitate the creation of 187 lots, a Tree Plan Two (TP22023-00190) is required to remove approximately 38 community trees to accommodate the proposed development. A Design Review Three (DR32023-00188) is required for the architectural review of the proposed buildings and site changes. A Zoning Map Amendment is proposed to reconfigure the existing zoning designations of Station Community Multiple – Use (SC-MU) and Station Community – High Density Residential (SC-HDR) within portions of the site.

Recommendation: APPROVE LU32023-00192 Panzer Mixed Use (DR32023-00188 / PS22023-00189 / PUD32023-00187 / TP22023-00190 / ZMA32023-00191) subject to the recommended conditions of approval identified in Attachment G.

Section 40.03 Facilities Review Committee:

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

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

- All twelve (12) criteria are applicable to the Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), and Planned Unit Development (PUD32023-00187) applications as submitted.
- Facilities Review Committee criteria do not apply to the submitted Tree Plan Two (TP22023-00190) or Zoning Map Amendment (ZMA32023-00191) applications.

Section 40.03.1.A

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

FINDING:

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

Potable Water: The subject site is located in the Tualatin Valley Water District (TVWD). The applicant provided a City of Beaverton Water Service Provider Letter (SPL) which has been signed by both TVWD and the City of Beaverton staff confirming that adequate water service will be available to support the proposed development. The applicant’s plans show the proposed development will connect to existing water mains within W Baseline Road to the north, SW 185th Avenue to the west and SW 179th Avenue to the east. The applicant provided utility plans (on-site civil plan set, Sheets C060-C064) demonstrate that a network of six-inch and eight-inch water lines will distribute water to the buildings and fire hydrants on the site. Based on the proposed utility plans and the signed SPL, the Committee finds that adequate potable public water service can be provided to the site to serve the proposed development.

Non-Potable Water: There is no non-potable water network in the area of development. Therefore, the proposal is exempt from connecting to a non-potable water network.

Sanitary Sewer: City of Beaverton sanitary sewer service is available to the site. There is an existing eight-inch public sewer main located within SW Stepping Stone Drive, near the intersection with SW 185th. The applicant’s plans show the proposed onsite sanitary sewer network will connect to this existing City of Beaverton main. Existing Clean Water Services (CWS) sanitary sewer infrastructure is also located south of the subject site and the applicant’s plans show the proposed onsite sanitary sewer network connecting to the CWS system at SW 181st Avenue and SW 184th Avenue.

Stormwater Drainage, Treatment, and Retention: City of Beaverton stormwater infrastructure is located within the adjacent rights of way of SW 185th Avenue to the east and W Baseline Road to the north of the subject site. The submitted utility plan on Sheet C061 of the applicant’s plans demonstrates that a 24-inch private stormwater main will connect to an existing City of Beaverton public stormwater gravity main at the corner of SW 185th and SW Stepping Stone Drive.

Prior to connecting to the public stormwater system, the applicant proposes to treat all stormwater on site through a variety of methods. The applicant states that on-site

stormwater will be managed via a combination of rain gardens, water quality, treatment catch basins, and a water quality pond. On-site stormwater detention is also proposed with the use of three separate underground detention systems that hold stormwater after treatment. The flow-through facilities connect to the detention system, and the detention system ultimately releases stormwater to the public system.

Based on the submitted information and the recommended conditions of approval, the Committee finds that adequate stormwater infrastructure can be provided to serve the proposed development by meeting the conditions of approval.

Transportation: The proposed development abuts West Baseline Road to the north, SW 179th to the east, SW 185th to the west and SW Stepping Stone Drive to the northwest. W Baseline, SW 185th and SW Stepping Stone are arterial streets under the maintenance and operational jurisdiction of Washington County. SW 179th is a Washington County neighborhood route. The applicant's plans show dedication and improvements are proposed along all existing street frontages. The applicant's plans show the following dedications and improvements:

- SW 179th. The applicant's plan shows an 8-foot right-of-way dedication along SW 179th Avenue for a total of 32 feet from centerline as required to achieve Washington County's NR-4 Neighborhood Route standards. The applicant's plans also show a 5-foot sidewalk behind a 7.5-foot planter, including the curb, consistent with the City of Beaverton Engineering Design Manual's (EDM) standard drawing (200-3) for neighborhood routes.
- SW Stepping Stone Drive. The applicant's plans show a 15-foot right-of-way dedication on SW Stepping Stone Drive, to provide 37 feet from centerline, as required by Washington County. The applicant's plans also show this frontage being improved to include a 10-foot-wide sidewalk behind a 7.5-foot planter. Although SW Stepping Stone Drive is designated an Arterial on Washington County's Transportation System Plan (TSP), the County has indicated that SW Stepping stone does not function as an Arterial and has therefore provided conditions of approval that reflect a Collector cross section instead.
- W Baseline Road. Dedication varies from 8 feet to 20 feet for a total of 51 feet to 63 feet from centerline (63 feet where needed to accommodate an east-bound right-turn lane along W Baseline Road onto Street A), as required by Washington County (incorporated into conditions of approval in Attachment G). The County generally defers to the City's sidewalk standards. The standard sidewalk for arterials in the EDM includes a 7.5-foot planter in front of a 6-foot-wide sidewalk. However, the Beaverton Development Code also provides sidewalk design flexibility through Design Review Guidelines, specifically Design Review Guideline 60.05.40.7.A which states, "Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets". As the applicant has elected to respond to Design Review Guidelines only, the applicant requests flexibility through this guideline to propose a mix of sidewalk designs. Along W Baseline Road, the applicant is proposing a sidewalk design which exceeds the

minimum dimensions of the standard EDM sidewalk (9-foot planter with a 6-foot sidewalk) along most of the frontage and a 10.5-foot curb-tight sidewalk along the portion of the frontage where a right-turn lane on W Baseline Road is proposed. The County's conditions also include a 2-foot bike lane buffer between the bike lane and proposed right-turn lane on W Baseline, to provide a safer transition for bicyclists near the intersection. The applicant's plans show that the proposed turn lane is wider (16-feet) than required by the County's condition (14-feet) therefore the 2-foot buffer can be accommodated within the excess width of the turn lane. The Committee finds that by meeting the County's conditions of approval, to submit plans showing the required 2-foot bike lane buffer along the right-turn lane, prior to Site Development permit issuance, the proposal can provide adequate transportation facilities.

- SW 185th Avenue. The applicant's plans show a 2-foot right-of-way dedication along SW 185th Avenue, providing a total of 52 feet from centerline consistent with the County's requirements for this street. Additionally, the applicant's plans also show a 6-foot sidewalk behind a 7.5 planter, consistent with the City's EDM.

Although a county road, SW 185th is located within the city limits of the City of Hillsboro. The applicant's plans were shared with City of Hillsboro Transportation staff who have provided one recommended condition of approval (incorporated into conditions of approval in Attachment G):

Prior to submittal of building permits, the applicant shall obtain a Washington County Facility Permit and modify the pavement markings in the median of SW 185th Avenue to a two-way left-turn lane pavement marking from the southern property line of Tax Lot 8500 to the northern edge of Tax Lot 8501 site driveway on Washington County Assessor's Map 1S201AD or otherwise as directed by Washington County.

In a letter dated September 15, 2023 (Exhibit 4.2) from the City of Hillsboro, staff explain that the recommended restriping is intended to mitigate safety concerns for motor vehicles exiting the Willow Creek Apartments site (located on the west side of SW 185th Avenue).

Additionally, the County states that the applicant's supplemental TIA analysis shows that the new signal proposed on SW 185th Avenue, will result in southbound standing queues that block the existing access that serves Willow Creek Apartments. Therefore, the County will monitor the access for safety issues for a period of 2 years. And if safety issues should arise, the development will be responsible for retrofitting the private access per the County Engineer. The County has therefore provided the following condition of approval:

Pay a Fee-in-Lieu cash assurance for the anticipated costs for access modification(s) for Willow Creek Apartments to Washington County in any amount to be determined by the County Engineer based on anticipated future driveway restriction costs and an engineer's estimate.

The applicant is also proposing a new Collector street (Street A on the applicant's plans) which was identified on both Washington County's Transportation System Plan (TSP) and the City of Beaverton's TSP. The new collector will bisect the subject site to connect W Baseline Road and SW 185th Avenue. The new Collector will be a public road, maintained and operated by City of Beaverton. The applicant's plans show that the proposed Collector has an overall right-of-way width of 72 feet, consisting of 10.5 foot curb-tight sidewalks, 5-foot wide bike lanes behind a 2 foot buffer, 11-foot travel lanes and one center turn lane 14-feet wide. Standard drawing 200-2 in the EDM shows that the standard collector width is 74 feet, with 12-foot travel lanes, a 12-foot center turn lane and no bike buffer required. A 10.5-foot curb-tight sidewalk, in lieu of the sidewalk and planter strip combination, results in a narrower cross-section without compromising the unobstructed pathway within the sidewalk. In addition to the future collector, a network of public local streets, private streets, and alleys will serve the proposed development and connect to the broader public system surrounding the site.

The site is located approximately one-quarter mile from the Willow Creek/SW 185th Ave light rail station platform. TriMet bus route number 52 is located along the site's western boundary. TriMet staff have reviewed the proposed development and have expressed interest in discussing the possibility of a new bus shelter placed on the subject site to accommodate bus users. Although the Committee is supportive of transit facility improvements, this proposal is not required to accommodate transit facilities on the subject site. However, the development is required to maintain or replace the existing bus stop features such as bus stop identification signage and existing seating, if affected by the proposed development. Therefore, the Committee recommend a condition of approval that the applicant submit plans showing that the existing TriMet bus stop facilities are not affected by the proposed development or are replaced at a minimum consistent with their current level of amenity, prior to Site Development permit issuance. Furthermore, the new or existing facilities shall not obstruct the required 5-foot-wide path within the sidewalk along SW 185th Avenue.

Pursuant to BDC Section 60.55.20.2.A, a Traffic Impact Analysis (TIA) is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The proposed development will generate over 300 net new daily vehicular trips; therefore, a TIA was required. The applicant has submitted a TIA, prepared by Kittleson & Associates, dated January 27, 2023, and a dated memorandum to reflect site changes, dated February 10, 2023.

Consistent with the TIA, dated January 27, 2023, the applicant proposes the following improvements:

- SW 185th/Street A (new Collector): A signalized intersection at the intersection of SW 185th Avenue and the future Collector Street (identified as Street A on the applicant's plans). In conjunction with the signalization:
 - Provide a westbound left-turn lane with a storage length of 200 feet on the Future Collector Street approaching SW 185th Avenue.

- The existing center two-way left-turn lane on SW 185th Avenue be re-stripped to provide a southbound left-turn lane at the intersection with 75 feet of storage.
- W Baseline Road/Street A (new Collector): A stop controlled intersection on the northbound Future Collector Street approach as part of site development.
 - The new Future Collector Street approach to W Baseline Road provide a separate northbound left-turn lane with at least 75 feet of storage and a separate through/right-turn lane.
 - The W Baseline Road approach to the new Future Collector Street provide a separate right-turn lane designed to County standards.

Additionally, the applicant's plans show a local street identified as Street C on the applicant's plans, connecting to an existing street SW 184th Avenue which stubs to the southern boundary of the subject site, and the proposed Street E connecting to SW 181st Avenue abutting the site along the southern boundary as well. The applicant's plans also show proposed Street I, another Local Street, connecting to SW 179th Avenue, a neighborhood route, to the east.

Pedestrian connections are provided to and through the site. The applicant's plans show all existing rights-of-way will be improved to provide sidewalks that meet or exceed current City standards. The applicant's plans also show that the proposed streets internal to the site provide standard sidewalks that connect to the broader public pedestrian circulation network surrounding the subject site. The applicant's plans also show that pedestrian walkways are proposed between buildings, breaking up blocks, groups of townhome structures and parking areas.

Cyclists will share the on-site drive aisles, alleys and local streets that will connect to the 6-foot-wide bike lanes along W Baseline Road, SW 185th Avenue and to the new 5-foot-wide bike lane on the proposed collector to be constructed with this project. Proposed Building 1, 2, 7 and 8 are mixed use, with 4,434 square feet of commercial space on the ground floor of each building and residential units above. The applicant's plan materials indicate a variety of commercial uses could be accommodated within the ground floor area of these buildings. For commercial uses, including retail and shopping centers, the short-term bike parking ratio is 2 spaces or 1 space per 12,000 square feet of floor area, whichever is greater. Each of the mixed-use buildings is proposed to have 4,434 square feet of commercial retail/shopping center floor area therefore a minimum of 2 short-term bike parking spaces is required per building for the commercial component. The same ratio applies to required long-term bike parking, requiring 2 long-term bicycle parking spaces for the shopping center use within Buildings 1, 2, 7 and 8. Bike parking is also required for the dwellings located within the mixed-use buildings. The short-term bicycle parking rate for multi-dwelling structures is 2 spaces, or 1 space per dwelling unit, whichever is greater. Buildings 1, 2, 7 and 8 are all proposed to contain 36 dwelling units each. Therefore, 2 short-term bicycle parking spaces are required for the residential component of Buildings 1, 2, 7 and 8, in addition to the 2 short-term spaces required for the shopping center use on the ground floor. The long-term bicycle parking rate for multi-

dwelling structures is 1 space per unit. Therefore, a minimum of 36 long-term bicycle parking is required per building, in addition to the 2 long-term spaces required for the shopping center use. In total, each mixed-use building must provide 4 short-term bicycle parking spaces and 38 long-term bicycle parking spaces. The applicant's plans show 2 covered bike racks (providing 4 spaces total) are located along each of the 4 mixed-use buildings elevations providing the required long-term and short-term spaces for the ground floor commercial. An additional uncovered bike rack is located within 50 feet of a primary entrance to provide the necessary short-term bicycle parking for the units within the mixed-use buildings. The applicant states that the long-term bicycle parking spaces for residential units within Buildings 1, 2, 7 and 8 will be provided on each apartment's private balcony.

Residential-only buildings 3-6, 9 and 10 show at least one short-term bike rack (accommodating two bicycles) located near the buildings' side entrances. Each building contains 34 units, requiring 2 short-term spaces. The applicant states that long-term bicycle parking for the residential-only buildings will be provided within each unit, specifically within their private balconies. For the townhomes and detached dwellings, one short-term and one long-term bike parking space is required per unit. The applicant's plans indicate a total of 190 short-term and long-term spaces are provided for single-family units, however, the applicant's plans do not show where the required bicycle parking spaces will be accommodated.

The applicant's plans lack sufficient detail to determine if the proposed bike parking racks and spaces meet the dimensions per EDM Section 340. Therefore, the Committee recommend a condition of approval, that the applicant submit additional drawings demonstrating compliance with Section 60.30.10.2.B for long-term bicycle parking and EDM Section 340 (unless otherwise approved by the City's Transportation Engineer or their designee).

In conclusion, the Committee finds that, by meeting the recommended conditions of approval, adequate transportation facilities can be provided to the site to serve the proposed development.

Fire Protection: Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff reviewed the proposed development and issued a Service Provider Permit (#2023-0040) for the proposed development. The plans approved by TVF&R show that the applicant will construct new fire hydrants at various locations throughout the site. The plans reviewed by TVF&R also show where fire access roadway curbs must be painted red and stenciled with "NO PARKING FIRE LANE". However, the applicant's land use plans vary from the plans reviewed and approved by TVF&R, therefore, the Committee recommends a condition of approval that the applicant obtain a revised TVF&R SPP to match submitted plans prior to Site Development Permit issuance. For these reasons, the Committee finds that, by meeting the conditions of approval, adequate fire protection service will be provided to serve the proposed development.

In summary, based on the submitted application materials, staff finds that transportation critical facilities can be improved to have adequate capacity to serve the proposed development at the time of its completion. Thus, the Committee finds that critical facilities and services related to the proposed development will not be available with adequate capacity to serve the development.

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

Section 40.03.1.B

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

FINDING:

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

Schools: The development is within the boundaries of the Beaverton School District (BSD) and proposes 533 new dwelling units. Accordingly, a Beaverton School District SPL was required for this project. BSD assessed the project for impacts to public schools and found that the development is expected to generate 169 new students to nearby elementary, middle, and high schools. As documented in the approved SPL, BSD confirmed that the district has adequate capacity to accommodate the new students from this development.

Transit Improvements: The subject site is located approximately one-quarter mile from the Willow Creek/SW 185th Avenue TriMet light rail station which provides frequent service on the Blue MAX Line. Residents and users of the proposed development will have efficient pedestrian and bicycle connections to the existing light rail station. TriMet bus route number 52 is located along the site’s western boundary. TriMet staff have reviewed the proposed development and have expressed interest in discussing the possibility of a new bus shelter placed on the subject site to accommodate bus users. Although the Committee is supportive of transit facility improvements, this proposal is not required to accommodate transit facilities on the subject site. However, the development is required to maintain or replace the existing bus stop features such as bus stop identification signage and existing seating, if affected by the proposed development. Therefore, the Committee recommend a condition of approval that the applicant submit plans showing that the existing TriMet bus stop facilities are not affected by the proposed development

or are replaced at a minimum consistent with their current level of amenity, prior to Site Development permit issuance. Furthermore, the new or existing facilities shall not obstruct the required 5-foot-wide path within the sidewalk along SW 185th Avenue. By meeting the recommended conditions of approval, the Committee finds that transit service will be adequate to serve the development.

Police Protection: The City of Beaverton Police Department provides police services to the subject site and will continue to provide police protection upon development. As of the date of this report, Beaverton Police have not provided comments or recommendations to the Committee. Any comments from Beaverton Police will be forwarded directly to the applicant. The Committee finds that adequate police protection service will be provided to the subject site.

Pedestrian and Bicycle Facilities: Pedestrian and bicycle circulation will be provided both on site and along public streets throughout the development. Staff cites the response to Criterion A as relevant to this criterion. Sidewalk improvements are proposed, consistent with applicable city standards along W Baseline Road and SW 185th Avenue. Both arterials include a 6-foot-wide bike lane, however, Washington County standards require a 2-foot bike lane buffer on W Baseline Road along the proposed right-turn lane. The County's conditions of approval require that the applicant submit plans, showing the required 2-foot bike lane buffer, prior to Site Development permit issuance. The applicant's plans also show that street connections to the existing streets (SW 181st Avenue and SW 184th Avenue) abutting the southern boundary are proposed.

On-site pedestrian connections are proposed to connect building entrances and on-site pedestrian destinations such as the outdoor amenity areas to public pedestrian facilities surrounding the site as well as through the site in a convenient and direct manner. All on-site pedestrian pathways meet or exceed the minimum required five-foot width. The applicant states onsite walkways are proposed to be constructed of scored concrete or modular paving material. Therefore, the Committee finds that the pathways offer safe routes between buildings, across drive aisles and destinations such as open space amenities and commercial uses on the site.

In summary, the proposed development provides pedestrian and bicycle connections and facilities both on site and in the public right of way. Furthermore, by meeting the recommended conditions of approval from Washington County and the Committee, the Committee finds that the proposed development will provide essential facilities.

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

Section 40.03.1.C

Approval Criterion: *The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses), or Sections 20.25 and 70.15 if located within the Downtown Design*

District, unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses) or Sections 20.25 and 70.15 if located within the Downtown Design District.

FINDING:

The proposed development includes a Zoning Map Amendment (ZMA) application (ZMA32023-00191) concurrently with a Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Planned Unit Development (PUD32023-00187), and Tree Plan Two (TP22023-00190). The applicant's ZMA requests to redistribute the two split zones (SC-MU and SC-HDR) on the subject site to better align with new property lines. Proposed lots 17 and 80 are shown to have a future zoning designation of SC-MU (Station Community-Multiple Use). The applicant proposes to apply the zoning designation SC-HDR (Station Community-High Density Residential) to the remainder of the site. The proposed development also includes a Planned Unit Development application which provides some flexibility to the development standards and use. The Committee refers to the Chapter 20 Use and Site Development Requirements table at the end of this report, which evaluates the project as it relates to the applicable code requirements of Section 20.20.15 Multiple Use Site Development Standards and 20.20.20 Multiple Use Land Uses. As demonstrated in the table, by meeting the recommended conditions of approval, this proposal will comply with all applicable standards in Chapter 20 Multiple Use Land Use Districts.

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

Section 40.03.1.D

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

FINDING:

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60 (Special Requirements). Staff will provide findings for the Design Review Three, Preliminary Subdivision, Planned Unit Development, Tree Plan Two, and Zoning Map Amendment requests within the applicable sections of the staff report.

Section 60.30 Off-Street Parking: Staff cites the findings for Criterion A as applicable to this criterion. The subject site is located within three-quarters mile of a light rail station and

pursuant to OAR 660-012-0440 Parking Reform Near Transit Centers, cities and counties may not require parking spaces for developments on a lot or parcel that includes lands within three-quarters mile of rail transit stops. Therefore, no minimum vehicle parking spaces are required. However, parking maximums are applicable. Table 60.30.10.5.A identifies parking minimums and maximum based on the zoning designation and development type. All proposed uses are clearly identified in the table except for single-detached dwellings. The table includes a category for single detached dwellings in the RMA, RMB and RMC zones, however, single detached dwellings are not identified under other zones. This proposal includes single-detached dwellings within a mixed-use zone (SC-HDR). Staff recommend applying the same parking maximum rate to the single-detached dwellings as are applicable to Middle Housing types (a category of housing types that includes duplexes, triplexes, quadplexes, townhouses, and cottage clusters). The subject site is located within one-half mile walking distance of the Willow Creek/SW 185th Avenue Transit Center platform, therefore, the site is located within Parking Zone B and subject to maximum parking rates within that parking zone. The following table outlines the maximum permitted parking spaces based on proposed use and the proposed parking spaces by the applicant:

Use	Maximum Permitted	Proposed
Townhouse One bedroom Two bedroom Three or more bedrooms	1.8 per unit x none 2.0 per unit x none 2.0 per unit x 62 = 124	128 spaces
Multi-Dwelling (Residential Only Building and Mixed-Use including residential units) One bedroom (including studios) Two bedroom Three or more bedrooms Total: 684	1.8 per unit x 60 = 108 2.0 per unit x 288 = 576 2.0 per unit x none	473 spaces

Commercial Retail, Shopping Center	6.2 per 1,000 (17.74 x 6.2) = 110 spaces	83 spaces
Single-detached dwellings One bedroom	1.8 per unit x none	301 spaces
Two bedroom	2.0 per unit x none	
Three or more bedrooms	2.0 per unit x 123 = 246	

The applicants' plans show that the townhome portion of the proposed development exceeds the maximum parking rate by 4 spaces. The applicant includes 4 guest parking spaces located within the tracts in their calculation. Additionally, the applicant's plans indicate an excess of 55 parking spaces for the proposed single-detached homes. The Committee recommends a condition of approval that the applicant submit revised plans demonstrating that the parking ratios in Table 60.30.10.5.A are not exceeded, prior to Site Development permit issuance. Spaces located within the public right-of way do not count toward the maximum parking rates.

The development must also provide short- and long-term bicycle parking for proposed multi-dwelling and retail/shopping center land uses. As detailed in response to Facilities Review Criterion A, insufficient detail was provided to determine if dimensional requirements applicable to bicycle parking are met. Therefore, the Committee recommends a condition of approval that the applicant submit plans demonstrating compliance with Section 60.30.10.2.B for long-term bicycle parking and EDM Section 340 (unless otherwise approved by the City's Transportation Engineer or designee) prior to Site Development Permit issuance. By meeting the recommended condition of approval, adequate bicycle parking infrastructure will be provided for the development.

Section 60.50 Special Use Regulations (Fences): The proposed development includes fencing in various locations across the site. In the side yard area abutting W Baseline Road, the applicant's plans indicate a split-rail fence is proposed on the property line. A black vinyl chain-link fence enclosing the proposed pet area approximately 16 feet from 185th right-of-way is also identified on the applicant's plans. A chain link fence is also proposed around the stormwater pond located at the southwestern corner of the site. Lastly, a split rail fence is also proposed between the active open space area in Tract CC and the abutting collector. However, the applicant has not provided fence details demonstrating that the applicable height restrictions identified in Section 60.50.20 have been met, therefore, the Committee recommend a condition of approval that the applicant submit fence details for all proposed fences, demonstrating compliance with applicable standards identified in Section 60.50.20, prior to Building permit issuance.

Section 60.55 Transportation Facilities: Staff cites the response to Facilities Review Criteria A and B as relevant to this criterion. The applicant submitted a Traffic Impact Analysis since the proposed development will generate 300 or more average net new daily trips compared to the existing uses on site. Since surrounding roadways and intersections are under Washington County jurisdiction, the analysis was assessed for potential traffic impacts by County staff. The County has provided conditions of approval, dated November 1, 2023, which are included as recommended conditions of approval herein.

Public and private transportation facilities internal to the site have been reviewed by City staff for compliance with the EDM and Beaverton Development Code. The applicant's plans show dedicated bike lanes are provided where required on site and adequate short- and long-term bicycle parking spaces will be provided by meeting the conditions of approval. Future users of the site will have access to the bike lanes on Street A (future Collector), W Baseline Road and SW 185th Avenue via a network of internal Local streets, alleys and walkways which connect to the surrounding public system to the north, east, south and west of the subject site. Paved pedestrian pathways provide a minimum five-foot unobstructed width and facilitate reasonably direct connections between pedestrian destinations while minimizing drive aisle crossings. Pedestrian walkways are provided at intervals of 300 feet or less along the site's street frontages, connecting directly to buildings or onsite walkways.

On-site walkways shall be lit to 0.5 foot-candle level at initial luminance and shall not exceed 0.5 foot-candle more than 5 feet beyond the property line. However, the applicant's lighting plan shows that not all on-site walkways meet the minimum lighting level of 0.5 foot-candle. Therefore, the Committee recommend a condition of approval that the applicant provide lighting plans demonstrating that all on-site pedestrian circulation areas meet the lighting requirements of Section 60.55.25.7 prior to Site Development permit issuance.

As detailed in response to Facilities Review Criterion A, the abutting public rights-of-way are under the operational and maintenance jurisdiction of Washington County. However, the County generally defers to the City's sidewalk standards for developments proposed within City boundaries. The standard sidewalk for arterials in the EDM includes a 7.5-foot planter in front of a 6-foot-wide sidewalk. However, the Beaverton Development Code also provides sidewalk design flexibility through Design Review Guidelines, specifically Design Review Guideline 60.05.40.7.A which states, "Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets". As the applicant has elected to respond to Design Review Guidelines only, the applicant requests flexibility through this guideline to propose a mix of sidewalk designs. Along W Baseline Road, the applicant is proposing a sidewalk design which exceeds the minimum dimensions of the standard EDM sidewalk (9-foot planter with a 6-foot sidewalk) along most of the frontage and a 10.5-foot curb-tight sidewalk along the portion of the frontage where a right-turn lane on W Baseline Road is proposed. The applicant's plans show that the proposed sidewalks along building elevations and streets meet or exceed the applicable sidewalk standards for Arterial, Collector and Local roads, except on W Baseline Road, along the proposed

right-turn onto Street A (future Collector), a 10.5-foot wide curb-tight sidewalk is shown, in response to Design Review Guideline 60.05.40.7.A. The applicant's plans also show that street connections to the existing streets (SW 181st Avenue and SW 184th Avenue) abutting the southern boundary are proposed.

Street trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist. The applicant's plans show street trees along all public streets exceed the spacing maximum. Reductions to the required number or spacing of street trees due to conflicts with necessary utilities or other infrastructure may be considered by the City Arborist pursuant to BDC 60.55.30.3, however, the applicant has not provided justification for the reduced number of street trees proposed on any frontage, and the City Arborist has not approved an alternative street tree plan for this project. The Committee recommends a condition of approval that the project submit plans prior to Site Development Permit issuance showing that street trees are provided along all streets and planted at a maximum linear spacing of 30 feet except where utility or infrastructure conflicts exist, subject to approval by the City Arborist.

Section 60.65 Utility Undergrounding: The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development, except for high-capacity electric lines. All existing above ground utilities along the site's frontages will be undergrounded (if impacted) except for existing high voltage electric transmission lines which are exempt from undergrounding requirements. All new utility lines are also proposed to be undergrounded as reflected in the on-site and public right of way civil plan sets.

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

Section 40.03.1.E

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

FINDING:

The applicant's narrative states that private common facilities and areas will be included in within Covenants, Conditions and Restrictions (CC&Rs) for the Home Owner's Association (HOA), therefore the HOA will be required to provide continued maintenance and necessary replacement of private common facilities and areas such as drainage facilities, sidewalks, the parking area, landscaping, utility facility screening, and garbage

and recycling storage areas. The applicant's plans show that lots 17 and 80 within which the four mixed-use buildings and six multi-dwelling buildings are located, include multiple trash enclosures between buildings and along pedestrian walkways. The single-detached dwellings and townhomes will be serviced from adjacent alleys or streets. To ensure adequate space is provided for service vehicle maneuvering area, the Committee recommends a condition of approval that the applicant submit site plans demonstrating that on-street parking will be prohibited near shared driveways and alleys on the proposed local street and that on-street parking shall be prohibited within 20-feet on both sides of a shared driveway or alley, as well as restricted for 20-feet along the curb opposite of the shared driveway or alley, prior to Site Development Permit issuance.

The Committee reviewed the project and finds that the proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance or normal replacement of drainage facilities, roads and other improved rights-of-way, recreation facilities, landscaping, on-site pedestrian and vehicular areas, or fencing. Furthermore, by meeting the recommended condition of approval, adequate means will be provided to service the garbage and recycling facilities on site.

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

Section 40.03.1.F

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

FINDING:

Staff cites the findings in response to Facilities Review Criteria A and B as relevant to this criterion. By meeting the conditions of approval, the proposed site will provide safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development. Vehicle circulation areas provide efficient connections to the abutting street network and on-site parking areas. Vehicle maneuvering areas have been designed to meet Development Code and EDM requirements, and all parking spaces will meet applicable standards by complying with the recommended conditions of approval prior to Site Development Permit issuance. The submitted truck turning template demonstrates that waste hauler vehicles, delivery trucks, emergency vehicles, and other trucks will be able to safely navigate the site.

On-site pedestrian pathways facilitate efficient connections between building entrances, parking areas, outdoor amenities, and other pedestrian destinations within the development. Where pedestrian pathways cross drive aisles, concrete or modular paving material will be used to differentiate the path from the asphalt drive aisle for enhanced safety. All pedestrian paths meet or exceed the minimum required five-foot unobstructed width.

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

Section 40.03.1.G

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

FINDING:

Staff cites the findings for Criterion A as relevant to this criterion. The development proposes right-of-way improvements to existing adjacent streets (W Baseline Road, SW 185th Avenue and SW 179th Avenue). The proposal also includes a new Collector through the site, which will connect vehicles, bicyclists and pedestrians to W Baseline Road and SW 185th Avenue. The applicant's plans also show that street connections to the existing streets (SW 181st Avenue and SW 184th Avenue) abutting the southern boundary are proposed.

The applicant states that the proposal has been designed to include ADA-accessible principal building entrances, walkways, and connections to parking areas. Pedestrian connections to the surrounding circulation system are frequently provided in convenient locations along the site's frontages. Therefore, staff finds that by meeting the recommended condition of approval, the proposed pedestrian connections will connect to the surrounding circulation network in a safe, efficient, and direct manner.

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

Section 40.03.1.H

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

FINDING:

Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff reviewed the proposed development and issued a Service Provider Permit (#2023-0040) for the proposed development. The plans approved by TVF&R show that the applicant will construct new fire hydrants at various locations throughout the site. The plans reviewed by TVF&R also show where fire access roadway curbs must be painted red and stenciled with "NO PARKING FIRE LANE". However, the applicant's land use plans vary from the plans reviewed and approved by TVF&R, therefore, the Committee recommends a condition of approval that the applicant obtain a revised TVF&R SPP to match submitted plans prior to Site Development Permit issuance. For these reasons, the Committee finds

that, by meeting the conditions of approval, adequate fire protection service will be provided to serve the proposed development.

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

Section 40.03.1.I

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

FINDING:

The applicant states that for passive security, there are several methods included in the design of this proposal to reduce opportunities for crime. The applicant explains that each residential unit and dwelling features several windows and all multi-family units will have balconies which ensures visibility into the site, allowing residents to have active interaction with the public environment and enable monitoring of the immediately surrounding area. Exterior lighting is included along all street frontages and at the multi-unit building entrances to discourage any unwelcome activities. The multi-family residential housing included in this proposal will feature a secure building entry system which will be employed for active security of the building.

Beaverton Police will provide law enforcement services to the subject site. As of the date of this report, Beaverton Police have not raised any concerns about crime or accident at the development site. Any comments from Beaverton Police will be forwarded directly to the applicant. Additionally, the applicant will be required to submit development permits for life and safety review as part of the Site Development and Building Permit review processes. Accordingly, the Committee finds that review of the construction documents at the Site Development and Building Permit stages will ensure protection from hazardous conditions due to inadequate, substandard, or ill-designed development.

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

Section 40.03.1.J

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

FINDING:

The applicant states that the proposed grading and contouring of the development site has been designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The Committee has reviewed the proposed preliminary grading plans and finds no adverse effect on neighboring properties, the public right-of-way, surface drainage, water storage facilities, or the public storm system are proposed.

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

Section 40.03.1.K

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

FINDING:

The applicant states that continuous uninterrupted accessible pedestrian routes are included throughout the site. The Committee notes that all pathways provide uninterrupted access routes with a minimum unobstructed width of five feet.

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. By meeting the conditions of approval, the Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards.

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

Section 40.03.1.L

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

FINDING:

The applicant submitted Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Planned Unit Development (PUD32023-00187), Tree Plan Two (TP22023-00190) and a Zoning Map Amendment (ZMA32023-00191) on April 6, 2023. All applications were deemed complete on August 9, 2023. All required submittal materials have been received at this time.

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

Code Conformance Analysis

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

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20			
Multi-Dwelling	Permitted Use ⁴⁴	<p>The applicant proposes 348 multi-dwelling units within the SC-MU zones. The units are distributed amongst 10 buildings; six are residential-only buildings consisting of 34 units per building and four buildings are mixed-use buildings and include 36 units per building. Footnote 44 states that the "Multi-dwelling" dwelling type is inclusive of one or more units above a permitted or conditionally approved non-residential use. The applicant proposes a total of 17,736 square feet of mixed commercial space within the first floor of the 4 mixed-use buildings.</p> <p>Retail/commercial /service business/professional services space are permitted uses within the SC-MU zone.</p>	YES
Retail Trade	Permitted Use ^{9, 25, 34}	<p>The applicant has identified a couple commercial uses that could occupy the first floors of the four mixed-use buildings within the SC-MU zones. One of the potential uses is Retail Trade. Footnote 9 states that a single building containing only retail trade cannot exceed 10,000 square feet. No standalone commercial buildings are proposed. Additionally, footnote 9 states that within multiple use developments, retail trade cannot exceed 25% of the total square footage of the development. The total retail space within the development is approximately 17,736 square feet which is approximately 9% of the total square footage of the mixed-use buildings (192,644 square feet). Similarly, footnote 34 states that retail trade is permitted as long as the floor area of this use does not exceed 25% of the total proposed floor area within a multiple use development. With only 9% of the total building floor area within the mixed use buildings proposed to be dedicated to commercial space, any retail space within the</p>	YES

		development would not exceed the maximum allowable square footage or floor area of 25% within the development, in conformance with footnote 9 and 34.	
Eating and Drinking Establishments	Permitted Use ⁹	The total commercial square footage within the proposed development is approximately 17,736 square feet which is approximately 9% of the total square footage of the mixed-use buildings (192,644square feet). Therefore, eating and drinking establishments would not exceed 25% of the total square footage of the development.	YES
Service Business/Professional Services	Permitted Use ^{8,9}	Within the SC-MU zone, service businesses or professional services are permitted when they are part of a multiple use development. The proposed commercial floor area is part of mixed-use building(s) which includes residential uses. Footnote 8 also states that office uses cannot exceed 50% of the proposed residential floor area within the multiple use development. Although the applicant has not identified a specific use for the commercial spaces, the proposed 17,736 square feet of commercial floor area is approximately 9% of the floor area of Buildings 1, 2, 7 & 8, in compliance with footnote 8 and 9.	YES

Development Code Section 20.20.15

Parcel Area	Min.: none	Lot 17	194,342 sq.ft.	YES
	Max.: none	Lot 80	125,702 sq.ft.	
Lot Dimensions	Min. Width: None Min. Depth: None	Lot 17	Width: Approx. 322 ft. Depth: Approx. 540 ft.	YES
		Lot 80	Width: Approx. 449 ft. Depth: Approx. 247 ft.	

<p>Yard Setbacks</p>	<p>Front Min.: 0 Front Max. Not on MPR: With Ground Floor Residential: 20ft. Without Ground Floor Residential: 10 ft. Side Min.: None Side Max.: None Rear: None Minimum Side or Rear Yards Abutting Property Zoned Residential^{8, 10}: Washington County's TO:R9-12: Varies Washington County's R-5: 15 ft. Washington County's R-6: 15 ft.</p>	<p>Parent Parcel</p>	<p>Front (SW 185th Avenue) min.: 8.8ft. Front Max. Not on MPR: With Ground Floor Residential: 14.85 ft. Without Ground Floor Residential: N/A Side (South property line): Abutting Washington County's TO:R9-12: The applicant has not provided sufficient information to determine if minimum setbacks are met for properties abutting this zone. Therefore, the Committee recommends a condition of approval requiring that the applicant provide additional information and demonstrate that applicable setbacks are met, prior to Building Permit issuance. Abutting Washington County's R-5: The applicant's plans show that Lot 120 does not meet the minimum 15-foot setback along the southern parent parcel. Therefore, the Committee recommends the applicant submit revised plans, demonstrating compliance with applicable yard setback standards for the parent parcel, prior to Building Permit issuance. Side (northern property line): 3 feet. Rear (eastern property line): Abutting Washington County's R-6: 15 feet Abutting SW 179th: 10 feet</p>	<p>YES w/COA</p>
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		<p>Lot 17:</p> <p>Front (SW 185th) Min.: 8.8 ft. (Building 4 is the nearest to SW 185th right-of-way).</p> <p>Front Max. Not on MPR:</p> <p> With Ground Floor Residential: 14.85 ft. (Building 3 is the furthest from SW 185th right-of-way)</p> <p> Without Ground Floor Residential: N/A</p> <p>Side Min.:</p> <p> 10.08 ft (southern side) 0 ft. (northern setback)</p> <p>Side Max.:</p> <p> 18.33 ft (southern side) 11.5 ft. (northern setback)</p> <p>Rear (Street B1): None</p>	
		<p>Lot 80:</p> <p>Front (W Baseline) Min.: 3 ft. (Building 9 is the closest to W Baseline)</p> <p>Front Max. Not on MPR:</p> <p> With Ground Floor Residential: 20ft.</p> <p> Without Ground Floor Residential: N/A ft.</p> <p>Side Min.: 26.49 ft (western side) 4 ft. (eastern setback)</p> <p>Side Max.: 27.5 ft (western side) 21.5 ft. (eastern setback)</p> <p>Rear (Street B2): None</p>	
CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Residential Density	Minimum with a PUD or DRBCP: .30 Maximum with a PUD or DRBCP: None	See 20.25.10 Findings	SEE 20.25.10 FINDINGS
Floor Area Ratio	Minimum: 0.4	See 20.25.10 Findings	SEE 20.25.10

(FAR)			FINDINGS
	Maximum with a PUD or DRBCP: None	The proposed FAR exceeds 1.20 but it is part of a proposed PUD therefore no maximum FAR is applicable.	N/A
Maximum Building Height	100 ^{19,20} 60 feet	<p>Site is within 1,320 feet of an LRT station platform per note 19.</p> <p>Per footnote 20, buildings or portions of buildings, within 50 feet of residentially zoned property are limited in height to 35 feet or the maximum height in the residential zone, whichever is greater. No portion of the proposed buildings within the SC-MU zone are within 50 feet of a residential zone, therefore footnote 20 is not applicable.</p> <p>Buildings 1, 2, 7 and 8: 54 feet Buildings 3-6, 9 and 10: 47 feet</p>	YES

Development Code Section 20.25.10 for SC-MU and SC-HDR

Supplemental Multiple Use Density Standards	<u>Residential-Only Calculation</u> 17.8 net acres x 0.79 proposed res-only use x 24 min. res. density = 337 minimum required dwelling units <u>Non-Residential Calculation</u> 17.8 net acres x 0.21 proposed non-res use x 43,560sf x 0.4 min. FAR = 65,131 sf minimum required non-res. square footage	533 dwelling units proposed within the PUD. 192,644 square feet non-residential floor area is proposed.	YES
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Development Code Table 20.20.20.A Footnotes for SC-MU

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 uses developments, as long as the floor area of this use does not exceed 25% of the total proposed floor area within a multiple use development.

44. For the purposes of this footnote, "Multi-dwelling" is inclusive of one or more units above a permitted or Conditionally approved non-residential use.

Development Code Section 20.20.15 Footnotes for SC-MU

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.

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.

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

20. Maximum building height of a building or portion of a building within 50 feet of a residentially zoned property, measured from the residential property line, is 35 feet or the maximum height permitted in the residential district, whichever is greater.

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements

Station Community High Density Residential (SC-HDR) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20			
Townhouses	Permitted Use ⁴	The applicant proposes 62 townhomes consisting of 3-, 4- and 5-unit structures.	YES
Single-Detached Dwelling	Prohibited ⁶	The applicant proposes 123 single-detached dwellings as part of the Planning Unit Development (PUD). Although new single-detached dwellings are generally prohibited within the SC-HDR zone, the applicant has submitted a request for a PUD, which is a Conditional Use within the SC-HDR zone and allows both detached and attached dwellings, provided the overall residential density provisions are met.	See PUD32023-00187 Section of Staff Report
Development Code Section 20.20.15			
Parcel Area	Min.: none Max.: none	The townhome lots range in size from 785 square feet to 1,562 square feet. The single-detached dwelling lots range from 2,070 square feet to 4,572 square feet.	YES
Lot Dimensions	Min. Width: None Min. Depth: None	Min. Width	16 feet
		Min. Depth	107.33 feet
Yard Setbacks	Parent parcels are subject to the minimum yard setbacks of the zone. Front Min.: 0 Front Max. Not on MPR: With Ground Floor Residential: 20ft.	Through the Conditional Use-PUD process the parent parcels are subject to the minimum yard setbacks of the zone and individual lots not abutting the perimeter may have setbacks reduced through PUD consideration. See Setback Table below for proposed interior setbacks.	See PUD32023-00187 Section of Staff Report w/ COA.

	<p>Without Ground Floor Residential: 10 ft.</p> <p>Side Min.: None</p> <p>Side Max.: None</p> <p>Rear: None</p> <p>Minimum Side or Rear Yards Abutting Property Zoned Residential^{8, 10}:</p> <p>Washington County's TO:R9-12: Varies</p> <p>Washington County's R-5: 15 ft.</p> <p>Washington County's R-6: 15 ft.</p>	<p>Front (SW 185th Avenue) min.: 8.8ft.</p> <p>Front Max. Not on MPR:</p> <p>With Ground Floor Residential: 14.85 ft.</p> <p>Without Ground Floor Residential: N/A</p> <p>Side (South property line):</p> <p>Abutting Washington County's TO:R9-12: The applicant has not provided sufficient information to determine if minimum setbacks are met for properties abutting this zone. Therefore, the Committee recommends a condition of approval requiring that the applicant provide additional information and demonstrate that applicable setbacks are met, prior to Building Permit issuance.</p> <p>Abutting Washington County's R-5: The applicant's plans show that Lot 120 does not meet the minimum 15-foot setback along the southern parent parcel. Therefore, the Committee recommends the applicant submit revised plans, demonstrating compliance with applicable yard setback standards for the parent parcel, prior to Building Permit issuance.</p> <p>Side (northern property line): 3 feet.</p> <p>Rear (eastern property line):</p> <p>Abutting Washington County's R-6: 15 feet</p> <p>Abutting SW 179th: 10 feet</p>	
CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Residential Density	<p>Minimum for Residential Only Project (per acre): 30¹ 24</p> <p>Maximum for Residential Only Project (per acre): None²</p>	<p>For minimum density calculations, see 20.25.10 Findings. Footnote 2 states that the maximum density within 120 feet of Washington County's R-5 zoning district is 12 units per acre. The applicant's plans show that the portion of the site within 120 feet of the County's R-5 zoning district is approximately 60,480.66. Per footnote 2, this area is permitted to have up to 17 units. The applicant's plans show that only 13 lots are located within 120 feet of Washington County's R-5 zoning district.</p>	<p>YES</p> <p>SEE 20.25.10 FINDINGS</p>
Floor Area Ratio (FAR)	<p>Minimum: 0.4</p> <p>Maximum: 2.00¹⁸ 1.00</p>	See 20.25.10 Findings	<p>SEE 20.25.10 FINDINGS</p>

Maximum Building Height	100 ¹³ 60 feet	<p>Per footnote 13, this site is beyond 400 feet of LRT station platform, therefore the 60 foot height maximum is applicable.</p> <p>Townhomes (Lots 18-79): 40 ft</p> <p>Front Loaded Single Detached (Lots 84, 86, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130): 33.53 feet</p> <p>Front Loaded Single Detached (Lots 83, 85, 87, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129): 32.13 feet</p> <p>Alley Loaded single Detached (Lots 1-2, 4, 8-14, 16, 81, 88-95, 100-105, 108, 132, 135, 136, 139, 142, 149, 152, 155-159, 162-166, 168, 172-173, 176, 179, 181, 185): 29.55</p> <p>Alley Loaded Single Detached (Lots 3,5,7-6, 96-98, 106-107, 109, 131, 133- 134, 137-138, 140-141, 143-144, 147-148, 150-151, 153-154, 160-161, 167-168, 170-171, 174-175, 177-178, 180, 182-184, 186-187): 29.26 feet</p>	YES
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Proposed Building Setbacks

	REQUIRED	PROPOSED	MEETS CODE?
Townhomes (Lots 18-79)	Front Min.: 0 ft. Front Max.: 20 ft. Sides (Min. & Max.): None Rear Min.: None	Front Min.:10 ft. Front Max.: 17 ft. Sides (Min. & Max.): Attached: 0 ft. Detached: 3 ft. min / 10 ft. max Rear Min.:5 ft.	YES
Alley loaded (Lots 1-16, 81-82, 88-109, 131-187)	Front Min.: 0 ft. Front Max.: 20 ft. Sides (Min. & Max.): None Rear Min.: None	Front Min.: 10 ft. Front Max.: 10 ft. Sides (Min. & Max.): 3 ft. min/ 8ft. max Rear Min.: 3 ft.	YES
Front loaded (Lots 83-87)	Front Min.: 0 ft. Front Max.: 20 ft. Sides (Min. & Max.): None Rear Min.: None Garage Door to Front: N/A (no standard in SC-HDR zone for	Front Min.: 10 ft. Front Max.: 10 ft. Sides Min: 3 ft. Rear Min.: 10 Garage Door to Front: 18.5 ft.	YES

	garage setbacks)		
Front Loaded (Lots 110-130)	Front Min.: 0 ft. Front Max.: 20 ft. Sides (Min. & Max.): None Rear Min.: None Garage Door to Front: N/A (no standard in SC-HDR zone for garage setbacks)	Front Min.: 10 ft. Front Max.: 10 ft. Sides Min: 3 ft Rear Min.: 15 ft. Garage Door to Front: 18.5 ft.	YES

Development Code Table 20.20.20.A Footnotes for SC-HDR

- 1. Existing duplexes and existing two-unit townhouses are Permitted and may be replaced. Three or more unit townhouses are Permitted.
- 6. Single-detached dwellings in existence as of June 30, 2022 and their accessory uses are Permitted uses and can be rebuilt if destroyed. Building additions of up to 500 square feet of an existing single-detached dwelling are Permitted. New single-detached dwellings are Prohibited.

Development Code Section 20.20.15 Footnotes for SC-HDR

- 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 acre²⁵. Activity is conducted wholly within an enclosed structure and no sales or outdoor storage of animals or livestock are allowed with this use.
- 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.
- 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.
- 13.100 feet height permitted for sites within 400 feet of LRT station platform, 60 feet permitted beyond 400 ft

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 seeks Design Review Three approval to develop a multiple use site comprised of multi-dwelling buildings, mixed-use buildings, townhomes, and single-detached dwellings.	See DR32023-00188 Section of Staff Report
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 60.11			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	The applicant is not proposing a food cart or food cart pod.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits are requested.	N/A
Development Code Section 60.15			

Land Division Standards	On-site contouring within 25 feet of a property line within or abutting any residentially zoned property, and within 25 feet of a Significant Tree or Grove.	<p>The subject site abuts Washington County residential zone R-5 to the south and R-6 to the east.</p> <p>The applicant's plans show that the subject site is generally flat. The most significant grade change exists along public roads, especially near the intersection of SW 185th Avenue and SW Stepping Stone Drive. Per Section 60.15.10.2, grading standards do not apply to new streets and street improvements. However, the grading standards are applicable along the southern and eastern boundaries of the site, which abut Washington County's R-5 and R-6 zones. The applicant's plans show that grading here is flat and proposed to tie into abutting grades. The proposed grading does not exceed the grading differential standards in Section 60.15.10.3</p>	YES
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Street Trees	Street trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist or City Engineer.	<p>The applicant's plans show street trees along all public streets exceed the spacing maximum. Reductions to the required number or spacing of street trees due to conflicts with necessary utilities or other infrastructure may be considered by the City Arborist pursuant to BDC 60.55.30.3, however, the applicant has not provided justification for the reduced number of street trees proposed on any frontage, and the City Arborist has not approved an alternative street tree plan for this project. The Committee recommends a condition of approval that the project submit plans prior to Site Development Permit issuance showing that street trees are provided along all streets and planted at a maximum linear spacing of 30 feet except where utility or infrastructure conflicts exist, subject to approval by the City Arborist.</p>	YES, w/COA
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Development Code Section 60.20

Mobile and Manufactured Home Regulations	Requirements for the placement of mobile and manufactured homes.	No mobile or manufactured homes are proposed.	N/A
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Development Code Section 60.25

Off-Street Loading Requirements	Minimum: None	<p>The applicant proposes 17,736 square feet of retail/shopping center use for which one Type B loading berth is required. The applicant’s plans show one loading berth, 12 feet by 30 feet, is provided within Tract R, at the intersection of Street B1 and Street B2. The definition of Lot in Chapter 90 of BDC includes “an abutting ‘platted lot’ or property described by metes and bounds in the same ownership...” Therefore, the proposed location of the required loading berth meets the standard.</p>	N/A
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CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
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Development Code Section 60.30

Off-Street Motor Vehicle Parking	<u>Townhome Use</u>	<u>Townhome Use</u>	YES w/ COA
	Maximum: 124 spaces	Proposed: 128	
	<u>Multi-Dwelling Use</u>	<u>Multi-Dwelling Use</u>	
	Maximum: 852 spaces	Proposed: 458	
	<u>Commercial/Shopping Center Use</u>	<u>Commercial/Shopping Center Use:</u>	
	Maximum: 110 spaces	Proposed: 83	
	<u>Single-detached Dwellings:</u>	<u>Single-detached Dwellings:</u>	
	Maximum: 246 spaces	Proposed: 301 spaces	
		<p>Refer to the Facilities Review Committee findings herein. The applicants’ plans show that the townhome portion of the proposed development exceeds the maximum parking rate by 4 spaces. The applicant includes 4 guest parking spaces located within the tracts in their calculation. The single-detached portion of the development also exceeds the parking maximum by 55 spaces. The Committee recommends a condition of approval that the applicant submit revised plans demonstrating that the parking ratios in Table 60.30.10.5.A are not exceeded, prior to Site Development permit issuance.</p>	

Development Code Section 60.30

Required Bicycle Parking

Multi-Dwelling Use (Residential Only)

Short-Term: 12 spaces (2 per building)

Long-Term: 204 spaces (1 space per unit)

Multi-Dwelling Use (Mixed-Use Buildings)

Short-Term: 8 spaces (2 spaces per building)

Long-Term: 144 spaces (1 space per unit)

Retail Use/Shopping Center

Short-Term: 8 spaces (2 spaces per building)

Long-Term: 8 spaces (2 spaces per building)

Townhomes and Single-detached Dwellings:

Short-Term: 185 spaces (1 spaces per building)

Long-Term: 185 spaces (1 spaces per building)

Multi-Dwelling Use (Residential Only)

Short-Term: 12 spaces

Long-Term: 204 spaces (inside unit)

Multi-Dwelling Use (Mixed-Use Buildings)

Short-Term: 8 spaces

Long-Term: 144 spaces (inside unit)

Retail Use/Shopping Center

Short-Term: 8 spaces (2 spaces per building)

Long-Term: 8 spaces (2 spaces per building)

Townhomes and Single-detached Dwellings:

Short-Term: 190 spaces (1 spaces per building)

Long-Term: 190 spaces (1 spaces per building)

**YES w/
COA**

Refer to the Facilities Review Committee findings herein. The applicant's plans lack sufficient detail to determine if the proposed bike parking racks and spaces meet the dimensions per EDM Section 340. Therefore, the Committee recommend a condition of approval, that the applicant submit additional drawings demonstrating compliance with Section 60.30.10.2.B and Table 60.30.10.5.B for long-term bicycle parking and EDM Section 340 (unless otherwise approved by the City's Transportation Engineer or designee).

Development Code Section 60.33

Park and Recreation
Facilities and Service
Provision

Requirements for annexing
property to THPRD.

The site is already within THPRD's
boundaries.

N/A

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.35			
Planned Unit Development	Development and design principles for Planned Unit Developments.	The proposal includes a Planned Unit Development. Compliance with Section 60.35 will be reviewed in the PUD32023-00187 section of the Staff Report.	See PUD3202 3-00187 Section of Staff Report.
Development Code Section 60.40			
Sign Regulations	Requirements for signs	All signs will be reviewed under separate sign permit(s).	N/A
Development Code Section 60.50			
Fences	Height restrictions for fences and walls.	The proposed development includes fencing in various locations across the site. In the front yard area abutting W Baseline Road, the applicant's plans indicate a split-rail fence is proposed on the property line. A black vinyl chain-link fence enclosing the proposed pet area approximately 16 feet from 185th right-of-way is also identified on the applicant's plans. A chain link fence is also proposed around the stormwater pond located at the southwestern corner of the site. Lastly, a split rail fence is also proposed between the active open space area in Tract CC and the abutting collector. However, the applicant has not provided fence details demonstrating that the applicable height restrictions identified in Section 60.50.20 have been met, therefore, the Committee recommend a condition of approval that the applicant submit fence details for all proposed fences, demonstrating compliance with applicable standards identified in Section 60.50.20, prior to Building permit issuance.	YES, w/COA

Development Code Section 60.55

Transportation Facilities	Requirements pertaining to the construction or reconstruction of transportation facilities	Refer to the Facilities Review Committee findings herein.	YES, w/COA
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Development Code Section 60.60

Trees and Vegetation	Regulations pertaining to tree removal and preservation.	The applicant also requests approval of a Tree Plan Two (TP22023-00190) application for the removal of 16 Community Trees from the development area.	See TP22023-00190 Section of Staff Report.
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Development Code Section 60.65

Utility Undergrounding	Requirements for placing overhead utilities underground.	The applicant states that all new and affected utilities on the subject site will be placed underground except for the existing high-voltage electric transmission lines which are exempt from undergrounding requirements. The Committee recommends a condition of approval that all new, and affected utilities be undergrounded, unless exempt by Section 60.65.15.	YES w/COA
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Development Code Section 60.67

Significant Natural Resources	Regulations pertaining to wetlands and riparian corridors.	There are no identified significant natural resources on the proposed development site. However, the subject site has a previously approved Legal Lot Determination and preliminary Replat One (LD2023-0003 / LLD2023-0004) which is as of the date of this report is pending final approval at Washington County's Surveyor's Office. The preliminary Replat One consolidated the 8 lots currently composing the site into 3 legal lots, while isolating the existing single-detached home and surrounding yard including the wetland, from the subject development site. To ensure the boundaries of the proposed development site do not include the wetland, the Committee recommends a condition of approval that the previously approved Replat One (LD2023-0003) is recorded with Washington County, prior to any	YES, w/COA
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Site Development permit issuance associated with this subject proposal. Additionally, the applicant's plans show that that structures and paved areas are within close proximity to the wetland buffer. Should any encroachment or disturbance be necessary for the development of the subject site, the Committee recommends a condition of approval that the applicant submit a copy of issued permits or other approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers for work within or affecting a jurisdictional wetland.

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.70			
Wireless Communication Facilities	Regulations pertaining to wireless facilities.	No wireless communication facilities are proposed.	N/A

Attachment B: DESIGN REVIEW THREE DR32023-00188

ANALYSIS AND FINDINGS FOR DESIGN REVIEW THREE APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR32023-00188**, subject to the applicable conditions identified in Attachment G.

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

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 G.

Conclusion: Therefore, staff finds that, by meeting the conditions of approval, the proposal meets the Facilities Review Committee approval criteria.

Section 40.20.05 Purpose:

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

Planning Commission Standards for Approval:

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

findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type Three Design Review.

To approve a Design Review Three application, the decision-making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

Section 40.20.15.3.C.1

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

FINDING:

The applicant proposes 533 housing units and approximately a combined total of 17,736 square feet of commercial space on the ground floor levels of buildings identified on the applicant's plans as Building 1, 2, 7 and 8. Buildings 1, 2, 7 and 8 also include 36 residential units each, on the levels above. The applicant also proposes 6 residential only buildings consisting of 34 units each. The applicant identified these buildings as Building 3, 4, 5, 6,9 and 10. The proposal also includes 62 townhomes. Single-detached dwellings are also proposed on the site, however, they are not subject to Design Review but are subject to the Building Architecture section of 60.35.20, which applies to single-detached dwellings located in Planned Unit Developments. The proposed multi-dwelling structures and mixed-use buildings meet Design Review Two thresholds however, the applicant has chosen to address Design Guidelines for this project. Thus, the proposal satisfies Design Review Three threshold number nine which reads:

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

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

Section 40.20.15.3.C.2

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

FINDING:

The applicant paid the required fee for this Design Review Three application.

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

Section 40.20.15.3.C.3

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

FINDING:

The proposal meets Design Review Three threshold number 9; therefore, this criterion is not applicable.

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

Section 40.20.15.3.C.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 conditions exist:

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

FINDING:

The proposal is for a new construction on the subject property, and is not an addition or modification to an existing development.

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

Section 40.20.15.3.C.5

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

FINDING:

Staff cites the findings in the Chapter 60 Code Conformance Analysis table in Attachment A which evaluated the project for compliance with the grading standards of Section 60.15.10. Staff finds that the proposed grading complies with the grading standards outlined in Section 60.15.10

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

Section 40.20.15.3.C.6

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 this 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).

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

Section 40.20.15.3.C.7

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

FINDING:

The proposal meets Design Review Three threshold 9 and the applicant has elected to respond to Design Guidelines only.

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

Section 40.20.15.3.C.8

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

FINDING:

The proposal meets Design Review Three threshold number 9, and the applicant has decided to address Design Guidelines only.

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates to the applicable Guidelines found in Section 60.05.35 through 60.05.50 of the Development Code.

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

Section 40.20.15.3.C.9

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

FINDING:

The applicant submitted Preliminary Partition (PS22023-00189), Planned Unit Development (PUD32023-00187), Tree Plan Two (TP22023-00190) and Zoning Map Amendment (ZMA32023-00191) applications with this Design Review Three (DR32023-00188) application to be reviewed and concurrently. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented above, staff recommends **APPROVAL** of **DR32023-00188**, subject to conditions of approval in Attachment G.

Design Review Guidelines 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.

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:

Building's 1, 2, 7 and 8:

Building 1, 2, 7 and 8 are mixed-use buildings which include commercial spaces on the ground floor, oriented toward Street B1 and Street B2, private streets, designed for a high level of pedestrian activity with 10-foot wide sidewalks and referred to by the applicant as "Main Street". All four buildings are architecturally identical but are located on different parts of the site. The primary façade of Building's 1 and 2 face east and private Street B1. Whereas the primary façade of Building 7 and 8 face southwest and private Street B2. The applicant's plans show that the primary elevations contain storefront windows, doors and canopies approximately 9.5 feet above grade which help create a pedestrian friendly scale along the wide abutting sidewalk which in turn provides pedestrian connections to the building and other buildings. These primary elevations also include a central entrance, framed by column-like features, finished with brick veneer. The use of off-set walls, different materials, such as brick veneer, wood trim, and fiber cement panels break-up the building facades. The three levels above the ground-floor commercial also feature balconies for added differentiation. The southern and northern elevations of Building 1 both face internal drive-aisles. The southern elevation on Building's 1 and 2 and the western elevations of Buildings 7 and 8 include a storefront door and windows, as well as an additional building entrance to the ground floor and doors to a sprinkler riser. The second and third levels of this elevation include windows varying in size, surrounded by brick veneer. The third level also includes windows but are accompanied by the fiber cement panel siding which provides a vertical break to the façade. Off-set walls on this elevation further contribute to a façade that is differentiated. The northern elevation of Building 1 and 2 and eastern elevations of Building 7 and 8 includes a ground floor storefront window, doors to a bike room and electrical room and another side entrance to the building. Similar to the other end elevation, this elevation also includes windows varying in size, surrounded by brick veneer on the second and third levels. While the third level includes windows that are accompanied by the fiber cement panel siding instead. A recessed entrance and off-set walls further contribute to a differentiated façade. The

western façades of Building 1 and 2 and the northern facades of Buildings 7 and 8 face an internal parking lot area. The ground floor primarily includes garage doors for tuck-under parking spaces. The floors above include windows, balconies and off-set walls. Pedestrian connections are provided to all doors, allowing residents and visitors to access in between building and other destinations on the site such as the Main Street, commercial uses, open spaces and parking.

Staff concurs that the proposed changes in materials, off-set walls, storefront windows and doors, and canopies break down the mass of the building in a way that creates a pedestrian scale design. The buildings are limited in length to less than 200 feet and are oriented toward the Main Street. Massing at the pedestrian level is effectively achieved by the storefront glazing system and canopies that are less than 10 feet above grade and a wide sidewalk that abuts the ground floors. Upper floors articulation using a mix of textures, changes in materials, recessed windows, and different horizontal and vertical wall and roof planes contribute to a more pedestrian friendly design. Staff finds that the proposed design sufficiently limits undifferentiated elevations and reduces mass in a pedestrian friendly way through a variety of effective methods.

Buildings 3 - 6, 9 and 10:

Building 3 - 6, 9 and 10 are residential-only buildings which also have identical architecture. These buildings are less than 200 feet in length and are located along the subject site's perimeter, with the primary elevations facing an abutting street. Building 3's primary elevation (southern façade) faces Street A (a proposed collector). Buildings 4 and 5 face SW 185th Avenue. Building 6 faces SW Stepping Stone Drive and buildings 9 and 10 face W Baseline Road. The applicant's plans show all primary building elevations provide a pedestrian connection directing from the building to the abutting road. Additional pedestrian connections are provided to side entrances which extend to the broader pedestrian circulation system through the subject site. The applicant's plans show that the street facing elevations include windows on the ground floor, a distinct primary entrance, and ancillary doors that lead to bike storage and the ground floor corridor. The upper floors include windows, balconies, off-set walls, and changes in material types. The side elevations of Buildings 3-6, 9 & 10 are approximately 70 feet in width and include an articulated entrance, doors to utility rooms, and windows. The northern elevation of Building 3, eastern elevations of Buildings 4 and 5, southern elevation of Building 6, 9 and 10 are all oriented toward the internal site circulation, parking and open space areas. The ground floor of these elevations include garage doors for residential tuck-under parking while the upper levels include windows, balconies, off-set walls and changes in materials.

Staff concurs that the ground floor windows, doors and off-set walls help break-up the building façade and provide a more pedestrian friendly design.

Townhomes (Lots 31-79):

Townhomes on lots 18 through 37 and 70 through 79 face private Street B1 and private Street B2 (respectively). Lots 38 through 45, 57 through 59 and 60 through 65 face an open space area. The town home structures consist of 3 and 4 units, ranging in length from approximately 58 feet (3 units) to 88 feet (4 units). The primary facades facing a private street or open space include the primary entrances to each dwelling unit on the ground floor, along with windows. Changes in material type as well as off-set walls provide architectural differentiations on the elevations oriented towards the pedestrian realm. Building heights are limited to three stories, and together with a maximum length of 88 feet, the buildings contribute to a pedestrian friendly scale. Each primary entrance connects directly to either a private street or onsite pedestrian circulation system.

Staff concurs that the height and width of the proposed townhome buildings, and the variety of architectural features create a pedestrian friendly development which is further encouraged by the direct pedestrian connections provided to each unit.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 primary building entrances or multiple tenant entrances include permanent architectural features designed to provide articulation and variety. The site is a larger project that consists of multiple building types (residential-only, mixed-use, townhouse and single detached dwellings). The applicant's plans show that architectural variation is proposed between the various dwelling types.

Building's 1, 2, 7 and 8:

The applicant's plans show that the primary elevations contain storefront windows, doors and canopies. These primary elevations also include a central entrance, framed by column-like features, finished with brick veneer. The use of off-set walls, different materials, such as brick veneer, wood trim, and fiber cement panels break-up the building facades and provide visual interest. The three levels above the ground-floor commercial also feature balconies for added differentiation. The southern elevation on Buildings 1 and 2 and the western elevations of Buildings 7 and 8 include a storefront door and windows, as well as an additional building entrance to the ground floor and doors to a sprinkler riser. The second and third levels of this elevation include windows varying in size, surrounded by brick veneer. The third level also includes windows but are accompanied by the fiber cement panel siding which provides a vertical break to the façade. Off-set walls on this elevation further contribute to a façade that is differentiated and varied. The northern elevation of Building 1 and 2 and eastern elevations of Building 7 and 8 include a ground floor storefront window, doors to a bike room and electrical room and another side entrance to the building. Similar to the other end elevations, these elevations also include

windows varying in size, surrounded by brick veneer on the second and third levels, while the third level includes windows that are accompanied by the fiber cement panel siding instead. A recessed entrance and off-set walls further contribute to a differentiated façade. The western façades of Building 1 and 2 and the northern facades of Buildings 7 and 8 face an internal parking lot area. The ground floor primarily includes garage doors for tuck-under parking spaces. The floors above include windows, balconies and off-set walls.

Staff concurs that the proposed changes in materials, off-set walls, storefront windows and doors, and canopies provide varied and articulated elevations that provide visual interest to pedestrians.

Buildings 3 - 6, 9 and 10:

Building 3 - 6, 9 and 10 are located along the subject site's perimeter, with the primary elevations facing an abutting street. The applicant's plans show that the street facing elevations include windows on the ground floor, a primary entrance distinguished with a portico like feature, and ancillary doors that lead to bike storage and the ground floor corridor. The upper floors include windows, balconies, off-set walls, and changes in material types. The side elevations of Buildings 3-6, 9 & 10 include an articulated entrance, doors to utility rooms, and windows. A pedestrian scale is further implied through the use of wood trim running horizontally between the ground floor and upper floors. The northern elevation of Building 3, eastern elevations of Buildings 4 and 5, southern elevation of Building 6, 9 and 10 are all oriented toward the internal site circulation, parking and open space areas. The ground floor of these elevations includes garage doors for residential tuck-under parking while the upper levels include windows, balconies, off-set walls and changes in materials.

Staff concurs that the ground floor windows, doors and off-set walls provide varied and articulated elevations that provide visual interest to pedestrians.

Townhomes (Lots 31-79):

The primary elevations facing a private street or open space include the primary entrances to each dwelling unit on the ground floor, along with windows. Changes in material type as well as off-set walls provide architectural differentiations on the elevations oriented towards the pedestrian realm.

Staff finds that the combination of these articulation methods creates varied and articulated elevations that provide visual interest to pedestrians.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that architectural features included with this proposal emphasize building entries.

Building's 1, 2, 7 and 8:

The applicant's plans show that primary entrances on each building include a primary entrance that is centrally located and emphasized by column-like features, finished with brick veneer, supporting overhead protection. Building 1, 2, 7 and 8 include ground floor commercial tenant spaces that include storefront windows and doors. The entrances to these spaces are located along the same elevation as the central entrances. These tenant entrances are either recessed for weather protection or are protected by a metal canopy.

Staff concurs that the large ground floor windows, doors, emphasized primary entrance and off-set walls balance the horizontality of the buildings.

Buildings 3 - 6, 9 and 10:

The applicant's plans show that the street facing elevations include windows on the ground floor, a primary entrance distinguished with a portico like feature, and ancillary doors that lead to bike storage and the ground floor corridor. Side elevations also contain doors to the ground floor of the building and although smaller than the doors facing the street, are still emphasized by a portico like architectural feature. The street-facing elevations also include off-set walls which help break up the length of the façade.

Staff concurs that the ground floor windows, doors, emphasized entrances and off-set walls balance the horizontality of the buildings.

Townhomes (Lots 31-79):

Although the townhome structures range in width from approximately 58 feet (3 units) to 88 feet (4 units), the applicant's plans show that each unit is distinguishable from the one next to it. This is accomplished through emphasizing the primary entrances, off-set walls, changes in feature roof forms, and changes in materials.

Staff finds that the combination of these architectural features balance the horizontal characteristic of the townhome structures.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 this proposal has been designed to be pedestrian-oriented with sidewalk and pedestrian pathway connectivity opportunities throughout the site.

Building's 1, 2, 7 and 8:

Building 1, 2, 7 and 8 are mixed-use buildings which include commercial spaces on the ground floor, oriented toward Street B1 and Street B2, private streets, designed for a high level of pedestrian activity with 10-foot wide sidewalks and referred to by the applicant as "Main Street". The primary façade of Building's 1 and 2 face east and private Street B1. Whereas the primary façade of Building 7 and 8 face southwest and private Street B2. The applicant's plans show that the primary elevations contain storefront windows, doors and canopies approximately 9.5 feet above grade which help create a pedestrian friendly scale along the wide abutting sidewalk which in turn provides pedestrian connections to the building and other buildings.

Staff concurs that the buildings are oriented toward the pedestrian realm and the architectural features on the ground floor, such as large storefront windows, doors, off-set walls and canopy weather protection promote and enhance a comfortable pedestrian scale.

Buildings 3 - 6, 9 and 10:

Building 3 - 6, 9 and 10 are residential-only buildings. These buildings are less than 200 feet in length and are located along the subject site's perimeter, with the primary elevations facing an abutting street. Building 3's primary elevation (southern façade) faces Street A (a proposed collector). Buildings 4 and 5 face SW 185th Avenue. Building 6 faces SW Stepping Stone Drive and buildings 9 and 10 face W Baseline Road. The applicant's plans show all primary building elevations provide a pedestrian connection directly from the building to the abutting road. Additional pedestrian connections are provided at the side entrances which extend to the broader pedestrian circulation system throughout the subject site. The applicant's plans show that the street facing elevations include windows on the ground floor, a distinct primary entrance, and ancillary doors that lead to bike storage and the ground floor corridor. The applicant's plans show the residential-only buildings are located with easy access to the public pedestrian circulation system abutting the site but also provide additional entrances that connect to the internal pedestrian system.

Staff concurs that the buildings are oriented toward the pedestrian realm and the architectural features on the ground floor, such as windows, doors, off-set walls and an enhanced primary entrance promote a comfortable pedestrian scale and orientation.

Townhomes (Lots 31-79):

Townhomes on lots 18 through 37 and 70 through 79 face private Street B1 and private Street B2 (respectively). Lots 38 through 45, 57 through 59 and 60 through 65 face an open space area. The town home structures consist of 3 and 4 units, ranging in length from approximately 58 feet (3 units) to 88 feet (4 units). The primary facades facing a private street or open space include the primary entrances to each dwelling unit on the

ground floor, along with windows. Primary elevations are oriented towards the pedestrian realm. Building heights are limited to three stories, and together with a maximum length of 88 feet, the buildings contribute to a pedestrian friendly scale. Each primary entrance connects directly to either a private street or onsite pedestrian circulation system.

Staff concurs that the proposed townhomes are oriented towards a pedestrian friendly space, either to a private street or a common open space area. Furthermore, the applicant's proposed grouping of units and structure height

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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:

Buildings 1-10:

The applicant's plans show that every elevation visible from and within 200 feet, on all ten buildings, includes architectural features such as windows, doors, off-setting walls and changes to material types. Primary elevations facing a private or public street include emphasized primary entrances, storefront windows and doors (Building 1, 2, 7 & 8) and balconies for the residential units on levels 3 through 4. Side elevations include building entrances as well, doors to utility rooms and storage. Side elevations also feature off-set walls and changes in material types.

Building 1, 2, 7 and 8:

The following elevations include elevations that are oriented toward an internal parking area however these elevations are not the primary elevations therefore do not face the common open areas and public streets:

- Building 1's western elevation
- Building 2's western elevation
- Building 7's northern elevation
- Building 8's northern elevation

In addition, Building 2's southern elevation and Building 8's eastern elevation also face a public street, identified as Street A, a future collector.

The elevations facing the internal parking area contain ground floor tuck-under garage parking. These garage stalls are cantilevered by the floors above. Levels 3-4 include a variety of architectural features such as windows, off-set walls, balconies, wood trim,

changes in material types and different styles of feature roofs. Building 2's south public street facing elevation contains storefront windows and door with a metal canopy above, a side entrance that is differentiated by a portico like architectural feature. Additional doors on the ground floor also provide access to a sprinkler riser. This elevation also includes changes in material types, including brick veneer and fiber cement panel siding. The upper floors include additional windows, wood trim and changes in material types. The elevation also features off-set walls. Building 8's east, street-facing, elevation includes a storefront window with metal canopy, a side entrance that is differentiated by a portico like architectural feature, doors to storage rooms and sprinkler riser. This elevation also includes changes in material types, including brick veneer and fiber cement panel siding. The upper floors include additional windows, wood trim and changes in material types. The elevation also features off-set walls.

Staff concurs that the building overhang, change in materials, off-set walls and balconies provide articulation and variety to a building façade that faces an onsite parking area.

Buildings 3, 4, 5, 6, 9 and 10:

The following elevations face an internal parking area or public street:

- Building 3 – all elevations
- Building 4 – western, eastern and southern elevations
- Building 5 – northern, eastern and western elevations
- Building 6 – northern, southern and western elevations
- Building 9 – northern, eastern and southern elevations
- Building 10 – northern, southern and western elevations

Building 3's, 4's, 5's, 6's, 9's, and 10's street facing elevations are the primary elevations of the buildings. These elevations contain one primary entrance which is emphasized with a portico-like architectural feature. These street facing elevations also contain windows on all four levels, balconies on the upper floors, changes in material types and off-set walls.

Building 3 also has a side elevation that faces a public street (western elevation). The western elevation of Building 3 includes a building entrance distinguished by a portico like architectural feature. Other ancillary doors are located along this elevation. Windows are featured on the ground floor as well as upper levels. Off-set walls provide articulation as well as changes in material types. The eastern elevation on Building 3 includes off-set walls, windows and doors.

Building 3's northern elevation faces an internal parking area. This elevation includes ground floor tuck under parking garages which are cantilevered by the floors above. The upper levels include off-set walls, windows and balconies.

Building 4's and 5's western elevations face a public street (SW 185th Avenue) and are identical. This elevation includes and emphasized primary entrance, windows to the residential units within, balconies, and off-set walls and changes in materials.

Building 4's and 5's eastern elevations face an internal parking area. This elevation includes ground floor tuck under parking garages which are cantilevered by the floors above. The upper levels include off-set walls, windows and balconies.

Building 4's southern elevation faces an internal parking area and features off-set walls, windows and doors.

Building 5's northern elevation faces a public street, SW Stepping Stone Drive. This side elevation includes a building entrance distinguished by a portico like architectural feature. Other ancillary doors are located along this elevation. Windows are featured on the ground floor as well as upper levels. Off-set walls provide articulation as well as changes in material types.

Building 6's western elevation faces an internal parking area. This side elevation includes off-set walls, windows and doors.

Building 6's southern elevation faces an internal parking area. This elevation includes ground floor tuck under parking garages which are cantilevered by the floors above. The upper levels include off-set walls, windows and balconies.

Building 9's and 10's northern (northeastern) elevations face a public street (W Baseline Road). These elevations are identical and therefore both contain one primary entrance, emphasized with a portico-like architectural feature and also contain windows on all four levels, balconies on the upper floors, changes in material types and off-set walls.

Building 9's eastern elevation faces future public Street A (a collector). This side elevation includes off-set walls, windows, doors, an emphasized entrance and changes in material types.

Building 10's western side elevation faces SW Stepping Stone Drive. It is treated with off-set walls, windows and doors.

Building 9' and 10's southern elevations face an internal parking area. This elevation includes ground floor tuck under parking garages which are cantilevered by the floors above. The upper levels include off-set walls, windows and balconies.

Staff concurs that primary public street facing elevations include a variety of architectural features, such as windows, doors, off-set walls, changes in materials types, distinguished primary entrances which together effectively limit blank undifferentiated spaces and promote a pedestrian friendly design. Side elevations that are visible from public streets or large parking areas also provide pedestrian access to the buildings but also include access to necessary utility and storage areas along these narrower elevations. Elevations that are oriented towards the internal parking lots include ground floor features that are design to accommodate tuck-under parking garages, however, these elevations also include windows, balconies and off-set walls which help break up the parking-oriented façade but also reflect the buildings structural systems.

Townhomes (Lots 31-79):

Only those townhomes located on lots 46-56 and 66-69 face a public street (Street A). All other townhomes face private Streets B1 and B2 or an internal open space area. However, lots 18-26, 38-45, 59-57, 60-65 and 70-79 are visible from and located within 200 feet of Street A, a future public collector.

The applicant's plans show that the street facing elevations are well articulated with emphasized primary entrances, changes in material types and off-set walls. The applicant states that the building sides facing streets or parking areas include permanent architectural features designed to provide articulation and variety, the applicant further states that these permanent architectural features include a multitude of windows with different sized and shaped decorated head and wood trim, fiber cement panel siding, tile and brick veneer siding, off-set/recessed walls and balconies. Staff finds that side and rear elevations visible from and within 200 feet of a public street or major parking area also include some off-set walls, windows and changes in material types.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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's plans show the same architectural design is applied to Buildings 1-2, 7 and 8. Building's 3-6 and 9-10 also share the same architectural design and the townhomes on Lots 18-79 alternate with three types of architectural styles. The applicant states that this proposal has been designed to include roof forms that are distinctive and include variety and detail when viewed from the street. The applicant further explains that all sloped roofs included for residential uses with this proposal project a minimum of 12 inches and that all proposed roofs with a slope less than 4/12 pitch are proposed with both a 12-inch minimum height parapet and an architecturally treated decorative cornice.

Buildings 1-2, 7 and 8:

The applicant's plans show a varied roof form which includes 4/12 and 5/12 pitched roof intermixed with segments of roof that is flat and treated with a decorative cornice. The heights of the roof also vary.

Staff agree that the variety of roof forms and detail contribute to a distinctive roof when viewed from the street.

Building's 3-6 and 9-10:

The applicant's plans show that the roofline of the residential-only buildings is generally flat but includes a tall parapet wall (5 feet) and sections of the roof are also treated with a

decorative cornice trim. Furthermore, the elevation includes off-set walls which help break up the roof line and provides articulation.

Staff concurs that although the proposed roof is flat, several architectural choices create a roof line that is varied, detailed and distinctive when viewed from the street.

Townhomes (Lots 18-79):

The applicant's plans show that all townhomes designs includes roofs that have a minimum pitch of 4/12.

Conclusion: Therefore, staff finds the proposal meets the guideline.

B. Flat roofs should include a roofline that provides visual interest such as cornice treatments. (Standard 60.05.15.2.C)

FINDING:

Buildings 1-2, 7 and 8:

The applicant's plans show a varied roof form which includes 4/12 and 5/12 pitched roof intermixed with segments of roof that is flat and treated with a decorative cornice. The heights of the roof also vary.

Building's 3-6 and 9-10:

The applicant's plans show that the roof-line of the residential-only buildings is generally flat but includes a tall parapet wall (5 feet) and is treated with trim and a decorative cornice.

Townhomes (Lots 18-79):

The applicant's plans show that all townhome designs include roofs that have a minimum pitch of 4/12. No flat roofs are proposed.

Staff concurs that all flat roofs include an element of visual interest. The applicant's plans show this is accomplished through the use of decorative cornices, tall parapets, off-set walls (therefore off-set rooflines) and variety in the heights of the roof sections.

Conclusion: Therefore, staff finds the proposal meets the guideline.

3. Primary building entrances

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

FINDING:

The applicant states that primary entrances are covered, recessed or treated with permanent architectural features where the majority of building users will enter and leave.

Staff concurs and finds that all proposed buildings incorporate features which help protect pedestrians from weather elements.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that the proposal has been designed to include special attention to primary building entrances that have visual interest and provides overhang which includes some protection from the rain.

Staff concur. The applicant's plans show primary building entrances are emphasized. Buildings 1-10 all feature a primary entrance that is emphasized by a portico like design distinguishing it from other entrances in an attractive and functional manner.

The townhome structures include various approaches to articulating and emphasizing the primary entrance. Some entrances feature a 14/12 pitched roof and the door is framed by brick veneer which differentiates it from the fiber cement panel siding applied to the rest of the building. Other entrances are covered by a sloped metal canopy which creates a porch-like space around the entrance. And the last townhome design includes a brick veneer archway at the primary entrance, which both emphasizes the entrance and provides weather protection.

Staff concur. The applicant's plans show primary building entrances are emphasized.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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 proposal has been designed to include a variety of exterior building materials and finishes, such as masonry, stone, and wood.

Buildings 1-2, 7 and 8:

The applicant's plans show exterior building finishes on this building type include brick veneer, tile veneer, metal canopy, fiber cement panel siding, wood trim, and vinyl windows.

Building's 3-6 and 9-10:

The applicant's plans show exterior building finishes on this building type include brick veneer, fiber cement panel siding, metal railing, wood trim, and vinyl windows.

Townhomes (Lots 18-79):

The applicant's plans show that all primary elevations on the townhome structures include a variety of materials that convey an impression of permanence and durability. The applicant's plans show the use of stone/brick veneer, metal roofing and fiber cement lap siding. Windows are proposed on all elevations.

Staff finds that the proposed materials create an impression of permanence and durability while the use of windows connect the design to users at the pedestrian level.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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) [ORD 4531; April 2010]**

FINDING:

Buildings 1, 2, 7 and 8:

The applicant's plans show brick veneer is heavily featured on the mixed-use buildings. The predominate pattern is running bond, however, the applicant's plans show that soldier course brick work accents windows and doors while decorative wood trim and fiber cement panel siding help break up the running bond pattern on all four elevations.

Buildings 3-6, 9 and 10:

Similar to the mixed-use building design, the residential-only buildings also include brick veneer, especially on the front elevation and one of the side elevations. The applicant's plans show that the running bond pattern on these residential-only buildings is broken up by the use of wood trim, fiber cement panel siding and soldier course brick pattern along the top and bottom of some windows.

Townhomes:

The townhomes feature brick veneer around the primary entrance to the 'Contemporary Tudor' townhouse design. A soldier course brick pattern accent is added at the top of each door. The 'Modern Farmhouse' design uses stone veneer along the bottom of the front elevation. And the 'Contemporary French' design includes stone veneer enclosures around the primary entrances.

The applicant states, this proposal includes both brick and stone veneer that contributes to the variety of materials in the building façades.

Conclusion: Therefore, staff finds the proposal meets the guideline.

5. Screening of equipment

- A. 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 the proposal has been designed to screen roof mounted equipment with a combination of being setback from the street facing elevations and inclusion of a parapet wall. Roof mounted equipment screening will be reviewed at the Building permit stage when the location of roof mounted equipment is determined.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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 subject site abuts four existing public streets (W Baseline Road, SW 185th Avenue, Stepping Stone Drive, and SW 179th Avenue. The applicant also proposes a new public street (Street A) a collector which will bisect the site. Additionally, the applicant proposes a network of local and private internal streets and alleys. The applicant's plans show a site configuration that orients proposed buildings to the abutting public streets while hiding large parking areas in the center of the site, further from public view. Although Streets B1 and B2 are designated as private streets, the applicant's plans show Buildings 1, 2, 7 and 8 will line the streets and provide commercial spaces along one side of these streets while townhomes face the other side of the private streets emphasizing architecture over parking.

Staff agrees that the building design and location in relation to adjacent streets and intersections provides a continuous active street frontage with an emphasis on architectural design over parking areas.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 buildings have been designed to include at least one primary entrance oriented toward an abutting public street or public pedestrian way.

Staff concurs. The applicant's plans show that primary building entrances are oriented toward public streets where the buildings abut public streets or are oriented toward private streets which are located in close proximity to public streets. Townhomes on lots 38-45, 57-59, and 60-65 are situated more internally in the site but their primary entrances are oriented towards a common open space which includes multiple walkways that connect to nearby public and private streets.

Conclusion: Therefore, staff finds the proposal meets the guideline.

Section 60.05.40 Circulation and Parking Design Guidelines.

- 1. Connections to 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 submitted plans show the subject site abuts multiple existing public streets (W Baseline Road, SW Stepping Stone Drive, SW 185th Avenue and SW 179th Avenue). The proposal also includes a new collector (identified as Street A) through the site, consistent with the City's Transportation System Plan (TSP). The applicant states that this proposal has been designed to include multiple pedestrian, bicycle and motor vehicle connections between the on-site circulation system and adjacent existing streets. The applicant's plans show a robust pedestrian circulation system through the site via sidewalks and designated walkways through parking areas and open spaces, connecting building entrances, to parking lots, other buildings, public and private roads, and open spaces.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 2. Loading area, 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 proposal has been designed to include full screening of on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities. The applicant's plans show waste/recycling containers located throughout the site will be screened by an enclosure. The one proposed loading berth is located internally to the site, at the intersection of private streets B1 and B2. This loading berth is approximately 107 feet away from the nearest public street (SW Stepping Stone Drive) and is buffered by a open space/plaza like area which includes trees.

Staff concurs that the distance from the public street and trees in the open space/plaza area between the street and loading space provides screening from the nearest public street.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 the proposal has been designed so that the loading berth does not abut a public street. The one proposed loading berth is located internally to the site, at the intersection of private streets B1 and B2. This loading berth is approximately 107 feet away from the nearest public street (SW Stepping Stone Drive) and is buffered by an open space/plaza like area which includes trees.

Staff concurs that the distance from the public street and trees in the open space/plaza area between the street and loading space provide screening from the nearest public street.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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 submitted plans demonstrate that pedestrian connections are proposed between on-site buildings, parking areas, and open spaces.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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's plans show pedestrian connections are provided between abutting streets, onsite buildings, parking areas and opens spaces. The applicant acknowledges that a pedestrian connection is not possible to SW 181st Avenue due to an existing development that abuts the street. The applicant has previously submitted a Replat One to create a separate lot for the existing residential dwelling on the subject site and wetland. As of the date of this report, the Replat One is awaiting approval at the Washington County Surveyor's office. Staff recommend a condition of approval that the previously approved Replat One (LD2023-0003) is recorded with Washington County, prior to any Site Development permit issuance associated with this subject proposal.

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

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

FINDING:

The submitted plans demonstrate that pedestrian connections link building entrances to nearby streets, onsite commercial spaces, parking and onsite open spaces.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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 submitted plans demonstrate that pedestrian connections are provided between parking areas and abutting public and private streets. The applicant's plans include concrete crosswalks are used to differentiate pedestrian walkways from vehicle drive aisles where they cross. Staff finds that the proposed pedestrian connections are evenly spaced and frequent, providing pedestrian access throughout the site and to the abutting public system.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle 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 pedestrian connections have been designed to be physically separated from the streets through landscape strips, street furnishings, curbs, parallel or angled parking. The applicant further explains that curb extensions, or bulb-outs, have been provided to reduce crosswalk lengths, different paving materials, scoring and colors provided where pedestrian connection cross vehicular circulations area. The submitted plans show all proposed sidewalks meet or exceed the Engineering Design Manual standards for sidewalks. Furthermore, pedestrian connections are well distributed throughout the site and have a minimum width of 5 feet. Some areas of the site, such as the walkways along the commercial spaces on Streets B1 and B2 are 10 feet wide. A 10-foot-wide pedestrian path is also proposed across a portion of the site starting at SW 185th Avenue and stretching across Street B1. A 10-foot-wide walkway is also proposed within the open space area located between the townhomes which connects to future Street A. In addition to sidewalks along all streets, the applicant has also proposed multiple pedestrian paths throughout the site which provide means for and encourage pedestrian activity. Staff concurs that that the proposed pedestrian connections have been designed for high levels of pedestrian activity and are provided along all streets.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant's plans show concrete pavement is used to differentiate pedestrian walkways from vehicle drive aisles where they cross. Staff finds that the proposed pedestrian connections are designed for safe pedestrian movement and constructed of hard durable surfaces.

Conclusion: Therefore, staff finds the proposal meets the guideline.

4. Street Frontages and Parking Areas. Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)

FINDING:

The applicant's plans show that the majority of the parking spaces will not be visible from the public street. However, small section of the parking lot do come close to the public right-of-way and therefore should be screened. The applicant's plans show that evergreen shrubs are proposed between surface parking areas and the abutting public street. The applicant's landscaping plans show that *Nandina Domestica* "Gulf Stream" and *Ilex Crenata* "Sky Pencil" are planted between the parking area and SW 185th Avenue. Along SW Stepping Stone Drive, there are two places where the onsite parking areas abut the public street; between Buildings 5 and 6 and between Buildings 7 and 10. The parking area between Buildings 5 and 6 is screened by an evergreen shrub, *Pieris Japonica* "Little Heath". The parking area between Building 7 and 10 is also screened by the evergreen shrub, *Nandina Domestica* "Gulf Stream".

The parking area between Building's 8 and 9 abuts proposed Street A. A portion of this parking area is screened by evergreen shrubs *Nandina Domestica* "Gulf Stream" and *Ilex Crenata* "Sky Pencil", however, the parking area directly south of Building 9 is exposed where only grass is proposed. Staff therefore recommend a condition of approval that the applicant submit revised landscaping plans, prior to building permit issuance, demonstrating that this parking area is screened from the abutting public street by evergreen shrubs. Private Street B includes angled parking along the street and connects directly to Street A. Parking spaces in Street B2 are approximately 20 feet from future public collector Street A. The applicant's plans show that some landscaping is proposed between these parking spaces and Street A however the variety show, *Berberis Thun.* "Crimson Pygmy", is a deciduous shrub and will not provide adequate screening in the winter months. Therefore, staff recommend that the applicant submit revised landscaping plans prior to building permit issuance demonstrating that this parking area along Street B2 is screened by evergreen shrubs from Street A. Similarly, Street B1 also includes angled parking along both sides of the street, however, the parking along Street B1 is screened by *Viburnum Tinus* "Spring Bouquet", an evergreen shrub. Lastly, a parking area located between Buildings 2 and 3 abuts future Street A. This parking area is screened by evergreen shrubs, *Viburnum Davidii*, *Viburnum Tinus* "Spring Bouquet", and by *Thuja Plicata* 'Fastigiata', an evergreen conifer.

Staff finds that the proposed landscaping and proposed conditions of approval requiring the applicant to submit revised plans to replace some grass and deciduous shrubs with evergreen shrubs, will provide adequate screening of the surface parking area located along a portions of SW 185th, SW Stepping Stone Drive, and Street A.

Conclusion: Therefore, staff finds that by meeting the conditions of approval, the proposal meets the guideline.

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's plans show that the large parking areas are generally hidden between buildings. However, landscape trees and islands are proposed in and around the parking lots. The visual impact of the parking areas is further minimized by the inclusion of large landscaped active open space areas in between parking bays.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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 submitted plans show all proposed sidewalks meet or exceed the Engineering Design Manual standards for sidewalks. Furthermore, pedestrian connections are well distributed throughout the site and have a minimum unobstructed width of 5 feet. Some areas of the site, such as the walkways along the commercial spaces within Buildings 1, 2, 7 & 8, where the greatest pedestrian activity is likely, are 10 feet wide. A 10-foot-wide pedestrian path is also proposed across a portion of the site starting at SW 185th Avenue and stretching across Street B1. A 10-foot-wide walkway is also proposed within the open space area located between the townhomes which connects to future Street A. In addition to sidewalks along all streets, the applicant has also proposed multiple pedestrian paths throughout the site which provide means for and encourage pedestrian activity. Staff concurs that the proposed pedestrian connections have been designed for high levels of pedestrian activity and are provided along all streets.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

Building's 3-6, 9&10:

The primary elevations of these residential-only buildings face a public street (Building 3-5 face SW 185th Avenue, Building 6 faces SW Stepping Stone Drive and Building 9 and 10 face W Baseline Road). There is one primary entrance to these buildings along the

street facing elevation and that entrance is shown to directly connect to the abutting public right of way. Pedestrian walkways are also proposed along the side elevations which also include entrances to the building.

Building's 1,2, 7&8:

These mixed-use buildings, with ground floor commercial are oriented towards private street B1 and B 2. The primary elevations facing these private streets include multiple entrances. 10-foot-wide sidewalk are provided along these elevations.

Townhomes (Lots 18-79):

Townhomes on Lots 18-37 and 70-79 front streets B1 and B2. The units provide direct connections to a 10-foot-wide sidewalk. Townhomes on lots 46-56 and 66-69 front future collector Street A which is proposed to have 10-foot wide, curb-tight sidewalks. Townhomes on lots 38-45, 57-59 and 60-65 are oriented toward a common open space which features 5- and 10-foot-wide walkways that connect to all the units and to the broader pedestrian circulation system.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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 chose to address this Design Guideline in lieu of the associated Design Standard and states that the proposal has been design to include easily recognizable on-site vehicle circulation and is identifiable by higher level of improvements that include curbs, sidewalk and landscaping. Staff notes, however, that the project is exempt from the corresponding standard per BDC 60.05.20.8.A.3 since the proposed parking lot drive aisle provides direct access to perpendicular and angled parking stalls. Staff finds that the proposed use of curbs, sidewalks, and landscaping create an easily recognizable parking lot drive aisle. No other vehicle circulation areas are proposed on site.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 chose to address this Design Guideline in lieu of the associated Design Standard. Staff notes, however, that the project is exempt from the corresponding standard per BDC 60.05.20.8.A.3 since the proposed parking lot drive aisle provides direct access to perpendicular and angled parking stalls. Staff find the visual impact of parking aisles is reduced through the use of landscaping and open space integration.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

Before detailing staff's analysis of this project's conformance with applicable Landscape, Open Space and Natural Areas Design Guidelines, staff highlights a discrepancy in Development Code Section 60.05.45 that affects the subject proposal. Specifically, the proposal is for a multi-dwelling residential land use in a Multiple Use zoning district. The Design Standards of Section 60.05.25 require compliance with subsections three and four (BDC 60.05.25.3 and 4) since multi-dwellings are an attached housing type and 81 units are proposed.

However, Design Guideline subsections in Section 60.05.45 categorize requirements based on the underlying zone. Since the development is proposed in a Multiple Use zone, the Design Guideline subsection titles suggest that this project must meet BDC 60.05.45.3 (Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones). However, the Code explicitly identifies the Design Standard(s) that relate to each Design Guideline. Therefore, a strict reading of the code requires the project to comply with BDC 60.05.45.1 guidelines (Common Open Space for Residential Uses in Residential Zones) which correspond to BDC 60.05.25.3 standards and BDC 60.05.45.2 guidelines (Minimum Landscaping in Residential Zones) which correspond to BDC 60.05.25.4 standards. Staff is currently working to correct this discrepancy for future development applications, but the subject proposal must comply with the requirements of the Code that were in place at the time of submittal on April 6, 2023.

1. Common Open Space for Residential Uses in Residential Zones

- A. Common open spaces should be provided that are sized and designed for anticipated users, and are located within walking distance for residents and visitors, and should be integrated into the overall landscape plan. (Standards 60.05.25.1 through 3)**

FINDING:

The applicant states that the common open spaces included in this proposal have been sized and designed for the anticipated future use of residents. The applicant further states

that this proposal has been designed to include common open space areas located within walking distance for residents which will be connected by a series of sidewalks and pedestrian pathways internal to the site. In addition, this proposal has been designed to include internal site pedestrian infrastructure connections to existing abutting sidewalks, which will offer opportunities for visitors to use the common open space areas at the site.

The applicant's plans show a variety of open spaces are proposed. Some spaces are designed to be active and encourage users to stay and linger, such as the large open space on Lot 17 which includes a play structure, picnic tables, benches and sports court. While other open spaces are more passive and can be enjoyed while walking through or past them such as the open lawn area at the intersection of Street D and Street H or the wide pedestrian pathway connecting Street A to Street H and Street G. The applicant's plans show that the proposed common open spaces are located throughout the site and are within walking distance for all residents of the development.

Staff finds that the proposed locations of common open spaces are well integrated into the overall landscape plan while providing spacious, continuous areas for users to recreate, socialize, or relax outdoors.

Conclusion: Therefore, staff finds the proposal meets the guideline.

B. Common open spaces should be available for both passive and active use by people of all ages, and should be designed and located in order to maximize security, safety, and convenience. (Standards 60.05.25.1 through 3)

FINDING:

The applicant states that the proposal has been designed to include common space open areas which offer opportunities for both passive and active uses for all ages. The applicant explains that fencing and lighting are some elements used to forward security. The applicant's plans also show that all open spaces will be visible from nearby buildings, providing an additional level of safety and therefore avoiding common open spaces that are walled off, unsafe and inconvenient.

Staff concurs that the proposed common open spaces cater to people of all ages and their locations maximize safety, accessibility, and convenience for all users.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- C. Common open spaces should be free from all structural encroachments unless a structure is incorporated into the design of the common open space such as a play structure. (Standards 60.05.25.1 through 3)**

FINDING:

The proposed materials and landscape plans demonstrate that structures, including benches, tables, gazebos, sports court and play structures, are proposed in the common open space areas but are well integrated into the design of the space. These structures enhance the usability of the open space while maintaining free movement and accessibility throughout. Staff finds that all proposed structures in the common open space areas are purposefully incorporated into the design of the space.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- D. Common open space should be located so that windows from living areas, excluding bedrooms and bathrooms, of a minimum of four (4) residences face on to the common open space. (Standards 60.05.25.1 through 3)**

FINDING:

The applicant states this proposal has been designed to include residential buildings that have windows from living areas that are oriented towards the common open space areas and that buildings included in this proposal have been designed to include a multitude of windows along every elevation which increases the options for viewing common open space areas. The common open space between buildings 4 and 5 is viewable from more than four residential living spaces of the second through fourth floors of Building 1.

Conclusion: Therefore, staff finds the proposal meets the guideline.

2. Minimum Landscaping in Residential Zones

- A. Landscape treatments utilizing plants, hard-surface materials, or both should be provided in the setback between a street and a building. The treatment should enhance architectural elements of the building and contribute to a safe, interesting streetscape. (Standard 60.05.25.4)**

FINDING:

The applicant's landscaping plans show that setbacks areas between buildings and street are treated with a variety of vegetation including, grasses, ground covers, trees and shrubs. Staff finds that the proposed site design between the building and abutting streets creates a safe and visually interesting pedestrian experience while contributing to a safe and interesting streetscape.

Conclusion: Therefore, staff finds the proposal meets the guideline.

B. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.4)

FINDING:

The applicant states this proposal has been designed to include landscaping within all front yard areas and required open space areas not occupied by structures, walkways, driveways or parking spaces. The applicant further states that landscaping is also included in this proposal which includes live plants and other landscape elements, with bare gravel, rock, bark and similar materials limited to twenty-five percent (25%). The applicant states that these different design elements that will be included with the finished proposal will soften the edges of buildings and parking areas.

The applicant's plans demonstrate that landscaping will be used along buildings, parking lots, in between parking areas, and generally any space that is not occupied by a structure or used for pedestrian or vehicle maneuvering. Staff finds that the proposed landscaping softens the edges of buildings and parking areas, adds aesthetic interest in its diversity, placement and scale and generally increases the attractiveness of a development and surroundings.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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. (Standard 60.05.25.4)

FINDING:

The applicant states this proposal has been designed to include landscaping within all front yard areas and required open space areas not occupied by structures, walkways, driveways or parking spaces. The applicant further states that landscaping is also included in this proposal which includes live plants and other landscape elements, with bare gravel, rock, bark and similar materials limited to twenty-five percent (25%). The applicant states that these different design elements that will be included with the finished proposal will soften the edges of buildings and parking areas.

The applicant's plans demonstrate that landscaping will be used along buildings, parking lots, in between parking areas, and generally any space that is not occupied by a structure or used for pedestrian or vehicle maneuvering. Staff finds that the proposed landscaping softens the edges of buildings and parking areas, adds aesthetic interest in its diversity, placement and scale and generally increases the attractiveness of a development and the surroundings.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 a combination of decorative pavers and concrete have been proposed within the plazas on the site.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 plans show a mix of native and non-native vegetation. The applicant states that the proposal has been designed to include vegetation from the Portland native plant list to help ensure compatibility with local and regional climatic conditions and not as prone to drought.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- D. Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standards 60.05.25.5.A and B)**

FINDING:

The subject site is currently developed as a plant nursery and does not contain many existing mature trees and vegetation that is planted on the site. However, the applicant's plans show that all of the existing trees that are located on site (19 – including trees that are too small to be considered Community Trees) are proposed to be removed. The applicant states that the removal of these trees is necessary to facilitate the proposed development. Staff further finds that the location of the existing trees is generally in line with the anticipated and required extension of SW 181st Avenue, therefore the removal of the trees is unavoidable.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant's planting schedule shows a wide variety of trees and shrub species. About 8 varieties of groundcovers, grasses and perennials, 25 shrub varieties and 20 tree varieties are proposed. Staff finds a diversity of tree and shrub species are provided throughout the development.

Conclusion: Therefore, staff finds the proposal meets the guideline.

6. **Retaining walls. Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8) [ORD 4576; January 2012]**

FINDING:

The applicant states that the proposal includes retaining walls along portions of SW 185th Avenue and SW Stepping Stone drive which exceed 50 feet in length. The applicant states that landscaping has been included to cover the wall face, and the walls themselves are two tiers with landscaping between the walls and above them to maximize vegetated screening. Staff recommend a condition of approval that the applicant submit plans, prior to Site Development permit issuance, detailing how the proposed retaining walls will be treated, consistent with Section 60.05.25.8.

Conclusion: Therefore, by meeting the condition of approval, staff finds the proposal meets the guideline.

7. Fences and walls.

- A. **Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9) [ORD 4576; January 2012]**

FINDING:

The applicant states that fences and walls will be comprised of wood or block. The applicant also states that black vinyl coated chain link fencing is included around the stormwater pond and around the proposed pet area between Buildings 4 and 5. However, the applicant has not provided fence details therefore, the Committee recommend a condition of approval that the applicant submit fence details for all proposed fences, prior to Building permit issuance.

Conclusion: Therefore, by meeting the condition of approval, staff finds the proposal meets the guideline.

- B. **Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic**

volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E) [ORD 4576; January 2012]

FINDING:

The applicant states that walls included with this proposal have been designed to not exceed three (3) feet along street fronts, except at SW 185th and SW Stepping Stone Drive, due to topographical differential between the streets and site.

The applicant's plans shows fencing in various locations across the site. In the front yard area abutting W Baseline Road, the applicant's plans indicate a split-rail fence is proposed on the property line. A black vinyl chain-link fence enclosing the proposed pet area approximately 16 feet from 185th right-of-way is also identified on the applicant's plans. A chain link fence is also proposed around the stormwater pond located at the southwestern corner of the site. Lastly, a split rail fence is also proposed between the active open space area in Tract CC and the abutting collector. Staff finds that fences are proposed in areas that require protection from the higher street volumes of SW 185th Avenue (an arterial) and Street A, a future collector, as well as protection from potentially hazardous stormwater facilities. However, the applicant has not provided fence details demonstrating that the applicable height restrictions identified in Section 60.50.20 have been met, therefore, the Committee recommend a condition of approval that the applicant submit fence details for all proposed fences, demonstrating compliance with applicable standards identified in Section 60.50.20, prior to Building permit issuance.

Conclusion: Therefore, by meeting the condition of approval, staff finds the proposal meets the guideline.

- 8. Changes to existing on-site surface contours at residential property lines. The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10) [ORD 4576; January 2012]**

FINDING:

The applicant states that this proposal has been designed to avoid conflicts with abutting residential properties and that this proposal includes grading that will not alter existing slopes within twenty-five (25) feet of a property line by more than ten percent (10%). The applicant's plans show that the site is mostly flat, with the exception of the area near the intersection of SW 185th Avenue and Stepping Stone Drive. The residential zoned properties are located along the southern and eastern boundaries of the site where minimal grading is required.

Conclusion: Therefore, staff finds that the proposal meets the guideline.

- 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 60.05.25.11) [ORD 4576; January 2012]**

FINDING:

The applicant states that this proposal has been designed to include storm planters which will appear as through part of the overall landscape. The applicant's plans show that the stormwater pond and planters have been integrated into the overall landscape plan and appear as a component of the landscape design.

Conclusion: Therefore, staff finds the proposal meets the guideline.

10. Landscape buffering and screening.

- A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13) [ORD 4531; April 2010]**

FINDING:

The subject site is zoned SC-MU and SC-HDR which are both mixed-use zoning districts. The site is surrounded by unincorporated Washington County and City of Hillsboro. Different residential, industrial, commercial and transit oriented about the site or are located across the street from the site. However, the proposed development places buildings on the site in a way that reflects the surrounding existing uses. The applicant's plans show that the higher-density buildings are located along SW 185th Avenue, SW Stepping Stone and W Baseline Road, further away from the properties zoned Washington County's R-5 and R-6 which about the site to the south and east. Across the street from SW Stepping Stone Drive is an existing multi-dwelling development. Similarly, across SW 185th Avenue, another multi-dwelling development exists. The applicant indicates that the proposed single-family residential development along the southern and eastern property lines matches the existing abutting development. The applicant's plans also show landscaping is proposed in some areas around the perimeter of the site, including the portion of the site that abuts Washington County's TO:R9-12 along the southwest area. Furthermore, the applicant's plans show that an existing fence along the southern and eastern boundaries of the site that abut TO:R9-12, R-5 and R-6 is proposed to remain, providing some screening. Staff finds that although the subject site differs in zoning designation from the surrounding properties, the proposed development is compatible with the existing surrounding development and therefore a landscape buffer is not necessary to provide visual screening.

Conclusion: Therefore, staff finds that the proposal meets the guideline.

- B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13) [ORD 4531; April 2010]**

FINDING:

The proposal includes a Planned Unit Development (PUD32023-00187) which is a type is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. However, this proposal includes development that is similar to, and compatible with, surrounding existing development. The proposal includes multi-dwelling residential which is also located across from the site to the north and west. Along the eastern and southern boundaries, the applicant proposes single detached dwellings which are shown to abut existing single-detached dwellings. Therefore, staff finds that although a Planned Unit Development is proposed, it does not create a conflict between the proposed uses and surrounding uses which would warrant a high degree of screening. Furthermore, the applicant's plans show that an existing fence along the southern and eastern boundaries of the site that abut TO:R9-12, R-5 and R-6 is proposed to remain, providing some screening. Staff finds that although the subject site differs in zoning designation from the surrounding properties, the proposed development is compatible with the existing surrounding development and therefore a landscape buffer is not necessary to provide visual screening.

Conclusion: Therefore, staff finds that the proposal meets the guideline.

- C. Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)**

FINDING:

The applicant states landscape buffers are not proposed. The applicant states that the proposed type of development matches the surrounding development therefore a buffer is not required. However, the applicant's plans also show landscaping is proposed in some

areas around the perimeter of the site, including the portion of the site that abuts Washington County's TO:R9-12 along the southwest area. Staff finds that although the subject site differs in zoning designation from the surrounding properties, the proposed development is compatible with the existing surrounding development and therefore a wide landscape buffer is not necessary to provide visual screening. Furthermore, the applicant's plans show that an existing fence along the southern and eastern boundaries of the site that abut TO:R9-12, R-5 and R-6 is proposed to remain, providing some screening. Staff finds that although the subject site differs in zoning designation from the surrounding properties, the proposed development is compatible with the existing surrounding development and therefore a landscape buffer is not necessary to provide visual screening. Additionally, the applicant's plans show that the proposed development includes landscaping throughout the site which will complement the overall visual character of the development and adjacent neighborhood.

Conclusion: Therefore, staff finds that the proposal meets the guideline.

- D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E). [ORD 4531; April 2010] [ORD 4576; January 2012]**

FINDING:

The applicant states landscape buffers are not proposed. The applicant states that the proposed type of development matches the surrounding development therefore a buffer is not required. Staff concurs that the proposed development does not present visual conflicts between the subject site and surrounding properties which warrant a high degree of screening. Furthermore, the applicant's plans show that an existing fence along the southern and eastern boundaries of the site that abut TO:R9-12, R-5 and R-6 is proposed to remain, providing some screening. Staff finds that although the subject site differs in zoning designation from the surrounding properties, the proposed development is compatible with the existing surrounding development and therefore a landscape buffer is not necessary to provide visual screening.

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

Section 60.05.50 Lighting Design Guidelines.

- 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 proposed site design includes a combination of pole-mounted, wall-mounted and bollard luminaires. The applicant's plans indicate that 20-foot-tall pole-mounted lights are proposed in parking areas and along private Street B1 and Street B2. Wall-mounted lights (mounted at 12 feet and 7 feet above grade) are proposed at building entrances and 3.5-foot bollards are placed along pedestrian paths throughout the site.

Conclusion: Therefore, staff finds that the proposal meets the guideline.

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

FINDING:

The applicant's plans show that the proposed light fixtures in the parking lot areas and private streets are of a consistent type. Only one bollard design is proposed to be used throughout the site for pedestrian areas. Wall mounted fixtures on all the mixed use buildings are consistent and are appropriate to the architectural design of the building. Similarly, the proposed wall mounted fixtures on the residential-only buildings are consistent on all 6 buildings and are appropriate for the design of those buildings. The applicant's plans indicate wall-mounted lights will be mounted at 12 feet and 7 feet above grade at building entrances and 3.5-foot bollards are placed along pedestrian paths throughout the site. Staff finds that the proposed lighting is consistent and appropriate to the architectural design features of the proposed buildings and site.

Conclusion: Therefore, staff finds the proposal meets the guideline.

- 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 this proposal has been designed to utilize measures to minimize direct and indirect glare impacts to abutting and adjacent properties and streets. The applicant further states that lighting included in this proposal has been designed to be shielded and downcast. However, the applicant's plans do not include manufacturer's illustrations and specifications (cut sheets) of all proposed lighting poles and fixtures,

therefore staff recommend a condition of approval, that the applicant provide cut sheets demonstrating that all fixtures either incorporate lens shields, shades or have a cut-off angle of less than 90-degrees, prior to Site Development permit issuance.

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

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 circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary.**

FINDING:

The applicant states that this proposal has been designed in compliance with the City's Technical Lighting as much as is physically possible, explaining that, not all pedestrian walkways are lit to the minimum 0.7 foot candle due to the proximity of the paths to adjacent lot lines. The applicant further states that the lighting standard also requires a maximum lighting level of 0.5 foot candle at all property lines, including all internal paths and property lines and is therefore a conflict between pedestrian access throughout the site and required lighting levels crossing property lines. The applicant concludes that compliance with this standard is therefore infeasible. Staff concur that the maximum of 0.5 foot candle at internal property lines is infeasible in some areas due to density of the proposed development and the zero setback requirement along most property lines, however, to ensure that all pedestrian and vehicular circulation areas are adequately lit, staff recommend a condition of approval that the applicant submit revised lighting plans demonstrating all on-site pedestrian and vehicular circulation areas have a minimum illumination level of 0.7 footcandle, prior to Site Development permit issuance.

Conclusion: Therefore, staff finds that, by meeting the recommended conditions of approval, the proposal meets the guideline.

Attachment C: PRELIMINARY SUBDIVISION PS22023-00189

ANALYSIS AND FINDINGS FOR PRELIMINARY SUBDIVISION

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **PS22023-00189**, subject to the applicable conditions identified in Attachment G.

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 40.45.15.5.C Approval Criteria

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

Section 40.45.15.5.C.1

Approval Criterion: The application satisfies the threshold requirements for a Preliminary Subdivision application. 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. [ORD 4584; June 2012]

FINDING:

This proposal involves the creation of 187 new lots from eight (8) lots of record. The site recently received Legal Lot Determination approval (LLD2023-0004) on June 27, 2023. The applicant had submitted a Replat One application (LD2023-0003) concurrently with the Legal Lot Determination to consolidate the lots determined to be legal from eight (8) lots into three (3) lots and to record a plat for land that have never previously been part of a recorded plat. The final plat to record the lot consolidation is pending approval at Washington County's Surveyor's office as of the date of this report. To ensure the proposed Preliminary Subdivision creates new lots from the previously approved Replat (which consolidated lots on the site), staff recommend a condition of approval that a plat is recorded with Washington County, consistent with LD2023-0003 prior to Site Development permit issuance for this subject proposal.

Thus, the project meets threshold number one of the Preliminary Subdivision application which reads:

1. *The creation of four (4) or more new lots from at least one (1) lot of record in one (1) calendar year. [ORD 4487; August 2008]*

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

Section 40.45.15.5.C.2

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

FINDING:

The applicant has paid the required fee related to the Preliminary Subdivision application.

Conclusion: Staff finds that the proposal meets the approval criterion.

Section 40.45.15.5.C.3

Approval Criterion: The application is consistent with applicable requirements of CHAPTER 20 and CHAPTER 60, 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.

FINDING:

The subject site is comprised of Station Community – Multiple Use (SC-MU) and Station Community – High Density Residential (SC-HDR) zoning districts. Staff refer to the Code Conformance Analysis table at the end of Attachment A within this report for evaluation of compliance with applicable Chapter 20 sections and Chapter 60 Special Requirements. As demonstrated in the tables, the proposal complies or can comply, by meeting recommended conditions of approval, with all applicable requirements of Chapter 20 and Chapter 60. For analysis of compliance with applicable Design Review Guidelines in Sections 60.05.35 through 60.05.50, staff refer to the Design Review Guidelines Analysis within Attachment B. The applicant has also concurrently submitted an application for a Planned Unit Development (PUD32023-00187) which provides flexibility to some standards. Review of the Planned Unit Development criteria can be found in Attachment D of this report.

Conclusion: Staff finds that, by meeting the conditions of approval, the proposal meets the approval criterion.

Section 40.45.15.5.C.4

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

FINDING:

The subject site was annexed on February 7, 2023. There are no previous City land use approvals for this site.

Conclusion: Staff finds that the proposal meets the approval criterion.

Section 40.45.15.5.C.5

Approval Criterion: Oversized lots resulting from the subdivision shall have a size and shape which will facilitate 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 subdivision 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:

Chapter 90 of the Beaverton Development Code provides the following definition of 'Oversized Lot':

Oversized Lot. Except in RMB, RMC, and RMA for lots where single-detached dwellings or middle housing are existing or proposed, a lot which is greater than twice the required minimum lot size allowed by the subject zoning district.

The subject site consists of SC-MU and SC-HDR zoning districts. There is no minimum parcel area requirement in these zones.

Conclusion: Staff finds that the approval criterion is not applicable.

Section 40.45.15.5.C.6

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

FINDING:

The applicant has submitted a Planned Unit Development (PUD32023-00187) concurrently with this Preliminary Subdivision application. The applicant states that the PUD will be developed over three (3) construction phases. Phase 1 includes development of all townhomes and single family detached lots as well as the new collector, improvements to W Baseline Road and the new intersection of SW 185th Avenue and the new collector. However, the applicant's plans and materials do not provide sufficient information to determine that other public improvements can be deferred until future phases therefore, staff recommend a condition of approval that all public and private streets be completed prior to the issuance of a certificate of occupancy for any building on the subject site. The phasing plan also includes two multi-family/commercial phases called the North and West phases. Each phase includes the open space located within the boundaries of the phase. The applicant understands that any future development phases must be filed within five (5) years unless a time extension has been approved.

Conclusion: Staff finds that by meeting the condition of approval, the proposal meets this criterion.

Section 40.45.15.5.C.7

Approval Criterion: For proposals which create a parcel with more than one zoning designation the portion of the lot within each zoning district shall meet the minimum lot size and dimensional requirements of that zoning district.

FINDING:

The proposal does not include creating a parcel with more than one zoning designation. The applicant has submitted a Zoning Map Amendment application (ZMA32023-00191) which proposes to reconfigure the existing zoning designations on the site (SC-HDR and SC-MU) in a way that aligns with property lines.

Conclusion: Staff finds that the approval criterion is not applicable.

Section 40.45.15.5.C.8

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

FINDING:

The applicant has submitted a Design Review Three (DR32023-00188), Planned Unit Development (PUD32023-00187), Tree Plan Two (TP22023-00190) and Zoning Map Amendment (ZMA32023-00191) applications to be processed concurrently with this Legal Lot Determination request. No additional applications or documents are needed at this time.

Conclusion: Staff finds that the proposal meets the approval criterion.

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented, staff recommends APPROVAL of PS22023-00189, subject to the applicable conditions identified in Attachment G.

Chapter 60 Land Division Standards

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
60.15.10. Grading Standards			
60.15.10.1 Applicability	Applicable to all land use proposals where grading is proposed. This Section does not supersede Section 60.05.25. (Design Review) and the exemptions listed in Section 60.15.10.2. will apply equally to design review proposals.	The applicant states the proposal has been design in conformance with grading standard specified in Section 60.15.10.3.	YES
60.15.10.2 Exemptions	Improvements exempted from grading standards include new streets, street widening, stormwater detention facilities, and on-site grading adjacent to an existing public street right-of-way, and will result in a finished grade that is below the elevation of the subject public street right-of-way...	The applicant states that this proposal has been designed to exclude the above listed items from the design considerations for the on-site surface contour grading standards.	YES

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
60.15.10.3.A-G On-site surface contouring	When grading a site within 25 feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall meet the standards in Section 60.15.10.3.	The applicant's plans show that the subject site is generally flat. The most significant grade change exists along public roads, especially near the intersection of SW 185th Avenue and SW Stepping Stone Drive. Per Section 60.15.10.2, grading standards do not apply to new streets and street improvements. However, the grading standards are applicable along the southern and eastern boundaries of the site, which abut Washington County's R-5 and R-6 zones. The applicant's plans show that grading here is flat and proposed to tie into abutting grades. The proposed grading does not exceed the grading differential standards in Section 60.15.10.3.	YES
60.15.10.4	Significant tree and groves shall be protected by practices in Section 60.15.10.4.A-C	There are no Significant Trees or Groves on the site or that abut the site.	N/A

Attachment D: PUD32023-00187 CONDITIONAL USE – PLANNED UNIT DEVELOPMENT

ANALYSIS AND FINDINGS FOR PLANNED UNIT DEVELOPMENT APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **PUD32023-00187**, subject to conditions of 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 G.

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

Section 40.15.05 Purpose

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. Conditional Uses may be approved, approved with site-specific conditions designed to minimize or mitigate identified adverse impacts, or denied.

A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance application.

This Section is carried out by the approval criteria listed herein.

Planning Commission Standards for Approval

Section 40.15.15.6.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Conditional Use – Planned Unit Development applications. The Commission will determine whether the application as presented meets the Conditional Use – Planned Unit Development approval criteria. The Commission may choose to adopt, not adopt, or modify staff’s findings. In this attachment to the staff report, staff evaluates the application in accordance with the approval criteria for Conditional Use – Planned Unit Development applications.

In order to approve a Conditional Use – Planned Unit Development application, the decision-making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

Section 40.15.15.6.C.1

Approval Criterion: *The proposal satisfies the threshold requirements for a PUD application.*

FINDING:

Threshold 1 for a Conditional Use-Planned Unit Development states that a Planned Unit Development is an application process which:

1. *May be chosen by the applicant when one or more of the following thresholds apply:*
 - a. *The Planned Unit Development may be applied to Commercial, Industrial, Multiple Use, and Residential properties that are 2 acres or greater in size within any City zoning district.*

The subject site is approximately 26.6 gross acres in size and is located within the SC-HDR and SC-MU zoning districts. SC-HDR and SC-MU zoning districts are Multiple Use zoning districts. Staff finds that the proposal meets threshold 1.a for a Planned Unit Development (PUD).

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

Section 40.15.15.6.C.2

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

FINDING:

The City of Beaverton received the appropriate fee for a Conditional Use – Planned Unit Development application.

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

Section 40.15.15.6.C.3

Approval Criterion: *The proposal meets the Site Development Requirement for setbacks within the applicable zoning district for the perimeter of the parent parcel unless otherwise provided by Section 60.35.10.3.*

FINDING:

The proposal includes a Quasi-Judicial Zoning Map Amendment to modify the location and area of the SC-MU and SC-HDR zoning districts on the subject site. For the purposes of calculating parent parcel setbacks for the entire development SW 185th Avenue is considered the front yard. There is no minimum front yard setback in the SC-MU and SC-HDR zoning districts. There is a maximum front yard setback of 20 feet when ground floor residential uses are proposed. The applicant proposes a front yard setback of 8.8 feet which complies with the minimum and maximum front yard setbacks of the parent parcel.

There are zero side and rear yard setbacks in the SC-HDR and SC-MU zoning district except where abutting residentially zoned property the minimum setback (for either side or rear of the subject site) shall equal the abutting zoning district's required rear yard setback. The site abuts Washington County residential zones TO:R9-12 (varied setback requirements), R-5 (15 foot required setback), and R-6 (15 foot required setback). A portion of the south property line the site abuts Washington County TO:R9-12. The applicant does not provide sufficient information to verify that the minimum setbacks are met. Staff recommends a condition of approval that prior to building permit issuance the applicant provide additional information to verify that rear yard setbacks are met by the proposed buildings. The remaining portion of the southern property line abuts Washington County R-5 zoning. All lots abutting Washington County R-5 meet the required 15-foot setback, with the exception of Lot 120. Staff recommends a condition of approval that the applicant submit revised plans showing compliance with the 15-foot required setback for Lot 120 prior to Building Permit issuance.

The site abuts Washington County R-6 to the east for the southern portion of the development. The applicant proposes to comply with the required 15-foot setback for lots abutting Washington County R-6 to the east. For lots abutting 179th Avenue to the east there is no minimum parent parcel setback.

The site's northern property line abuts public rights-of-way and therefore has no required minimum setbacks.

Therefore, staff finds that by meeting the conditions of approval the proposal complies with the applicable zoning district setbacks for the parent parcel. Since the proposed project is a PUD, individual interior lots may have reduced setbacks as long as the

setbacks are in compliance with Section 60.35.10.3. A through D (PUD- Setbacks) of the Development Code, which includes compliance with parent parcel setbacks. Staff refer to the Code Conformance analysis portion of this report, prepared in response to the Facilities Review approval criteria, identified under Attachment A.

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

Section 40.15.15.6.C.4

Approval Criterion: *The proposal complies with the applicable policies of the Comprehensive Plan.*

FINDING:

The following policies of the Beaverton Comprehensive Plan have been identified as being applicable to this Conditional Use – Planned Unit Development proposal.

Relevant Comprehensive Plan Policies

Chapter 3 (Land Use Element)

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

Policy a. of 3.1.1 Emphasize pedestrian convenience and safety in all developments and transportation facilities.

The applicant's plans demonstrate compliance with applicable engineering standards of the City and County. The proposal includes a robust pedestrian network comprised of public sidewalks and pedestrian paths providing safe and convenient pedestrian connections to and through the development and to the existing surrounding circulation system. The applicant states that the proposal was designed to include pedestrian pathways throughout the site, connecting to all public and private streets within and surrounding the development. Staff finds that by providing a robust pedestrian network and complying with City and County engineering standards, pedestrian connectivity within the site will operate safely and efficiently. Additional pedestrian connections, as proposed by the applicant, will enhance the network, providing further convenience within the development.

Policy b of 3.1.1 Encourage development and programs that reduce the need for vehicle use and ownership.

The applicant states that the proposal has been situated within close proximity of a light rail station and bus stops providing multimodal opportunities for

transportation. In addition the applicant has provided a robust network of pedestrian connections within the site and connecting to the existing adjacent sidewalk systems. The development proposal includes a mix of residential and commercial uses providing the opportunity to access goods and services within the development, reducing the need for vehicle use. Staff finds that the proposal encourages development which reduces the need for vehicle use and ownership.

Policy c of 3.1.1 Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections to and through the development, including to reach nearby points of interest.

The applicant states that the proposed development has been designed to include safe, comfortable and direct pedestrian connections within and to the surrounding circulation system. The applicant notes that there are no surrounding bicycle specific systems, however the site has been designed to provide bicycle facilities consistent with the City of Beaverton standards

The applicant is proposing bicycle and pedestrian connections consistent with City and County standards, where applicable, throughout the development. These connections provide safe and direct access to nearby points of interest, such as transit stops, commercial uses, and to abutting developments.

Policy d of 3.1.1 Apply land use designations and development regulations that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.

The applicant states that the proposed development was given Station Community – Mixed Use (SC-MU) and Station Community – High Density Residential (SC-HDR) zoning districts upon annexation to the City of Beaverton. The applicant's proposal includes a rezoning to redistribute the two zones within the site boundaries. The minimum densities are the same for both the SC-HDR and SC-MU zoning districts. Both zones do not have a maximum residential density. The proposed zoning map amendment will not reduce the required or potential density of the site. The applicant proposes a dense development within close proximity to the MAX as well as bus transit stops providing greater opportunities for people to live, work and meet their daily needs near transit.

Policy e of 3.1.1 Encourage increased intensity of development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations, such as MAX and WES.

The proposal is located within half a mile of the Willow Creek MAX stop. The redevelopment includes the demolition of an existing commercial nursery which will

be replaced with a dense mix of commercial and residential uses better utilizing the proximity to high-capacity transit.

Policy f of 3.1.1 Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station.

The applicant states that the proposed development is directly adjacent to the number 52 bus line along SW 185th Avenue. The existing stop which contains a bus pullout and a bench is not proposed to be modified. The development provides a direct pedestrian connection from the public sidewalk adjacent to the bus stop into the site providing access to the residential and commercial components of the development.

Policy g of 3.1.1 Encourage providing amenities for transit users at transit stops or stations, such as food carts and coffee stands, covered benches, trash/recycling receptables, and lighting.

The applicant states that the existing transit amenities located adjacent to the site are not proposed to be modified with this proposal. The development will provide a direct and comfortable pedestrian connection into the site which will provide transit users with access to the commercial components of the development.

Policy I of 3.1.1 Accommodate automobile access and parking in an efficient manner that does not detract from the desirability of other modes.

The applicant states that the proposed development has been designed to situate automobile access and parking areas so that they are not in conflict with pedestrian and multi-modal transit users. The proposal situates larger parking areas between buildings to allow pedestrian scale development to be the dominant feature adjacent to streets. The proposal also includes a robust pedestrian network within the site.

Goal 3.6.1 Support pedestrian-oriented mixed use areas.

Policy a of 3.6.1. Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.

The applicant states that the proposal involves a mix of commercial and residential uses that are accessible by pedestrian, transit and vehicular users. The development contains a robust pedestrian network within the dense development, providing ample opportunities to access services via foot, bike or transit.

Policy b of 3.6.1. Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.

The applicant proposes four (4) vertically integrated mixed use buildings as well as six (6) multifamily buildings and 180 single family lots. The density of the proposal development and the robust pedestrian network provide for vertical and horizontal integration of the commercial and residential uses. Open spaces uses on the site are also distributed so as to provide walkable access to all residents.

Policy c of 3.6.1. Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.

The SC-HDR and SC-MU zoning districts prohibit most auto-oriented commercial uses that would require outdoor storage. Drive-through uses are conditional in the SC-MU zoning district and prohibited in the SC-HDR zoning district. The applicant does not propose any auto-oriented commercial uses and the site is designed in a way that would not facilitate such land intensive uses.

Policy d of 3.6.1. Pedestrian-oriented design is a priority within mixed use areas. Pedestrian oriented design generally includes:

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

The proposal includes pedestrian oriented design features, including storefront windows, pedestrian weather protection and wide sidewalks along commercial and mixed use buildings. Residential buildings are designed with windows and doors facing the street or open spaces areas. The street network provides for sidewalks along all public and private streets as well as a robust off-street pedestrian network of pathways providing convenient connectivity within the site and to the surrounding circulation system. Large parking areas are tucked between the mixed use and residential apartment buildings to allow the buildings to be the dominant

feature along sidewalks.

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 a. of 3.6.4 Encourage 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.

The applicant's plans include four (4) vertically mixed use buildings which provide commercial on the ground floor adjacent to the sidewalk system with residential dwelling units above.

Policy b. of 3.6.4 Incorporate high-density residential development, particularly within a half-mile walking distance of the light rail station, to provide the highest accessibility to light rail to the greatest number of households.

The applicant states that the development includes four (4) mixed use buildings, 348 apartment units as well as single family dwelling units for a total of 533 housing units on the site which will provide a high number of additional dwelling units within half a mile of the Willow Creek MAX station.

Policy c. of 3.6.4 Encourage new multi-story commercial/employment development that increases the number of employees who have direct and convenient access to transit.

The applicant states that mixed-use commercial and residential buildings have been included with this proposal which will provide employment opportunities within close proximity to transit. The proposal includes 533 dwelling units which will have close proximity to transit for the employees that reside within the development but can commute to employment via transit.

Policy d. of 3.6.4 Limit surface parking to encourage compact development and reduce the space between buildings to support walking between destinations.

The applicant states that the proposal limits surface parking to the commercial mixed use and multi-family area of the site with parking provided on street as well as in driveways/garages for the single family portion of the development. Staff finds that the design of the surface parking lots, between the multifamily and mixed use buildings support a comfortable pedestrian environment.

Policy e. of 3.6.4 Within a half-mile of the light rail station platform and along routes that are likely to be used by pedestrians to access public transportation, require development to provide the pedestrian-oriented design features such as windows, awnings, detailed building facades and street furniture.

The applicant's plans show the use of pedestrian oriented design features along internal and external streets, including awnings, windows, doors, and detailed building facades. Internal commercial streets contain street furniture to provide additional convenience for pedestrians.

Chapter 4 (Housing Element)

4.1 Housing Supply

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

Policy a of 4.1.1. Use available land within the city efficiently, encouraging new residential development to take advantage of allowed maximum densities where appropriate.

The applicant states that the proposal includes 533 dwelling units on a site that currently contains a plant nursery. The SC-HDR and SC-MU zoning districts do not have maximum densities, however the applicant has proposed a dense development within half a mile of the Willow Creek MAX station.

Policy b of 4.1.1 Support higher density infill development that capitalizes on existing infrastructure and where impacts can be mitigated.

The proposal is a large infill redevelopment which will utilize existing infrastructure surrounding the site as well as provide new road and utility connections within the development.

Policy c of 4.1.1 Encourage high density residential development on mixed use and commercially zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods.

The proposal includes 533 housing units and approximately 17,700 square feet of commercial uses within a half a mile of a MAX station providing the opportunity for creating an 18-hour neighborhood.

4.2 Housing Type

Goal 4.2.1 Provide a variety of housing types that meet the needs and preferences

of residents.

Policy a of 4.2.1. Ensure that sufficient land is appropriately zoned to meet a full range of housing needs, including an adequate amount of detached single-family housing to meet projected demand.

The proposed development is zoned SC-HDR and SC-MU which allow a range of housing needs. Through the PUD process the applicant is proposed detached single-family housing as well as multi-family residential dwellings.

Policy f of 4.2.1 Encourage the development of a variety of housing types within planned unit developments and other large projects, which can serve to improve the aesthetic character of the neighborhood and provide housing choices for different income levels.

The applicant is using the PUD process to propose a mix of housing types, including single family detached, townhomes, and multi-family dwellings which will provide a mix of housing types within the development.

Goal 4.5.1 Ensure that Beaverton continues to be one of the most livable communities in the region.

Policy a of 4.5.1 Encourage quality design throughout the city that acknowledges neighborhood character, provides safe and direct connections for pedestrians and bicyclists to a variety of destinations, and integrates open space, natural resources and scenic view corridors.

The applicant states that the proposal has been designed with a neighborhood character and includes multi-modal connections throughout the site. The proposal integrates both passive and active open spaces as amenities to residents and users of the development.

Policy e of 4.5.1 When considering comprehensive plan and zoning map amendments, address the potential impacts of densification, including increased traffic and noise, on established neighborhoods.

The proposal includes a zoning map amendment to reallocate the amount and location of the SC-MU and SC-HDR zoning districts on site. The SC-MU zoning district which allows greater commercial uses is proposed to be located in the northeast portions of the site closest to the intersection of SW 185th Avenue and SW Baseline Road. The intensity of the proposed development tapers down as development approaches the south and east property lines where exiting primarily single family development occurs. The proposed zoning reflects this intensity

reduction which should assist in addressing potential impacts of noise and densification on the adjacent existing development.

Policy h of 4.5.1 Encourage a compact mix of uses at the neighborhood level that increase the number of local jobs and services, and reduce impacts to the city's transportation system.

The applicant states that the proposal includes a mix of commercial and residential uses that will facilitate the creation of jobs and reduce impacts on the city's transportation system due to the close proximity to light rail and bus transit.

Chapter 6 (Transportation Element)

The following policies under Chapter 6 of the Beaverton Comprehensive Plan have been identified by the applicant. Staff notes that the more detailed assessment of proposed public facilities is provided in findings identified to Attachment A of this report (Facilities Review approval criteria). Staff incorporate the applicant's response to the following policies under Chapter 6 (cited below) in addition to the more detailed findings prepared in response to the Facilities Review criteria.

6.2 Transportation Goals and Policies

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

Policy a of 6.2.1. Maintain the livability of Beaverton through proper location and design of Transportation facilities.

The applicant's plans show the construction of a collector street through the site connecting SW Baseline Road with SW 185th Avenue, as required by the City and County Transportation System Plans. The site also includes a local street network that connects to the surrounding circulation system and improvements to the public rights-of-way surrounding the site.

Policy e of 6.2.1. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

The applicant states that the proposal has been designed to meet City and County traffic safety standards with the inclusion of adequately spaced roadways and traffic calming measures as recommended by their Traffic Impact Analysis (TIA). Staff concurs that the proposed street improvements will provide access for

residential areas while minimizing speeding through the use of traffic calming and reduced design speeds.

Policy f of 6.2.1. New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to the proposed development.

The applicant states that the proposal has been designed with five (5) connections to surrounding public street. The proposed connections meet the intersection spacing requirements of the City and County. The applicant's TIA analyzed the anticipated trip distribution and identified necessary traffic mitigations which the applicant proposes to construct.

Goal 6.2.2: A balanced multimodal transportation system that provides mobility and accessibility for users.

Policy c of 6.2.2. Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycle- tracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.

The applicant states that the proposed development has been designed to include housing in close proximity to an existing MAX station and bus stops, providing future residents with convenient access to transit options. The applicant has also proposed a robust internal pedestrian network to increase pedestrian connectivity within the development and to nearby destinations.

Policy d of 6.2.2. Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.

The applicant's plans show sidewalks and the general pedestrian access system proposed meets City and County standards. The applicant's plans show safe, direct access is provided between proposed lots, open space, commercial uses, parking areas, transit stops, and abutting properties. Staff also incorporates the findings prepared in response to the Facilities Review section of this report.

Policy e of 6.2.2. Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying the developing improvements that address connectivity needs.

The applicant states that access to surrounding areas are facilitated by the proposed development with the inclusion of pedestrian, bicycle and motor vehicle connections. This proposal has been designed with park and recreational areas as part of the development. In addition, the proximity to public transit provides additional connectivity with the greater community.

Policy f of 6.2.2. Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle “cul-de-sacs” that require substantial out-of-direction travel for pedestrians and bicyclists.

The applicant’s plans show a well-connected and distributed circulation system in and around the development. The proposal has been designed with sidewalk and street connections to the existing surrounding transportation system that will reduce out of direction travel for bicyclists and pedestrians in the area.

Policy i of 6.2.2. Design streets to accommodate transit while minimizing impact to traffic flow.

Transit service currently serves the site with the number 54 bus line along SW 185th Avenue which has an existing bus pull-out which is not proposed to be modified with this development. The site also provides upgraded pedestrian connections to the Willow Creek MAX station.

Policy j of 6.2.2. Require developers to include pedestrian, bicycle, and transit supportive improvements within proposed developments and adjacent rights-of-way in accordance with adopted policies and standards.

The applicant states that the proposal has been designed to include pedestrian, bicycle and transit supportive improvements within the proposed development and adjacent rights-of-way in accordance with adopted policies and standards. The applicant proposes improved pedestrian facilities along streets connecting the transit as well as direct connections from the development to the bus stop on SW 185th Avenue.

Goal 6.2.3: A safe transportation system.

Policy b of 6.2.3. Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

The applicant states that the streets abutting and within the site have been designed to the appropriate functional classification. The applicant proposes to construct a new collector street through the site, as identified in the City and County

Transportation System Plans. Staff incorporates the findings prepared in response to the Facilities Review section of this report.

Policy c of 6.2.3. Enhance safety by prioritizing and mitigating high crash locations within the City.

The site is not located at a high crash location within the City.

Policy d of 6.2.3. Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

The applicant states that the proposal has been designed to include walkways physically separated from vehicular traffic which will help to ensure safe walking conditions. The proposal also includes bicycle routes internal to the site within pathways and along roadways. The design of the streets within the development are intended to encourage lower motor vehicular speeds.

Policy e of 6.2.3. Construct multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses. Multi-use paths should converge at traffic-controlled intersections to provide for safe crossing, and paths should be separate and distant from major streets for most of their length. Mid-block crossings for trail access, such as the Denny Road Fanno Creek Trail crossing, will be considered as appropriate where findings for safety are met and such crossings are approved by the City.

The proposed development does not propose multi-use paths but does provide a robust bike and pedestrian network.

Policy f of 6.2.3. Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

The applicant states that site transportation infrastructure has been designed in conformance with City and County access management standards and designed to the City's requirements to support maintenance.

Policy g of 6.2.3. Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.

The applicant states that site transportation infrastructure has been designed in conformance with City and County access management standards and designed to the City's requirements to support maintenance.

Policy h of 6.2.3. Ensure that adequate access for emergency services vehicles is provided throughout the City.

The applicant states that the development has been designed in consultation with TVF&R. A service provider permit from TVF&R is included in the applicant's materials.

Goal 6.2.5: Transportation facilities that serve and are accessible to all members of the community.

Policy a of 6.2.5 Construct transportation facilities, including access to and within transit waiting areas, to meet the requirements of the Americans with Disabilities Act.

The applicant states that the proposal does not include new public transportation infrastructure but does provide ADA connections to existing transit facilities. The site must comply with ADA standards through the Site Development and Building Permit processes.

In summary of the above, staff finds the proposal to comply with the applicable policies of the Comprehensive Plan for supportive findings in response to Criterion No. 4 of CU-PUD approval. Staff also refer to corresponding conditions identified in Attachment G that will be necessary to effectively implement applicable policies.

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

Section 40.15.15.6.C.5

Approval Criterion: The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.

FINDING:

The applicant states that the site is relatively flat and linear and can reasonably accommodate the proposed development. The site is bounded by two major streets, SW 185th Avenue and SW Baseline Road, as well as local street connections to the south and east. The site currently contains a commercial plant nursery, which is proposed for demolition to allow construction of this development.

The subject site is located in the SC-HDR and SC-MU zoning districts, within close proximity to MAX and bus transit and is intended for relatively dense residential and

commercial development, such as the proposed development. area and is intended for dense development. Staff finds that the size, dimensions, configuration and topography of the site can reasonably accommodate the proposal.

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

Section 40.15.15.6.C.6

Approval Criterion: *The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.*

FINDING:

The subject site is surrounded to the east and south by an existing primarily single family detached neighborhood. The proposal includes a mix of commercial, multifamily, and single detached residential development. The site is designed to transition from the existing neighborhood to more dense development with the location of the detached single family homes closest to the existing neighborhood reducing the impact of the development on the livability of the surrounding area. The proposal also includes commercial uses that will be easily within walking distance of the exiting neighborhoods without having to cross major streets. Staff finds that the proposed development to be compatible with the surrounding neighborhoods.

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

Section 40.15.15.6.C.7

Approval Criterion: *The width of the proposed lots or staggering of building setbacks within detached residential developments vary so as to break up the monotony of long blocks and provide for a variety of home shapes and sizes, while giving the perception of open spaces between homes.*

FINDING:

The applicant states that the perception of open space between homes is provided by the inclusion of varied lot widths and block lengths. The applicant proposes four primary single family detached housing types which are interspersed throughout the site. Each dwelling type includes three façade variations to provide visual interest and avoid monotonous long blocks. Long blocks are also broken up by pedestrian pathways mid-block to provide pedestrian connection and visual interest.

Conclusion: Therefore, staff finds that the approval criterion is met.

Section 40.20.15.6.C.8

Approval Criterion: *The lessening of the Site Development Requirements results in significant benefits to the enhancement of site, building, and structural design, preservation of natural features and the surrounding neighborhood as outlined in Section 60.35.15.*

FINDING:

The applicant does not propose to modify any of the Site Development Requirements with this development, therefore the criterion is not applicable.

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

Section 40.20.15.6.C.9

Approval Criterion: *The proposal provides improved open space that is accessible and usable by persons living nearby. Open space meets the following criteria unless otherwise determined by the Planning Commission through Section 60.35.15:*

- a. *The dedicated land forms a single parcel of land except where the Planning Commission determines two (2) parcels or more would be in the public interest to complement the overall site design.*
- b. *The shape of the open space is such that the length is not more than three (3) times the width the purpose of which is to provide usable space for a variety of activities except where the Planning Commission determines a greater proportioned length would be in the public interest and complement the overall site design.*
- c. *The dedicated land(s) is located to reasonably serve all lots for the development, for which the dedication is required.*

FINDING:

The applicant's plans show a series of open spaces and pedestrian pathways that serve the proposed development. The open space is located throughout the development so as to be easily accessible to all residents. The only open space that is greater than three times in length than the width are pedestrian connections through the development site which are intended to be linear in nature and break up long blocks. The location of the proposed open spaces are such that they will provide easy, walkable access to open spaces for all residents of the development. Staff finds that the applicant provides accessible and useable open space to the development, designed in a way to easily serve all residents.

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

Section 40.20.15.6.C.10

Approval Criterion: *For proposals within the SC-S (Station Community-Sunset) zoning district, the requirements identified in Sections 20.20.40.2. and 20.20.40.3. are satisfied.*

FINDING:

The proposed PUD is not located within the SC-S zoning district, therefore this criterion is not applicable.

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

Section 40.20.15.6.C.11

Approval Criterion: *If the application proposes to develop the PUD over multiple phases, the decision making authority may approve a time schedule of not more than five (5) years for the multiple development phases. If a phased PUD has been approved, development of the future phases of the PUD shall be filed within five (5) years unless the PUD has received an extension approval pursuant to 50.93 of the Development Code.*

FINDING:

The applicant has submitted a Planned Unit Development (PUD32023-00187) concurrently with this Preliminary Subdivision application. The applicant states that the PUD will be developed over three (3) construction phases. Phase 1 includes development of all townhomes and single family detached lots as well as the new collector, improvements to W Baseline Road and the new intersection of SW 185th Avenue and the new collector. However, the applicant's plans and materials do not provide sufficient information to determine that other public improvements can be deferred until future phases therefore, staff recommend a condition of approval that all public and private streets be completed prior to the issuance of a certificate of occupancy for any building on the subject site. The phasing plan also includes two multi-family/commercial phases called the North and West phases. Each phase includes the open space located within the boundaries of the phase. The applicant understands that any future development phases must be filed within five (5) years unless a time extension has been approved.

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

Section 40.20.15.6.C.12

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

FINDING:

The applicant has submitted the required application materials for review of a Conditional Use-PUD application in the proper sequence. The PUD is being processed concurrently

with the following applications: Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Tree Plan Two (TP22023-00190) and Zoning Map Amendment (ZMA32023-00191)

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

Conclusion and Recommendation

Based on the facts and findings presented above, staff recommends **APPROVAL** of **PUD32023-00187** subject to conditions of approval.

Table 4: Planned Unit Development Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Modification of Base Zoning Standards			
60.35.10.1A Permitted Uses	Compliance with permitted and conditional uses of the zoning district.	The application includes commercial uses such as retail trade, eating and drinking and service businesses as well as multi-family dwellings, townhomes, and single detached dwellings. All uses proposed, except single detached dwellings are permitted in the SC-MU and SC-HDR zoning districts. Single Detached Housing is addressed in response to 60.35.10.1B below. Staff cites the Chapter 20 Code Conformance Analysis within Attachment A: Facilities Review as relevant to this approval criteria.	Yes
60.35.10.1B Detached and Attached Dwellings	Detached and attached dwellings may be allowed in a PUD provided the overall residential density satisfies the applicable residential density	The development proposes 533 units which is greater than the 337 units required, therefore the applicant may utilize detached dwellings within the PUD Staff cites the Chapter 20 Code Conformance Analysis within Attachment A:	Yes

	provisions of the Code.	Facilities Review as relevant to this approval criteria.	
60.35.10.1.C	In addition to the accessory uses and structures typical in the zoning district in which the PUD is located, accessory uses approved as a part of a PUD may include, but are not limited to the Following: 1. Private or public park, lake or waterway; 2. Recreation area; 3. Recreation building, clubhouse or social hall; or 4. Other accessory uses or structures which the Planning Commission finds are designed to serve primarily the residents of the PUD, and are compatible with the neighborhood and to the design of the PUD.	The proposal includes a variety of private open space areas and amenities such as trash enclosures.	Yes
60.35.10.2. Density and Lot Dimensions:	Density and building scale shall relate to the surrounding neighborhood development and natural resources by providing massing and architectural compatibility with the surrounding neighborhood.	The applicant proposes a mix of detached residential, townhome, multi-dwelling residential and mixed use buildings. The site is designed so that the building intensity and scale step up from the existing adjacent neighborhoods with detached single family closest to existing development, stepping up to the multi-dwelling and mixed use buildings located furthest away from the existing detached single family neighborhoods to the south and east.	Yes
60.35.10.2.A.1 Density Transfers	Density transfers allow an equal transfer of dwelling units from one portion of the site to another in certain areas.	The applicant has not proposed density transfers.	N/A
60.35.10.2.A.2	This subsection does not	The site is not located in the RMA,	N/A

Residential Lot Sizes	apply to RMB and RMC zoning districts and only to RMA for multi-dwelling lots.	RMB, or RMC zoning districts.	
60.35.10.2.A.3 Residential Lot Sizes	Minimum lot size may be reduced to 50% of the minimum land area of the applicable zoning district(s), except as permitted in 60.35.10.3.C.2.	No reduction of lot sizes is requested.	N/A
60.35.10.2.A.4 Residential Lot Sizes	Minimum lot size proposed between 25% and 50% of the minimum land area of the applicable zoning district, shall meet the applicable Design Standards or Design Guidelines related to Compact Detached Housing in Section 60.05.	No reduction of lot sizes is requested.	N/A
60.35.10.2.A.5 Residential Lot Sizes	Maximum lot size may not exceed 195% of the minimum land area of the applicable zoning district(s) in conformance with the table below unless designated for a future phase, which includes further division of property or development of attached product. When the maximum density for the parent parcel has been achieved or a lot is greater than 195 percent of the base zone, the oversized lot(s) shall include a deed restriction to preclude unintended partitioning or subdividing of such lots in accordance with the requirements of the approved PUD.	The SC-MU and SC-HDR zoning districts do not have minimum or maximum lot sizes, as such there can be no oversized lots. The applicant proposes to meet the required density and FAR for the proposed development.	N/A
60.35-10.2.A.6 Residential Lot Sizes	A proposed Planned Unit Development shall not result in fewer dwelling units (lower density) than if	The applicant proposes to meet the required density and FAR for the proposed development.	Yes

	the subject site were reviewed as a Preliminary subdivision.		
60.35.10.3.A.1-2 Setbacks	Proposed lots abutting the perimeter of the property shall comply with the standard front and rear yard setbacks of the parent parcel. Side yards of the parent parcel may not be reduced unless approved by the Planning Commission and utilizing Development Bonus and Development Incentive Options of Section 60.35.30.	The applicant does not propose to modify the base zoning setbacks. Additional information is needed to ensure that the parent parcel setbacks are met adjacent to the County TO:R9-12 zoning district and Lot 120 which is adjacent to County R-5 zoning. As such a condition of approval is recommended requiring that a plan showing compliance with the parent parcel setbacks is provided prior to building permit issuance.	Yes w/ COA
60.35.10.3.B.1-2 Front Setbacks 60.35.10.3.C.1 Rear Setbacks 60.35.10.3.D Side Setbacks	Requirements for requesting reduced yard setbacks.	The applicant does not propose to modify the base zoning setbacks.	N/A
Open Space			
60.35.15.1 Open Space Percentage	A PUD shall provide a minimum of 20% of the subject site as open space.	The applicant proposes to utilize the open space bonus in Section 60.35.50.1.	See findings for 60.35.50. 1
60.35.15.2. Exemption	Properties within the South Cooper Mountain Community Plan (SCMCP) are exempt from the open space requirements in Section 60.35.15.1, but shall provide all community features, including but not limited to, trails, habitat benefit areas, and scenic views identified in the SCMCP, as identified in Section	The subject site is not within the South Cooper Mountain Community Plan area.	N/A

	60.35.25.		
60.35.15.3. Open Space Standards	Open space shall be land that is available for the creation of active and/or passive areas, or resource areas that provide visible and accessible open space to the proposed community.	The open space provided is designed to be available to members of the proposed community and include a mix of passive and active open spaces. No natural resources exist on the site.	Yes
60.35.15.3.A Passive Open space	The following resource areas may count towards passive open space: Significant trees and/or groves, habitat benefit areas, view corridors, steep slopes, water quality facilities, environmentally sensitive areas including wetlands and any buffers required by CWS or other regulatory body.	There are no natural resources on the subject site.	N/A
60.35.15.3.B Accessibility	Open space shall be easily accessible, physically or visually, to all members of the planned community via a minimum thirty (30) foot wide street frontage of access easement.	All proposed open space will be accessible from pathways, sidewalks, and roadways, both physically and visually. The applicant states that the open space areas are designed to accommodate a 30-foot minimum street frontage or access easement.	Yes
60.35.15.3.C Slopes	No more than sixty (60) percent of the gross land dedicated to active open space may have slopes greater than five (5) percent.	The subject site does not include steep slopes.	N/A
60.35.15.3.D Irrigation	Open spaces shall have a dedicated irrigation system. Resource areas are exempt.	The applicant states that the site is designed to accommodate irrigation of open space areas.	Yes
60.35.15.3.E Developments over 10 acres	Developments greater than 10 acres in size shall dedicate 25% of total required open	The subject site is greater than 10 acres in size. The applicant proposes to utilize the open space bonus in 60.35.50.1 and provide	Yes

	space to active commons areas.	50% active open space.	
60.35.15.3.F Exclusions	Open space does not include streets, driveways, parking lots, buildings, landscape buffers or vehicular access areas.	The proposal does not include these areas in open space calculations.	Yes
60.35.15.4.A Common Area Square Footage	Active open space areas are common areas that may be gathering spots, community rooms, play areas, overlooks, or any that consist of active uses for owners, residents, or the community at large. Outdoor active open space shall be no smaller than that the minimum lots size of the zone and have a minimum width of 40 ft and size of 5000 sq.ft. if in a multiple use zoning district with no minimum lot size. The Planning Commission may modify this requirement to accommodate trails, overlooks, and other types of recreational features which serve the residents of the development.	50% of open space is active open space and is designed to accommodate the anticipated uses. The applicant requests size and dimension exceptions to the following areas: Pedestrian trails abutting single family detached lots: <ul style="list-style-type: none"> • 1-5 • 82-83 • 87-88 • 96-99 • 100-101 • 105-106 • 155-156 • 160-162 • 165-166 • 167-172 • 180-181 The applicant requests Planning Commission approval of the proposed active open space with smaller areas and narrower widths than required by this section.	Yes
60.35.15.4.B Abutting Collectors	Active open space may abut a Collector or greater classified street as identified in the City's adopted Functional Classification Plan, when separated from the street by a barrier, such as a fence or wall, at least three (3) feet in height.	The applicant's plans show that the open space in Tract CC and Tract M are abutting the collector. The applicant's plans do not identify a fence adjacent to Tract M and does not specify the height of the proposed split rail fence adjacent to other open spaces along collectors. As such staff recommends a condition of approval that all active open spaces abutting collector or higher	Yes w/ COA

		streets have a three (3) foot tall fence.	
60.35.15.4.C Physical Accessibility	Active open space shall be physically accessible to all residents of the development.	The proposed open spaces will be accessible to all residents of the development.	Yes
60.35.15.4.D Improvements	Active open space shall include physical improvements to enhance the area. These improvements may include benches, gazebos, plazas, picnic areas, playground equipment, sport courts, swimming/wading pools, indoor clubhouse or meeting facilities, play fields, or other items permitted.	The applicant's proposal includes numerous open spaces. The proposed development plans show compliance with the requirements by providing a variety of amenities including play equipment, gazebos, benches and pedestrian pathways.	Yes
60.35.15.4.E Interior Common Open Space	Floor area within buildings devoted to common uses serving the residents of the development may be counted as Active Open Space based on the total floor area devoted to such uses.	The proposal does not include interior spaces in meeting the active open space requirements.	N/A
60.35.15.5.A-C Maintenance and Ownership	Land shown on the final development plan as common open space, and landscaping and/or planting contained therein shall be permanently maintained by and conveyed to either an HOA or public agency dedicated into perpetuity as permanent through application of CC&R's or deed restriction approved by the City Attorney.	The applicant states that an HOA will be formed which will be responsible for the maintenance of common facilities, including open space tracts. The applicant has not provided draft CC&R's or deed restrictions for review, as such staff recommends a condition of approval that the applicant provide CC&R's or deed restrictions for review at the final plat process.	Yes, w/COA
Building Architecture – PUD – Detached Only			
	Architectural standards are	This section applies to the 123	

60.35.20.1 Purpose	intended to promote innovative design. Cluster housing or grouping buildings to maximize open space is encouraged.	detached single-family homes as part of the PUD.	Yes
60.35.20.2.A Building Orientation	Buildings shall be oriented towards the street or public open spaces unless exempted by the Planning Commission.	All detached buildings are oriented toward the street or open spaces with the exception of lots 119 and 120 which are located on a private access drive which will require Planning Commission approval to be oriented in this way. The lots are located in the southeast corner of the site accessed from the curve of Street F. The strict interpretation of this standard would reduce the overall density in this area. Staff finds that the requested exemption for lots 119 and 120 is supportable.	Yes
60.35.20.2.B Direct Access	Buildings or lots shall have direct access to sidewalks or paths that connect to a sidewalk system.	All lots have access to sidewalks or paths with the exception of lots 119 and 120 which have access via the shared access easement. Staff recommends a condition of approval that a differentiated hard surface pedestrian access, a minimum of 5 feet in width be provided to serve lots 119 and 120.	Yes w/ COA
60.35.20.2.C Alley Access	Garages with rear alley access or shared drives are encouraged.	Rear alley garages are proposed with 97 of the 123 single detached residential units. These units all access from shared alleys.	Yes
60.35.20.2.D Primary Entrance	Buildings shall have their primary entrance to a street or publicly accessible sidewalk where buildings face public parks, common areas or open space.	The applicant has oriented all single-family detached buildings toward a street or publicly accessible sidewalk, with the exception of Lots 119 and 120 which front on a common access driveway. Staff recommends a condition of approval that a differentiated hard surface pedestrian access, a minimum of 5 feet in width be provided to serve lots 119 and 120.	Yes w/ COA
60.35.20.2.E	Primary entrances shall be covered or recessed with a	This requirement will be verified at the time of Building permit review. The applicant has	Yes

Primary Entrances	minimum depth of 3 feet and width of 5 feet.	submitted sample building elevations, demonstrating how this requirement can be met.	
60.35.20.3.A-C Building Heights	Maximum building height standards may be increased up to 12 feet when the applicable building setback distance along the perimeter of the parent parcel is increased at a ratio of 1.5 additional feet of setback for every foot of building height over the base zone standard for building height. For the SCMCP structures which do not abut the exterior boundary may be allowed to vary in height, without satisfying the Section 60.35.20.3, in order to provide for a variety of housing types. Graduated building height standards shall not apply where existing structures on adjacent properties are rural in their development or use.	The applicant does not propose to modify the building height limits in the SC-HDR zoning district. The subject site is not located within the South Cooper Mountain Community Plan Area nor is it abutting rural uses.	N/A
60.35.20.4.A Architectural Standards: Scale & Massing	Scale and massing shall complement the surrounding uses by complying with the provisions of this code.	The applicant proposes to comply with the provisions of this code.	Yes
60.35.20.4.B Attached Dwellings	Front façade elevations shall not be repeated on adjacent lots along the same street frontage.	The applicant has provided three façade plans for each housing type identified, which will allow for no repeated facades on adjacent lots. The applicant has not identified which of the façade types will be located on specific lots. Staff recommends a condition of approval that compliance with 60.35.20 be provided prior to building permit issuance.	Yes w/COA
		This requirement will be verified at the time of Building permit review. The applicant has	

<p>60.35.20.4.C Design Elements</p>	<p>Buildings shall incorporate at least 6 of the listed building elements on the front, rear, common open space, and street facing elevations and 4 interior side yard elevations, as listed in the Code.</p>	<p>submitted sample building elevations, demonstrating how this requirement can be met for most facades and elevations. Some side elevations which face common open spaces or streets may need additional treatment to meet the requirements. Staff recommends a condition of approval that all single family detached dwellings show compliance with the architectural standards 60.35.20 at the time of building permit to ensure conformance.</p>	<p>Yes w/COA</p>
<p>60.35.20.4.D Building Elevation Measurement</p>	<p>Building elevation is measured as the horizontal plane between the lowest plate line and highest plate line of any full or partial building story containing doors, porches, balconies, terraces and/or windows.</p>	<p>The applicant states that this method will be employed when determining compliance with this Section. This requirement will be verified at the time of Building permit review. The applicant has submitted sample building elevations, demonstrating how this requirement can be met. Staff recommends a condition of approval that all single family detached dwellings show compliance with the architectural standards 60.35.20 at the time of building permit to ensure conformance.</p>	<p>Yes w/COA</p>
<p>60.35.20.4.E Alternative Building Design</p>	<p>Alternative building design may reflect modern building form and style and may be approved by the Planning Commission if it can demonstrate successful use of materials and form.</p>	<p>The applicant has not requested alternative building designs.</p>	<p>N/A</p>
<p>Development Bonuses and Development Incentive Options</p>			
<p>60.35.30 Development Bonuses and Incentives</p>	<p>PUD offers the applicants additional standards which can be met as incentives to promote innovative approaches and can lead to reduced open space and reduced setbacks.</p>	<p>The applicant is seeking to utilize the Development Incentives in 60.35.50.1 Open Space Development Incentive.</p>	<p>Yes</p>
	<p>Up to a 20% reduction in</p>	<p>The applicant proposes to provide</p>	

<p>60.35.50.1 Open Space Development Incentive</p>	<p>the required amount of open space may be achieved by conforming to the open space options below.</p>	<p>an additional 25% active open space within the PUD for a total of 50% active open space which would allow an overall reduction of 20% required open space area.</p>	<p>Yes</p>
<p>60.35.50.1.A Active Open Space Development Incentive</p>	<p>Active Recreation – Development of 25% active open space in addition to the minimum required active open space as usable for active recreation.</p>	<p>Based on the net site area of 1,048,716 square feet the applicant would need to provide 20% of the site area as open space without any reduction for a total of 209,743 square feet of total open space. Of that in order to qualify for the overall reduction 50% must be active open space (104,872 square feet). The applicant proposes to provide 105,635 square feet of active open space, qualifying for the overall 20% reduction. Therefore the applicant is required to provide the following open space:</p> <p>Total: 167,794 square feet Active: 104,872 square feet</p> <p>The applicant proposes: Total: 167,986 square feet Active: 105,635 square feet</p>	<p>Yes</p>
<p>60.35.50.1.B View Preservation Open Space Development Incentive</p>	<p>View Preservation – open spaces sited such that a view corridor or a significant natural vista is preserved for the community at large.</p>	<p>The site does not contain or abut any significant natural vistas.</p>	<p>N/A</p>

Attachment E: TREE PLAN TWO TP22023-00190

ANALYSIS AND FINDINGS FOR TREE PLAN TWO APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **TP22023-00190**, subject to the applicable conditions identified in Attachment G.

Section 40.20.05 Purpose:

The purpose of the Tree Plan application is to maintain healthy trees and urban forests that provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and SNRAs, and Community Trees thus helping to preserve and enhance the sustainability of the City's urban forest. This Section is carried out by the approval criteria listed herein and implements the SNRA, Significant Grove, Significant Individual Tree, and Historic Tree designations as noted or mapped in Comprehensive Plan Volume III.

Planning Commission Standards for Approval:

Section 40.90.15.2.C of the Development Code provides standards to govern the decisions of the decision-making authority as they evaluate and render decisions on Tree Plan Applications. The decision-making authority will determine whether the application as presented meets the Tree Plan Two approval criteria. In this portion of the report, staff evaluates the application in accordance with the criteria for a Tree Plan Two.

To approve a Tree Plan Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

Section 40.90.15.2.C.1

Approval Criterion: The proposal satisfies the threshold requirements for a Tree Plan Two application.

FINDING:

The Beaverton Development Code defines a Community Tree as "A healthy tree of at least ten inches (10") DBH located on developed, partially developed, or undeveloped land. Community Trees are not those trees identified as Significant, Historic, Landscape, or Mitigation Trees, trees within a Grove or a Significant Natural Resource Area, or trees that bear edible fruits or nuts grown for human consumption." The subject site contains 16 trees that meet this definition of Community Tree. Additionally, 7 Community Trees are

located on the out-parcel pending a Replat approval by Washington County, as of the date of this report. The Replat (LD2023-0002) received preliminary City approval on June 27, 2023. The applicant proposes to remove 16 Community Trees but shows no tree removal from the out-parcel.

Thus, the project meets threshold number one of the Tree Plan Two application which reads:

1. *Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in Section 40.90.10.1.*

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

Section 40.90.15.2.C.2

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

FINDING:

The City of Beaverton received the appropriate fee for a Tree Plan Two application.

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

Section 40.90.15.2.C.3

Approval Criterion: If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.

FINDING:

The applicant states that removal of trees is not proposed to observe good forestry practices associated with American National Standards Institute (ANSI) A300-1995 or International Society of Arborists (ISA) standards.

Conclusion: Therefore, staff finds the criterion is not applicable to this proposal.

Section 40.90.15.2.C.4

Approval Criterion: If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.

FINDING:

The applicant states that the removal of the Community Trees is necessary to facilitate the extension of SW 181st Avenue.

Staff concurs that the tree removal is necessary to accommodate the extension of SW 181st Avenue. The trees are shown to be located in alignment with the existing stub of SW 181st Avenue. It is not feasible to provide the necessary street extension without removing the trees.

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

Section 40.90.15.2.C.5

Approval Criterion: If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.

FINDING:

The applicant states that no tree removals are proposed due to the tree becoming a nuisance; therefore, this criterion is not applicable.

Conclusion: Therefore, staff finds the criterion is not applicable to this proposal.

Section 40.90.15.2.C.6

Approval Criterion: If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.

FINDING:

The applicant states that the removal of the Community Trees is necessary to facilitate the required extension of SW 181st Avenue.

Staff concurs that the tree removal is necessary to accommodate the extension of SW 181st Avenue. The trees are shown to be in alignment with the existing stub of SW 181st Avenue. It is not feasible to provide the necessary street extension without removing the trees.

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

Section 40.90.15.2.C.7

Approval Criterion: If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, or to eliminate conflicts with structures or vehicles.

FINDING:

The applicant states that no tree removals are proposed to enhance the health of a tree or grove.

Conclusion: Therefore, staff finds the criterion is not applicable to this proposal.

Section 40.90.15.2.C.8

Approval Criterion: If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.

FINDING:

The trees proposed for removal are not located within a SNRA or Significant Grove.

Conclusion: Therefore, staff finds the criterion is not applicable to this proposal.

Section 40.90.15.2.C.9

Approval Criterion: If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.

FINDING:

The trees proposed for removal are not located within a SNRA or Significant Grove.

Conclusion: Therefore, staff finds the criterion is not applicable to this proposal.

Section 40.90.15.2.C.10

Approval Criterion: The proposal is consistent with all applicable provisions of Section 60.60. (Trees and Vegetation) and Section 60.67. (Significant Natural Resources)

FINDING:

The applicant states that conformance with Section 60.60 is demonstrated in Section 60.60 of the narrative, and Section 60.67 Significant Natural Resources is not applicable

to this application. Staff cites the findings in the table titled Chapter 60 Trees and Vegetation at the end of this section which evaluates the project as it relates to applicable code requirements of Section 60.60, as applicable to the criterion. Since there are no significant natural resources on the subject site, the provisions of Section 60.67 are not applicable to this project.

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

Section 40.90.15.2.C.11

Approval Criterion: Grading and contouring of the site are designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

FINDING:

The applicant states that this proposal has been designed to include grading and contouring of the site in order to appropriately facilitate the proposed development and mitigate adverse impacts on neighboring properties, public right-of way, surface drainage, water storage facilities and the public storm drainage system. The applicant further states that this proposal has been designed in conformance with all applicable requirements for grading of the site.

Staff cites the findings in Attachment A as relevant to this criterion. The Facilities Review Committee reviewed the proposed preliminary grading plan and finds no adverse effect on neighboring properties, the public right-of-way, or the public storm system will occur. The Committee recommends conditions of approval requiring the applicant to obtain a site development permit and a Washington County Facility Permit which will ensure that grading and contouring of the development site meet applicable City and County standards to ensure no adverse effects occur.

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

Section 40.90.15.2.C.12

Approval Criterion: The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

FINDING:

The applicant submitted the Tree Plan Two application on April 6, 2023. The application was deemed complete on August 9, 2023. Staff finds that the proposal contains all applicable submittal materials as required by Section 50.25.1.

Conclusion: Therefore, staff find the proposal meets the criterion for approval.

Section 40.90.15.2.C.13

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

FINDING:

The applicant also submitted a Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Planned Unit Development (PUD32023-00187), and Zoning Map Amendment (ZMA32023-00191) concurrently with this Tree Plan Two request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated Design Review Three application prior to site development permit issuance.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented, staff recommends APPROVAL of TP22023-00190), subject to the applicable conditions identified in Attachment G.

Chapter 60 Trees and Vegetation

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Pruning, Removal, and Preservation Standards			
60.60.15.1.A-B	Pruning standards for Protected and Landscape Trees.	No pruning of a Protected Tree is proposed for this project.	N/A
60.60.15.2.	Removal and Preservation Standards for Protected Trees	The applicant is proposing the removal of 16 Community Trees. The trees are not Landscape Trees or Protected Trees.	N/A
Tree Protection Standards during Development			
60.60.20.1.A-B	Trees shall be protected during construction and activity within the protected root zone shall be limited.	The applicant is proposing to remove 16 Community Trees. No trees are proposed to remain on site that would require protection during development.	N/A
Mitigation Requirements			
60.60.25.	Mitigation Standards	The applicant is proposing to remove 16 Community Trees. Mitigation is not required for the removal of Community Trees.	N/A

Attachment F: ZONING MAP AMENDMENT ZMA32023-00191

ANALYSIS AND FINDINGS FOR QUASI-JUDICIAL ZONING MAP AMENDMENT APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **ZMA32023-00191**, subject to the applicable conditions identified in Attachment G.

Section 40.97.05 Purpose:

The purpose of a Zoning Map Amendment application is to provide for the consideration of legislative and quasi-judicial amendments to the zoning map. Legislative amendments to the zoning map are amendments of generally large size, diversity of ownership or of interest to a large geographic area. Quasi-judicial amendments to the zoning map are amendments that are generally small in size, single ownership or affect only a relatively small geographic area. Annexation related amendments to the zoning map are those amendments, whether legislative or quasi-judicial, which are associated with land being annexed into the City. It is recognized that such amendments may be necessary from time to time to reflect changing community conditions, needs, and desires. This Section is carried out by the approval criteria listed herein.

Planning Commission Standards for Approval:

Section 40.97.15.1 of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Quasi-Judicial Zoning Map Amendment applications. The Commission will determine whether the application, as presented, meets the Quasi-Judicial Zoning Map Amendment approval criteria. In this portion of the report, staff evaluates the application in accordance with the criteria for a Quasi-Judicial Zoning Map Amendment request.

To approve a Quasi-Judicial Zoning Map Amendment application, the decision-making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

Section 40.97.15.1.C.1

The proposal satisfies the threshold requirements for a Quasi-Judicial Zoning Map Amendment application.

FINDING:

The applicant proposes to reconfigure the existing zoning designations of Station Community – Multiple Use (SC-MU) and Station Community – High Density Residential (SC-HDR) on the site in a way that re-aligns the zoning district boundaries with new

property lines (PS22023-00189) proposed to be created concurrently with this Quasi-Judicial Zoning Map Amendment request. The request is limited to the subject site, which consists of 8 legal lots. Therefore, the request satisfies threshold number 1 for a Quasi-Judicial Zoning Map Amendment application which reads:

1. *The change of zoning designation for a specific property or limited number of specific properties.*

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

Section 40.97.15.1.C.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 Zoning Map Amendment application.

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

Section 40.97.15.1.C.3

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

FINDING:

Relevant Comprehensive Plan Policies

Chapter 3 (Land Use Element)

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

Policy a. of 3.1.1 Emphasize pedestrian convenience and safety in all developments and transportation facilities.

The applicant's plans demonstrate compliance with applicable engineering standards of the City and County. The proposal includes a robust pedestrian network comprised of public sidewalks and pedestrian paths providing safe and convenient pedestrian connections to and through the development and to the existing surrounding circulation system. The applicant states that the proposal was designed to include pedestrian pathways throughout the site, connecting to all public and private streets within and surrounding the development. Staff finds that by providing a robust pedestrian network and complying with City and County

engineering standards, pedestrian connectivity within the site will operate safely and efficiently. Additional pedestrian connections, as proposed by the applicant, will enhance the network, providing further convenience within the development.

Policy b of 3.1.1 Encourage development and programs that reduce the need for vehicle use and ownership.

The applicant states that the proposal has been situated within close proximity of a light rail station and bus stops providing multimodal opportunities for transportation. In addition, the applicant has provided a robust network of pedestrian connections within the site and connecting to the existing adjacent sidewalk systems. The development proposal includes a mix of residential and commercial uses providing the opportunity to access goods and services within the development, reducing the need for vehicle use. Staff finds that the proposal encourages development which reduces the need for vehicle use and ownership.

Policy c of 3.1.1 Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections to and through the development, including to reach nearby points of interest.

The applicant states that the proposed development has been designed to include safe, comfortable and direct pedestrian connections within and to the surrounding circulation system. The applicant notes that there are no surrounding bicycle specific systems, however the site has been designed to provide bicycle facilities consistent with the City of Beaverton standards.

The applicant is proposing bicycle and pedestrian connections consistent with City and County standards, where applicable, throughout the development. These connections provide safe and direct access to nearby points of interest, such as transit stops, commercial uses, and to abutting developments.

Policy d of 3.1.1 Apply land use designations and development regulations that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.

The applicant states that the proposed development was given Station Community – Mixed Use (SC-MU) and Station Community – High Density Residential (SC-HDR) zoning districts upon annexation to the City of Beaverton. The applicant's proposal includes a rezoning to redistribute the two zones within the site boundaries. The minimum densities are the same for both the SC-HDR and SC-MU zoning districts. Both zones do not have a maximum residential density. The proposed zoning map amendment will not reduce the required or potential density of the site. The applicant proposes a dense development within close proximity to

the MAX as well as bus transit stops providing greater opportunities for people to live, work and meet their daily needs near transit.

Policy e of 3.1.1 Encourage increased intensity of development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations, such as MAX and WES.

The proposal is located within half a mile of the Willow Creek MAX stop. The redevelopment includes the demolition of an existing commercial nursery which will be replaced with a dense mix of commercial and residential uses better utilizing the proximity to high-capacity transit.

Policy f of 3.1.1 Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station.

The applicant states that the proposed development is directly adjacent to the number 52 bus line along SW 185th Avenue. The existing stop which contains a bus pullout, and a bench is not proposed to be modified. The development provides a direct pedestrian connection from the public sidewalk adjacent to the bus stop into the site providing access to the residential and commercial components of the development.

Policy g of 3.1.1 Encourage providing amenities for transit users at transit stops or stations, such as food carts and coffee stands, covered benches, trash/recycling receptacles, and lighting.

The applicant states that the existing transit amenities located adjacent to the site are not proposed to be modified with this proposal. The development will provide a direct and comfortable pedestrian connection into the site which will provide transit users with access to the commercial components of the development.

Policy I of 3.1.1 Accommodate automobile access and parking in an efficient manner that does not detract from the desirability of other modes.

The applicant states that the proposed development has been designed to situate automobile access and parking areas so that they are not in conflict with pedestrian and multi-modal transit users. The proposal situates larger parking areas between buildings to allow pedestrian scale development to be the dominant feature adjacent to streets. The proposal also includes a robust pedestrian network within the site.

Goal 3.6.1 Support pedestrian-oriented mixed use areas.

Policy a of 3.6.1. Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.

The applicant states that the proposal involves a mix of commercial and residential uses that are accessible by pedestrian, transit and vehicular users. The development contains a robust pedestrian network within the dense development, providing ample opportunities to access services via foot, bike or transit.

Policy b of 3.6.1. Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.

The applicant proposes four (4) vertically integrated mixed use buildings as well as six (6) multifamily buildings and 180 single family lots. The density of the proposal development and the robust pedestrian network provide for vertical and horizontal integration of the commercial and residential uses. Open spaces uses on the site are also distributed so as to provide walkable access to all residents.

Policy c of 3.6.1. Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.

The SC-HDR and SC-MU zoning districts prohibit most auto-oriented commercial uses that would require outdoor storage. Drive-through uses are conditional in the SC-MU zoning district and prohibited in the SC-HDR zoning district. The applicant does not propose any auto-oriented commercial uses and the site is designed in a way that would not facilitate such land intensive uses.

Policy d of 3.6.1. Pedestrian-oriented design is a priority within mixed use areas. Pedestrian oriented design generally includes:

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

The proposal includes pedestrian oriented design features, including storefront windows, pedestrian weather protection and wide sidewalks along commercial and mixed use buildings. Residential buildings are designed with windows and doors facing the street or open spaces areas. The street network provides for sidewalks along all public and private streets as well as a robust off-street pedestrian network of pathways providing convenient connectivity within the site and to the surrounding circulation system. Large parking areas are tucked between the mixed use and residential apartment buildings to allow the buildings to be the dominant feature along sidewalks.

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 a. of 3.6.4 Encourage 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.

The applicant's plans include four (4) vertically mixed use buildings which provide commercial on the ground floor adjacent to the sidewalk system with residential dwelling units above.

Policy b. of 3.6.4 Incorporate high-density residential development, particularly within a half-mile walking distance of the light rail station, to provide the highest accessibility to light rail to the greatest number of households.

The applicant states that the development includes four (4) mixed use buildings, 348 apartment units as well as single family dwelling units for a total of 533 housing units on the site which will provide a high number of additional dwelling units within half a mile of the Willow Creek MAX station.

Policy c. of 3.6.4 Encourage new multi-story commercial/employment development that increases the number of employees who have direct and convenient access to transit.

The applicant states that mixed-use commercial and residential buildings have been included with this proposal which will provide employment opportunities within close proximity to transit. The proposal includes 533 dwelling units which will have close proximity to transit for the employees that reside within the development but can commute to employment via transit.

Policy d. of 3.6.4 Limit surface parking to encourage compact development and reduce the space between buildings to support walking between destinations.

The applicant states that the proposal limits surface parking to the commercial mixed use and multi-family area of the site with parking provided on street as well as in driveways/garages for the single family portion of the development. Staff finds that the design of the surface parking lots, between the multifamily and mixed use buildings support a comfortable pedestrian environment.

Policy e. of 3.6.4 Within a half-mile of the light rail station platform and along routes that are likely to be used by pedestrians to access public transportation, require development to provide the pedestrian-oriented design features such as windows, awnings, detailed building facades and street furniture.

The applicant's plans show the use of pedestrian oriented design features along internal and external streets, including awnings, windows, doors, and detailed building facades. Internal commercial streets contain street furniture to provide additional convenience for pedestrians.

Chapter 4 (Housing Element)

4.1 Housing Supply

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

Policy a of 4.1.1. Use available land within the city efficiently, encouraging new residential development to take advantage of allowed maximum densities where appropriate.

The applicant states that the proposal includes 533 dwelling units on a site that previously contains a plant nursery. The SC-HDR and SC-MU zoning districts do not have maximum densities, however the applicant has proposed a dense development within half a mile of the Willow Creek MAX station.

Policy b of 4.1.1 Support higher density infill development that capitalizes on existing infrastructure and where impacts can be mitigated.

The proposal is a large infill redevelopment which will utilize existing infrastructure surrounding the site as well as provide new road and utility connections within the development.

Policy c of 4.1.1 Encourage high density residential development on mixed

use and commercially zoned sites with proximity to transit and amenities with the objective of creating 18-hour neighborhoods.

The proposal includes 533 housing units and approximately 17,700 square feet of commercial uses within a half a mile of a MAX station providing the opportunity for creating an 18-hour neighborhood.

4.2 Housing Type

Goal 4.2.1 Provide a variety of housing types that meet the needs and preferences of residents.

Policy a of 4.2.1. Ensure that sufficient land is appropriately zoned to meet a full range of housing needs, including an adequate amount of detached single-family housing to meet projected demand.

The proposed development is zoned SC-HDR and SC-MU which allow a range of housing needs. The applicant has also submitted a request for a Conditional Use – Planned Unit Development (PUD32023-0017) concurrently with this Zoning Map Amendment request, through which, the applicant is proposing detached single-family housing in addition to the multi-family residential dwellings.

Policy f of 4.2.1 Encourage the development of a variety of housing types within planned unit developments and other large projects, which can serve to improve the aesthetic character of the neighborhood and provide housing choices for different income levels.

The applicant has submitted a request for a Conditional Use – Planned Unit Development (PUD32023-0017) concurrently with this Zoning Map Amendment request. The applicant is using the PUD process to propose a mix of housing types, including single family detached, townhomes, and multi-family dwellings which will provide a mix of housing types within the development.

Goal 4.5.1 Ensure that Beaverton continues to be one of the most livable communities in the region.

Policy a of 4.5.1 Encourage quality design throughout the city that acknowledges neighborhood character, provides safe and direct connections for pedestrians and bicyclists to a variety of destinations, and integrates open space, natural resources and scenic view corridors.

The applicant states that the proposal has been designed with a neighborhood character and includes multi-modal connections throughout the site. The proposal

integrates both passive and active open spaces as amenities to residents and users of the development.

Policy e of 4.5.1 When considering comprehensive plan and zoning map amendments, address the potential impacts of densification, including increased traffic and noise, on established neighborhoods.

The proposed Zoning Map Amendment is to reallocate the amount and location of the existing SC-MU and SC-HDR zoning districts on site. The SC-MU zoning district which allows greater commercial uses is proposed to be located in the northeast portions of the site closest to the intersection of SW 185th Avenue and SW Baseline Road. The intensity of the proposed development tapers down as development approaches the south and east property lines where exiting, primarily single family development, occurs. The proposed zoning reflects this intensity reduction which should assist in addressing potential impacts of noise and densification on the adjacent existing development.

Policy h of 4.5.1 Encourage a compact mix of uses at the neighborhood level that increase the number of local jobs and services, and reduce impacts to the city's transportation system.

The applicant states that the proposal includes a mix of commercial and residential uses that will facilitate the creation of jobs and reduce impacts on the city's transportation system due to the close proximity to light rail and bus transit.

Chapter 6 (Transportation Element)

The following policies under Chapter 6 of the Beaverton Comprehensive Plan have been identified by the applicant. Staff notes that the more detailed assessment of proposed public facilities is provided in findings identified to Attachment A of this report (Facilities Review approval criteria). Staff incorporate the applicant's response to the following policies under Chapter 6 (cited below) in addition to the more detailed findings prepared in response to the Facilities Review criteria.

6.2 Transportation Goals and Policies

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

Policy a of 6.2.1. Maintain the livability of Beaverton through proper location and design of Transportation facilities.

The applicant's plans show the construction of a collector street through the site connecting SW Baseline Road with SW 185th Avenue, as required by the City and County Transportation System Plans. The site also includes a local street network that connects to the surrounding circulation system and improvements to the public rights-of-way surrounding the site.

Policy e of 6.2.1. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

The applicant states that the proposal has been designed to meet City and County traffic safety standards with the inclusion of adequately spaced roadways and traffic calming measures as recommended by their Traffic Impact Analysis (TIA). Staff concurs that the proposed street improvements will provide access for residential areas while minimizing speeding through the use of traffic calming and reduced design speeds.

Policy f of 6.2.1. New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to the proposed development.

The applicant states that the proposal has been designed with five (5) connections to surrounding public street. The proposed connections meet the intersection spacing requirements of the City and County. The applicant's TIA analyzed the anticipated trip distribution and identified necessary traffic mitigations which the applicant proposes to construct.

Goal 6.2.2: A balanced multimodal transportation system that provides mobility and accessibility for users.

Policy c of 6.2.2. Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycle- tracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.

The applicant states that the proposed development has been designed to include housing in close proximity to an existing MAX station and bus stops, providing future residents with convenient access to transit options. The applicant has also proposed a robust internal pedestrian network to increase pedestrian connectivity within the development and to nearby destinations.

Policy d of 6.2.2. Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian

network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.

The applicant's plans show sidewalks and the general pedestrian access system proposed meets City and County standards. The applicant's plans show safe, direct access is provided between proposed lots, open space, commercial uses, parking areas, transit stops, and abutting properties. Staff also incorporates the findings prepared in response to the Facilities Review section of this report.

Policy e of 6.2.2. Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying the developing improvements that address connectivity needs.

The applicant states that access to surrounding areas are facilitated by the proposed development with the inclusion of pedestrian, bicycle and motor vehicle connections. This proposal has been designed with park and recreational areas as part of the development. In addition, the proximity to public transit provides additional connectivity with the greater community.

Policy f of 6.2.2. Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle "cul-de-sacs" that require substantial out-of-direction travel for pedestrians and bicyclists.

The applicant's plans show a well-connected and distributed circulation system in and around the development. The proposal has been designed with sidewalk and street connections to the existing surrounding transportation system that will reduce out of direction travel for bicyclists and pedestrians in the area.

Policy i of 6.2.2. Design streets to accommodate transit while minimizing impact to traffic flow.

Transit service currently serves the site with the number 54 bus line along SW 185th Avenue which has an existing bus turn out which is not proposed to be modified with this development. The site also provides upgraded pedestrian connections to the Willow Creek MAX station.

Policy j of 6.2.2. Require developers to include pedestrian, bicycle, and transit supportive improvements within proposed developments and adjacent rights-of-way in accordance with adopted policies and standards.

The applicant states that the proposal has been designed to include pedestrian, bicycle and transit supportive improvements within the proposed development and adjacent rights-of-way in accordance with adopted policies and standards. The applicant proposes improved pedestrian facilities along streets connecting the transit as well as direct connections from the development to the bus stop on SW 185th Avenue.

Goal 6.2.3: A safe transportation system.

Policy b of 6.2.3. Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

The applicant states that the streets abutting and within the site have been designed to the appropriate functional classification. The applicant proposes to construct a new collector street through the site, as identified in the City and County Transportation System Plans. Staff incorporates the findings prepared in response to the Facilities Review section of this report.

Policy c of 6.2.3. Enhance safety by prioritizing and mitigating high crash locations within the City.

The site is not located at a high crash location within the City.

Policy d of 6.2.3. Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

The applicant states that the proposal has been designed to include walkways physically separated from vehicular traffic which will help to ensure safe walking conditions. The proposal also includes bicycle routes internal to the site within pathways and along roadways. The design of the streets within the development are intended to encourage lower motor vehicular speeds.

Policy e of 6.2.3. Construct multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses. Multi-use paths should converge at traffic-controlled intersections to provide for safe crossing, and paths should be separate and distant from major streets for most of their length. Mid-block crossings for trail access, such as the Denny Road Fanno Creek Trail crossing, will be considered as appropriate where findings for safety are met and such crossings are approved by the City.

The proposed development does not propose multi-use paths but does provide a robust bike and pedestrian network.

Policy f of 6.2.3. Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

The applicant states that site transportation infrastructure has been designed in conformance with City and County access management standards and designed to the City's requirements to support maintenance.

Policy g of 6.2.3. Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.

The applicant states that site transportation infrastructure has been designed in conformance with City and County access management standards and designed to the City's requirements to support maintenance.

Policy h of 6.2.3. Ensure that adequate access for emergency services vehicles is provided throughout the City.

The applicant states that the development has been designed in consultation with TVF&R. A service provider permit (SPP) from TVF&R is included in the applicant's materials. Furthermore, an updated SPP will be required, prior to Site Development permit issuance.

Goal 6.2.5: Transportation facilities that serve and are accessible to all members of the community.

Policy a of 6.2.5 Construct transportation facilities, including access to and within transit waiting areas, to meet the requirements of the Americans with Disabilities Act.

The applicant states that the proposal does not include new public transportation infrastructure but does provide ADA connections to existing transit facilities. The site must comply with ADA standards through the Site Development and Building Permit processes.

In summary of the above, staff finds the proposal to comply with the applicable policies of the Comprehensive Plan for supportive findings in response to Criterion No. 3 of ZMA approval. Staff also refer to corresponding conditions identified in Attachment G that will be necessary to effectively implement applicable policies.

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

Section 40.97.15.1.C.4

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

FINDING:

In response to Section 40.03.1.A of Facilities Review (Attachment A), the applicant addresses the availability of critical facilities and services. As the applicant's combined application package is subject to concurrent review, staff incorporates the facts and findings prepared in response to the Facilities Review Committee section of this report (Attachment A). The Facilities Review Committee found that all critical facilities can be provided and have been conditioned accordingly.

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

Section 40.97.15.1.C.5

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

FINDING:

The applicant identifies how the availability of essential facilities and services is addressed in the response to Section 40.03.1.B. Staff therefore incorporates the facts and findings prepared in response to the Facilities Review Committee section of this report (Attachment A). The Facilities Review Committee found that all essential facilities can be provided as proposed or by meeting recommended conditions of approval.

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

Section 40.97.15.1.C.6

The proposal is or can be made to be consistent with all applicable provisions of CHAPTER 20 (Land Uses) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District.

FINDING:

Staff cites the Code Conformance Analysis chart within Attachment A of this report which evaluates the project as it relates the applicable Code requirements of Chapter 20. As previously explained in this report, the development proposal is consistent with all applicable provisions of Chapter 20 or can be made consistent by meeting the recommended conditions of approval, or as adjusted through a concurrent request for Planned Unit Development (PUD32023-00189) approval.

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

Section 40.97.15.1.C.7

The proposal shall include a Traffic Impact Analysis that meets the requirements of Section 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of Sections 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development.

FINDING:

The applicant has addressed criterion 8 as opposed to criterion 7 as an alternative.

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

Section 40.97.15.1.C.8

As an alternative to Section 40.97.15.1.C.7, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.

FINDING:

The applicant states that the submitted Traffic Impact Analysis meets the requirements of Section 60.55.20. and includes an analysis demonstrating that the development can be undertaken safely since the current site zoning already includes SC-HDR and SC-MU. The applicant has provided a Traffic Impact Analysis prepared by Kittleson & Associates, dated January 27, 2023, and a supplemental memorandum dated February 10, 2023. Furthermore, the applicant has also provided an evaluation of the Transportation Planning Rule (TPR) as required per Oregon Administrative Rule (OAR) 066-012-060 in a supplemental memorandum dated July 21, 2023.

The TPR analysis indicates that the proposed zoning map amendment results in a smaller area of the site designated as SC-MU (from 12.6 to 8.0 acres). The SC-MU zone allows hospital use as an outright permitted use which is the highest potential trip generating use allowed in either the SC-MU or SC-HDR zoning district (hospitals are a conditional use in the SC-HDR zoning district). As the SC-MU zone permits hospitals uses outright, a higher trip generating use than the outright permitted uses in the SC-HDR zoning district, the overall result is a decrease in potential trips as a result of the proposed zoning map amendment. Staff concurs with the applicants TPR analysis (Exhibit 3.08). Staff concurs and incorporates the findings prepared in response to the Facilities Review approval criteria (Attachment A of this report).

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

Section 40.97.15.1.C.9

For zone changes that create a parcel with more than one zoning designation the portion of the lot within each zoning district shall meet the minimum lot size and dimensional requirements of that zoning district.

FINDING:

The proposal does not include the creation of a parcel with more than one zoning designation.

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

Section 40.97.15.1.C.10

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

FINDING:

Staff has reviewed the ZMA application and has found all applicable submittal requirements have been provided by the applicant.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented above, staff recommends **APPROVAL** of **ZMA32023-00191**, subject to the recommended condition of approval in Attachment G.

Attachment G: RECOMMENDED CONDITIONS OF APPROVAL

Application: LU32023-00192 Panzer Mixed Use Development

Recommendation: APPROVE DR32023-00188 / PS22023-00189 / PUD32023-00187 / TP22023-00190 / ZMA32023-00191 subject to conditions.

Design Review Three (DR32023-00188)

A. General Conditions, the applicant shall:

1. Ensure that the Preliminary Subdivision (PS22023-00189), Planned Unit Development (PUD32023-00187), Tree Plan Two (TP22023-00190) and Zoning Map Amendment (ZMA32023-00191) applications have been approved and are consistent with the submitted plans. (Planning / ES)

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

1. Submit a recorded copy (recorded with Washington County) of the previously approved Replat One (LD2023-0003). (Planning / ES)
2. Submit plans detailing how the retaining wall near the intersection of SW 185th Avenue and SW Stepping Stone Drive is treated. (BDC 60.05.25.8) (Planning / ES)
3. Submit plans demonstrating that street trees are provided along all streets and planted at a maximum linear spacing of 30 feet on center, in compliance with Section 60.15.15.6 and 60.55.30.3, except where utility or infrastructure conflicts exist, subject to approval by the City Arborist. (Planning / ES)
4. Obtain a revised TVF&R Service Provider Permit to match submitted plans approved at land use. (Planning / ES)
5. Submit revised plans demonstrating that the maximum parking ratios in Table 60.30.10.5.A are not exceeded. (Planning / ES)
6. Submit plans demonstrating that Lots 119 and 120 have a 5-foot wide, differentiated hard surface pedestrian path that connects the lots to Street F. (Planning/ES)

7. Submit plans showing that the existing TriMet bus stop facilities are not affected by the proposed development or are replaced at a minimum consistent with their current level of amenity (Planning / ES)
8. Submit site plans demonstrating that all pedestrian walkways crossing parking lots and/or drive aisles will be constructed with paving material different from that primary on-site paving materials. (BDC 40.03.1. and 60.05.40) (Transportation / KM)
9. Resubmit photometric data to demonstrate that all pedestrian walkways throughout the site meet the lighting standards contained in BDC 60.55.25.10.B.7. (BDC 40.03.1 and 60.55.25) (Transportation / KM)
10. Resubmit site plans to demonstrate that every pedestrian walkway terminating at a curb shall have an ADA-compliant curb ramp. Receiving ramps shall be provided for every curb ramp. (BDC 40.03.1, 60.55.10, and 60.55.25) (Transportation / KM)
11. Submit certified sight distance for all new intersections and driveways pursuant to the City's Intersection Sight Distance Policy in the Engineering Design Manual Section 210.18. (BDC 40.03.1 and 60.55.25) (Transportation / KM)
12. Resubmit site plans to demonstrate that there is a minimum 20-foot spacing between marked intersection crosswalks and head-in on-street parking spaces on the proposed private streets, Streets B1 and B2, unless otherwise approved through a Design Exception Request to the Engineering Design Manual. (BDC 40.03.1 and 60.55.10) (Transportation / KM)
13. Submit plans or other documentation to demonstrate the minimum required short-term and long-term bicycle parking outlined in BDC 60.30 is provided on-site. Plans must also show that design standards contained in both BDC 60.30 and Engineering Design Manual Section 340 are met, unless otherwise approved by the City Transportation Engineer. (BDC 40.03.1, 60.30, and EDM 340) (Transportation / KM)
14. Submit detail drawings for all proposed trash enclosures to demonstrate there will not be swinging gates encroaching into the adjacent parking lot drive aisle. If used, swinging gates must utilize self-closing hinges. (BDC 40.03.1.F and D, and BDC 60.30.15) (Transportation / KM)
15. Submit plans demonstrating that the two driveways along private Street B1 providing access to Buildings 1 through 6 parking lot have a commercial driveway apron consistent with the City's standard drawing 210 for commercial driveway. (BDC 40.03.1, 60.55.35, and EDM Section 210.21) (Transportation / KM)
16. Submit plans demonstrating that the driveway along private Street B2 providing access to Buildings 7 through 10 parking lot has a commercial driveway apron consistent with the City's standard drawing 210 for commercial driveway. (BDC 40.03.1, 60.55.35, and EDM Section 210.21) (Transportation / KM)
17. Obtain an approved Design Exception Request to the Engineering Design Manual for proposed angled on-street parking on private Street B1 and Street B2. (BDC 40.03.1 and 60.55.10) (Transportation / KM)

18. Submit truck turning templates for anticipated delivery trucks (using a design vehicle type no smaller than WB-40) utilizing the required Type B loading berth as well as maneuvering the parking lots serving the proposed commercial uses. (BDC 40.03.1 and 60.55.10) (Transportation / KM)
19. Resubmit site plans demonstrating that on-street parking will be prohibited near shared driveways and alleys on the proposed local street. On-street parking shall be prohibited within 20-feet on both sides of a shared driveway or alley, as well as restricted for 20' along the curb opposite of the shared driveway or alley. (BDC 40.03.1, 60.55.10, and 60.55.35) (Transportation / KM)
20. Resubmit site plans demonstrating that the proposed parking lots serving the two multi-family phases meet the City's parking lot design standards contained in BDC 60.30.15 and the Engineering Design Manual Chapter 2. (BDC 40.03.1, 60.30.15, and 60.55.10) (Transportation / KM)
21. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the County right of way. (Site Development Div. / EMD)
22. Submit a copy of issued permits or other approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers for work within or affecting a jurisdictional wetland. (Site Development Div. / EMD)
23. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District (TVWD) for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div. / EMD)
24. Pay any required storm water system development charges (storm water quality, quantity, hydromodification and overall system conveyance) for the new impervious area proposed. (Site Development Div. / EMD)
25. Provide plans for the placement of underground utility lines within the site to the existing home, and for services to the proposed new home site. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div. / EMD)
26. Washington County / NV:
 - A. Obtain a Washington County Facility Permit for all public improvements on W Baseline Road, SW 185th Avenue, SW Stepping Stone Drive, SW 179th Avenue, SW 181st Avenue, SW 182nd Avenue, and SW 184th A as noted below.
 1. Submit to Washington County Public Assurance Staff: A completed "Design Option." form (original copy), City's Notice of Decision (NOD) and County's Letter dated November 1, 2023.
 2. \$60,000.00 Administration Deposit

NOTE: *The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and permit processing. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.*

3. Electronic submittal of engineering plans, geotech/pavement report, engineer's estimate, preliminary sight distance certification, construction TCP and the "Engineer's Checklist" (Appendix 'E' of County Road Standards) for construction of the following public improvements:

Note: Improvements within the ROW may be required to be relocated or modified to permit the construction of public improvements. All new public improvements shall tie into existing public infrastructure per the County Engineer. All public improvements and modifications shall meet current County and ADA standards. Public improvements that do not meet County standards shall submit a design exception to the County Engineer for approval.

West Baseline Road:

- a. Construction of a 6-foot sidewalk and a 8.5-foot planter strip or tree wells (includes curb) with street trees on W Baseline Road. The section that fronts the eastbound decel right-turn lane shall include a 10.50-foot sidewalk with 4.50-foot tree wells (includes curb), street trees and a 6-foot bike lane with a 2-foot buffer. The sidewalk shall be located 1 foot from ROW and can meander as needed to avoid the transmission lines. Street trees shall be to City standards and shall use County root barrier detail. Street trees and tree grates shall be maintained by the Developer/Owner. Note: Placement of trees shall not encroach into the Vision Triangle area or conflict with street lighting requirements.
- b. Construction of a stop-controlled public street, Street 'A', on West Baseline Road per the TIA and County Engineer. The approach shall include two (2) outbound lanes (left-turn lane and a through/right-turn lane) and one inbound lane. Curb returns to County standards and turning templates. Include vision triangle clearance. Include receiving ADA ramps per the County Engineer.

- c. Construction of an eastbound decel 14 foot right-turn lane on West Baseline Road at ultimate location. The right-turn lane length and taper shall be to County Engineer requirements. Include truck turning templates and vision triangle clearance.
- d. Installation of continuous street lighting and communication conduit along the site's frontage of W Baseline Road to County standards.
- e. Closure of all existing access on W Baseline Road not approved with this development.
- f. Preliminary Sight Distance Certification for the intersection of Street 'A'/Baseline Road.

SW 185th Avenue:

- a. Reconstruction of a 6-foot sidewalk with a 7.5-foot planter strip or tree wells (includes curb) and street trees. Street trees shall be to City standards and shall use County root barrier detail. The sidewalk shall be located 1 foot from ROW. Street trees shall be maintained by the Developer/Owner. Note: Placement of trees shall not encroach into the Vision Triangle area or impede street lighting requirements.
- b. Installation of continuous street lighting and communication conduit along the site's frontage of SW 185th Avenue to County standards.
- c. Closure of all existing access on SW 185th Avenue not approved with this development. Note: Access to the stormwater facilities is not permitted.
- d. Construction of a signalized collector public street at the intersection of SW 185th Avenue and SW Alderwood Drive. The access shall include a four-way traffic signal with associated equipment, ADA/pedestrian equipment and lane configurations with storage lengths/tapers per the TIA and County Engineering. Include turning templates. Restriping of SW 185th Avenue per the County Engineer. Note: The signal cannot be operational until signal warrants are met.
- e. Preliminary Sight Distance Certification for the intersection of SW 185th Avenue/SW Alderwood Avenue and SW 185th Avenue/SW Stepping Stone Drive.
- f. Reconstruction of the existing Bus Stop to Trimet and County standards.

SW 179th Avenue:

- a. Construction of a half-street improvement to a County NR-4 standard on the site's frontage of SW 179th Avenue. The half-street shall include a 5-foot sidewalk with a 7.50-foot planter strip or tree wells (includes curb) and street trees. Adequate illumination along the frontage to City standards, including adequate illumination at the intersection of W. Baseline Road to County standards. Upgrades to existing ADA ramps and ADA receiving ramps per County Engineer. The sidewalk shall be located 1 foot from ROW. Street trees shall be to City standards and shall use County root barrier detail. Street trees shall be maintained by the Developer/Owner. Curb return(s) to County standards and turning templates. Note: Placement of trees shall not encroach into the Vision Triangle area or impede street lighting requirements.
- b. Preliminary sight distance certification for the intersection of SW 179th Avenue/Street 'I' and SW 179th Avenue/W. Baseline Road. Parking shall not impede sight distance.
- c. Stop-controlled public street connection to SW 179th Avenue to County standards. Street illumination to City standards. Curb returns to County standards and turning templates.
- d. Closure of existing access not approved with this development.

SW Stepping Stone Drive:

- a. Construction of a 10-foot sidewalk with a 7.5 foot planter strip (includes curb) and street trees. Street trees shall be to City standards and shall use County root barrier detail. The sidewalk shall be located 1 foot from ROW. Street trees shall be maintained by the Developer/Owner. Curb returns to County standards and turning templates.
- b. Installation of continuous street lighting and communication conduit along the site's frontage of SW Stepping Stone Drive to County standards.
- c. Upgrades to the pedestrian crossing equipment, ADA ramps and crosswalks at the intersection of SW Stepping Stone Drive/W. Baseline Road and SW Stepping Stone Drive/SW 185th Avenue. Receiving ADA ramps per County Engineer.
- d. Closure of the existing private access driveway.
- e. LIDA Facility per City/CWS standards. Location shall not impede with street lighting requirements.

SW 181nd Avenue, SW 182nd Avenue and SW 184th Avenue:

- a. Street 'C' and Street 'E' connection per County standards. Include adequate street lighting.
 - b. Install a fence and signage per County standards at the future connection with SW 182nd Avenue.
27. obtain a Washington County Facility Permit and modify the pavement markings in the median of SW 185th Avenue to a two-way left-turn lane pavement marking from the southern property line of Tax Lot 8500 to the northern edge of Tax Lot 8501 site driveway on Washington County Assessor's Map 1S201AD or otherwise as directed by Washington County. (City of Hillsboro / JA)

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

1. Submit fence details for all proposed fences, demonstrating compliance with applicable standards identified in Section 60.50.20. (Planning / ES)
2. All active open spaces abutting collector or higher street designation shall have a minimum of a three (3) foot tall fence. (BDC 60.35.15.4.B). (Planning/ES)
3. Submit plans, demonstrating compliance with applicable yard setback standards for the parent parcel, as identified in Table 20.20.15 Multiple Use Development Standards. (Planning / ES)
4. Submit revised landscaping plans demonstrating that the landscaped areas located between the onsite parking directly south of Building 9 and Street A, as well as the landscape areas located onsite between Street B2 and Street A, are screened by evergreen shrubs from Street A. (Planning / ES)
5. Submit plans demonstrating compliance with BDC Section 60.35.20 Building Architecture (for single-detached dwellings located within the Planned Unit Development). (Planning /ES)
6. Provide cut sheets demonstrating that all fixtures either incorporate lens shields, shades or have a cut-off angle of less than 90-degrees. (Planning / ES)
7. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / EMD)

D. Prior to recordation of the final plat, the applicant shall:

1. Submit a draft copy of the Covenants, Conditions and Restrictions or deed restrictions for City review. (Planning/ES)

2. Have commenced construction of site development improvements to provide minimum critical public services to each proposed lot (access graded, cored, and rocked, wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div. / EMD)
3. Washington County / NV:
 - A. The following shall be recorded with Washington County Survey Division (503.846.8723):
 1. Provision of a non-access restriction along the site's frontage of W Baseline Road, SW 185th Avenue and Stepping Stone Drive except for the accesses approved with this land use approval.
 2. Dedication of right-of-way to meet 51 feet the centerline of W Baseline Road including adequate corner radius. Dedication of right-of-way to meet 63 feet from the centerline of W. Baseline Road for the right-turn lane per approved plans.
 3. Dedication of right-of-way to meet 52 feet from the centerline of SW 185th Avenue, including adequate corner radius at the intersection with Stepping Stone Drive and Street 'A'. Note: All signal/pedestrian equipment shall be located within County rights-of-way.
 4. Dedication of right-of-way to meet 37 feet from the centerline of Stepping Stone Drive including adequate corner radius at the intersection with SW 185th Avenue and W. Baseline Road. Note: All signal/pedestrian crossing equipment shall be located within County rights-of-way.
 5. Dedication of right-of-way to meet 32 feet from the centerline of SW 179th Avenue, including adequate corner radius at the intersection with W. Baseline Road and Street 'I'.

E. Prior to final inspection/occupancy of any building permit, the applicant shall:

1. Ensure all construction is completed for the new Collector street (labeled as Street A in the applicant's site plans). Construction shall include, but is not limited to: street lighting, street trees, 10-foot wide sidewalks with tree wells, standard curb, 5-foot wide bike lane with additional 2-foot wide painted buffer, 11-foot wide travel lanes, 7-foot wide parking lanes where shown on Applicant's submitted plans, and 14-foot wide turn lanes where shown on Applicant's submitted plans. (BDC 40.03.1, 60.55.10) (Transportation / KM)
2. Substantially complete the required Local Street improvements associated with the proposal. Local street improvements include:
 - a. Construction of Street C, D, E, F, G, H, and I to the City's adopted L1 Local Street standard but with on-street parking provided on one-side only.
 - b. Construction of Street E with an interim L1 Local Street design which will provide 20-foot paved two-way travel way for vehicles, and standard curb and pedestrian facilities along the eastern frontage.

3. Substantially complete the required frontage improvements along the site's frontage of SW 185th Avenue, an arterial street under the jurisdiction of Washington County. (BDC 40.03.1, 60.55.10) (Transportation / KM)
4. Substantially complete the required frontage improvements along the site's frontage of West Baseline Road, an arterial street under the jurisdiction of Washington County. (BDC 40.03.1, 60.55.10) (Transportation / KM)
5. Substantially complete the required frontage improvements along the site's frontage of SW Stepping Stone Drive, an arterial street under the jurisdiction of Washington County. (BDC 40.03.1, 60.55.10) (Transportation / KM)
6. Washington County / NV:
 - A. The road improvements required in condition Design Review Three (DR32023-00188) B.26.A.3 above shall be completed and accepted by Washington County, including final sight distance certification for all accesses to County streets.
 - B. A 2-year monitoring/maintenance period is required for the signal. The monitoring period will commence from the date of signal operation. The existing access that serves Willow Creek Apartments shall be monitored for safety impacts due to the new signal at 185th Avenue and Alderwood Street. It is the applicant's responsibility to ensure that the north access on SW 185th Avenue can operate safely. If safety/operational problems arise, the applicant will be responsible for assuring the safe operation of the access. This may require that the applicant retrofit additional traffic control devices to limit turning movements and/or physical improvements to the roadway. All changes will be subject to Washington County approval.
 - C. Pay a Fee-in-Lieu cash assurance for the anticipated costs for access modification(s) for Willow Creek Apartments to Washington County in any amount to be determined by the County Engineer based on anticipated future driveway restriction costs and an engineer's estimate.

Preliminary Subdivision (PS22023-00189)

A. General Conditions, the applicant shall:

1. Ensure that the Design Review Three (DR32023-00188), Planned Unit Development (PUD32023-00187), Tree Plan Two (TP22023-00190) and Zoning Map Amendment (ZMA32023-00191) applications have been approved and are consistent with the submitted plans. (Planning / ES)

B. Prior to recordation of final plat, the applicant shall:

1. Dedicate property for right of way purposes for the future collector street (identified as Street A in the applicant's site plans), consistent with the minimum width for a 3-lane collector of 72-feet wide and with the future collector alignment in the City's adopted

Transportation System Plan Figure 6.4. (BDC 40.03.1, and 60.55.10) (Transportation / KM)

2. Dedicate property for right of way purposes for the public local street network as identified in the applicant's Preliminary Plat (see Applicant's plan sheet C020). Local streets shall be a minimum of 51-feet wide consistent with the City's adopted L1 Local Street Standards excluding on-street parking on one-side of the street. Local streets subject to this condition of approval include (as referenced in applicant's plan sheet C035, "Street Sections" (BDC 40.03.1, and 60.55.10) (Transportation / KM):
 - Street C
 - Street D
 - Street E (approximately 50-foot in length until interim condition applies, see condition of approval below)
 - Street F
 - Street G
 - Street H
 - Street I

3. Dedicate property for right of way purposes for Street E (from approximately 50-feet south of intersection with Street D until southern site boundary) for an interim L1 Local Street standard requiring 35.5-feet of width. (BDC 40.03.1, and 60.55.10, and EDM Section 210.16 Widths) (Transportation / KM)

4. Dedicate 20-foot-wide reciprocal access easement for the benefit of Lots 118, 119, and 120. Easement language shall be consistent with the City's Engineering Design Manual Section 210.21 Driveways. (BDC 40.03.1 and 60.55.10) (Transportation / KM)

5. Dedicate 20-foot-wide reciprocal access easement for the benefit of Lots 81 and 82. Easement language shall be consistent with the City's Engineering Design Manual Section 210.21 Driveways. (BDC 40.03.1 and 60.55.10) (Transportation / KM)

6. Dedicate public access easements on private Street B1 and private Street B2 as shown on submitted site plans. (BDC 40.03.1, 60.55.10, and 60.55.25) (Transportation / KM)

7. Dedicate public pedestrian easements along proposed pedestrian walkways within the following tracts (as reference in the applicant's plan sheet C020, "Preliminary Plat – Overall":
 - Tract L
 - Tract M
 - Tract V
 - Tract W
 - Tract Y

- Tract AA
- Tract BB
- Tract CC
- Tract EE
- Tract GG
- Tract FF
- Tract HH
- Tract II

Planned Unit Development (PUD32023-00187)

A. General Conditions, the applicant shall:

1. Ensure that the Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Tree Plan Two (TP22023-00190) and Zoning Map Amendment (ZMA32023-00191) applications have been approved and are consistent with the submitted plans, unless otherwise modified and approved by the decision-making authority. (Planning / ES)

Tree Plan Two (TP22023-00190)

A. General Conditions, the applicant shall:

1. Ensure that the Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Planned Unit Development (PUD32023-00187) and Zoning Map Amendment (ZMA32023-00191) applications have been approved and are consistent with the submitted plans, unless otherwise modified and approved by the decision-making authority. (Planning / ES)

Zoning Map Amendment (ZMA32023-00191)

A. General Conditions, the applicant shall:

1. Ensure that the Design Review Three (DR32023-00188), Preliminary Subdivision (PS22023-00189), Planned Unit Development (PUD32023-00187) and Tree Plan Two (TP22023-00190) applications have been approved and are consistent with the submitted plans, unless otherwise modified and approved by the decision-making authority. (Planning / ES)