

STAFF REPORT

Report Date: August 9, 2023

Application/Project Name: REACH Elmonica Affordable Housing

Application Numbers: ADJ2022-0003 / DR2022-0067 / TP2022-0009 / LLD2022-0005 / ADJ2023-0001

Proposal: The applicant, Reach CDC, requests Design Review Three approval to develop a new 81-unit, four-story multi-dwelling building for regulated affordable housing for which the applicant addresses a combination of Design Standards and Guidelines. Approval of two Major Adjustment – Affordable Housing applications are also requested to 1) provide fewer off-street vehicular parking spaces than required by the Code and 2) to provide a 22.5-foot-wide two-way drive aisle where 24 feet is required. The applicant also seeks Tree Plan Two approval for the removal of more than five Community Trees from the site. Lastly, Legal Lot Determination approval is requested to determine the legal status of the lot that comprises the site.



Proposal Location: The site is located at the southwest corner of the intersection of SW Baseline Road and SW 170th Avenue at 17030 SW Baseline Road, 17160 SW Baseline Road and 1111 SW 170th Avenue, specifically identified as Tax Lots 100, 400, and 2500, on Washington County Tax Assessor's Map 1S106DB. The scope of work proposed for this project at 17160 SW Baseline Road and 1111 SW 170th Avenue is limited to the shared use of the access point to SW Baseline Road and the drive aisle associated with the adjacent development, Elmonica Mixed Use (casefile numbers DR2022-0139 / TP2022-0015 / LD2022-0018 / LLD2023-0003).

Applicant: REACH CDC

Recommendation: APPROVAL of REACH Elmonica Affordable Housing ADJ2022-0003 / DR2022-0067 / TP2022-0009 / LLD2022-0005 / ADJ2023-0001, subject to conditions.

Hearing Information: 6:30 p.m. August 16, 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)

Site Conditions: The subject site is comprised of the REACH property and the adjacent development site, Elmonica Mixed Use. Currently, the REACH property is developed with the foundation of a former gas station. The Elmonica Mixed Use site received land use approval in June 2023 which includes approval of a shared access point to SW Baseline Road that will be the primary access for the REACH development.

Site Size: 6.5 acres (1.07 acres for REACH property only)

Location: At the southwest corner of the intersection of SW Baseline Road and SW 170th Avenue

Neighborhood Association Committee: Five Oaks/Triple Creek NAC

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	Station Community High Density Residential District (SC-HDR)	Multiple Use (Townhomes, Condominiums, Various Commercial Uses)
South	Station Community Multiple Use District (SC-MU) & Washington County TO: R24-40	Rail and Multi-Dwellings (Washington County)
East	SC-MU	Multi-Dwelling (Condominiums) & Live/Work Uses
West	SC-MU	Office & Light Industrial

Application Information

Table 2: Application Summaries

Application	Application Type	Proposal Summary	Approval Criteria Location
ADJ2022-0003	Major Adjustment – Affordable Housing	Request to provide fewer off-street vehicular parking spaces than required by the Code	Development Code Section 40.10.15.4.C
DR2022-0067	Design Review Three	Development of an 81-unit multi-dwelling building for regulated affordable housing and associated landscaping, outdoor amenities, pathways, and parking areas where the applicant is addressing a combination of Design Standards and Guidelines	Development Code Sections 40.03.1 and 40.20.15.3.C
TP2022-0009	Tree Plan Two	Removal of more than five Community Trees	Development Code Section 40.90.15.2.C
LLD2022-0005	Legal Lot Determination	Determine the legal status of the lot that comprises the site	Development Code Section 40.47.15.1.C
ADJ2023-0001	Major Adjustment – Affordable Housing	Request to provide a 22.5-foot-wide two-way drive aisle where 24 feet is required by the Code	Development Code Section 40.10.15.4.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
ADJ2022-0003	June 1, 2022	Nov. 22, 2022	Nov. 22, 2023	Nov. 22, 2023
DR2022-0067	June 1, 2022	Nov. 22, 2022	Nov. 22, 2023	Nov. 22, 2023
TP2022-0009	June 1, 2022	Nov. 22, 2022	Nov. 22, 2023	Nov. 22, 2023
LLD2022-0005	June 1, 2022	Nov. 22, 2022	Nov. 22, 2023	Nov. 22, 2023
ADJ2023-0001	June 21, 2023	June 21, 2023	Oct. 19, 2023	June 20, 2024

* The applicant submitted Continuance Request Forms for land use applications ADJ2022-0003, DR2022-0067, TP2022-0009, and LLD2022-0005 to extend the 120-day final decision date by 245 days until November 23, 2023, 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 Charity Glass voicing support for the project due to its location and the need for affordable housing, dated July 20, 2023

Exhibit 3. Materials submitted by the Applicant

- Exhibit 3.1 Application Forms
- Exhibit 3.2 Narrative
- Exhibit 3.3 Drawings
- Exhibit 3.4 Service Provider Letters
- Exhibit 3.5 Stormwater Report
- Exhibit 3.6 Deed and Title Reports
- Exhibit 3.7 Pre-Application Summary
- Exhibit 3.8 Access Management Plan
- Exhibit 3.9 Traffic Impact Analysis

- Exhibit 3.10 Draft Access Agreement
- Exhibit 3.11 Parking Study
- Exhibit 3.12 Metro Exclusive Negotiating Agreement
- Exhibit 3.13 Metro Applicant Authorization
- Exhibit 3.14 Neighborhood Meeting Materials
- Exhibit 3.15 Adjacent Property Authorization
- Exhibit 3.16 Materials Board
- Exhibit 3.17 Lighting Cut Sheets
- Exhibit 3.18 HUD Stormwater Information
- Exhibit 3.19 Turning Exhibits
- Exhibit 3.20 Materials and Finishes Form

Exhibit 4. Agency Comments

- Exhibit 4.1 Washington County comments, dated August 9, 2023
- Exhibit 4.2 ODOT Rail comments, dated June 26, 2023

Exhibit 1.1 Zoning Map

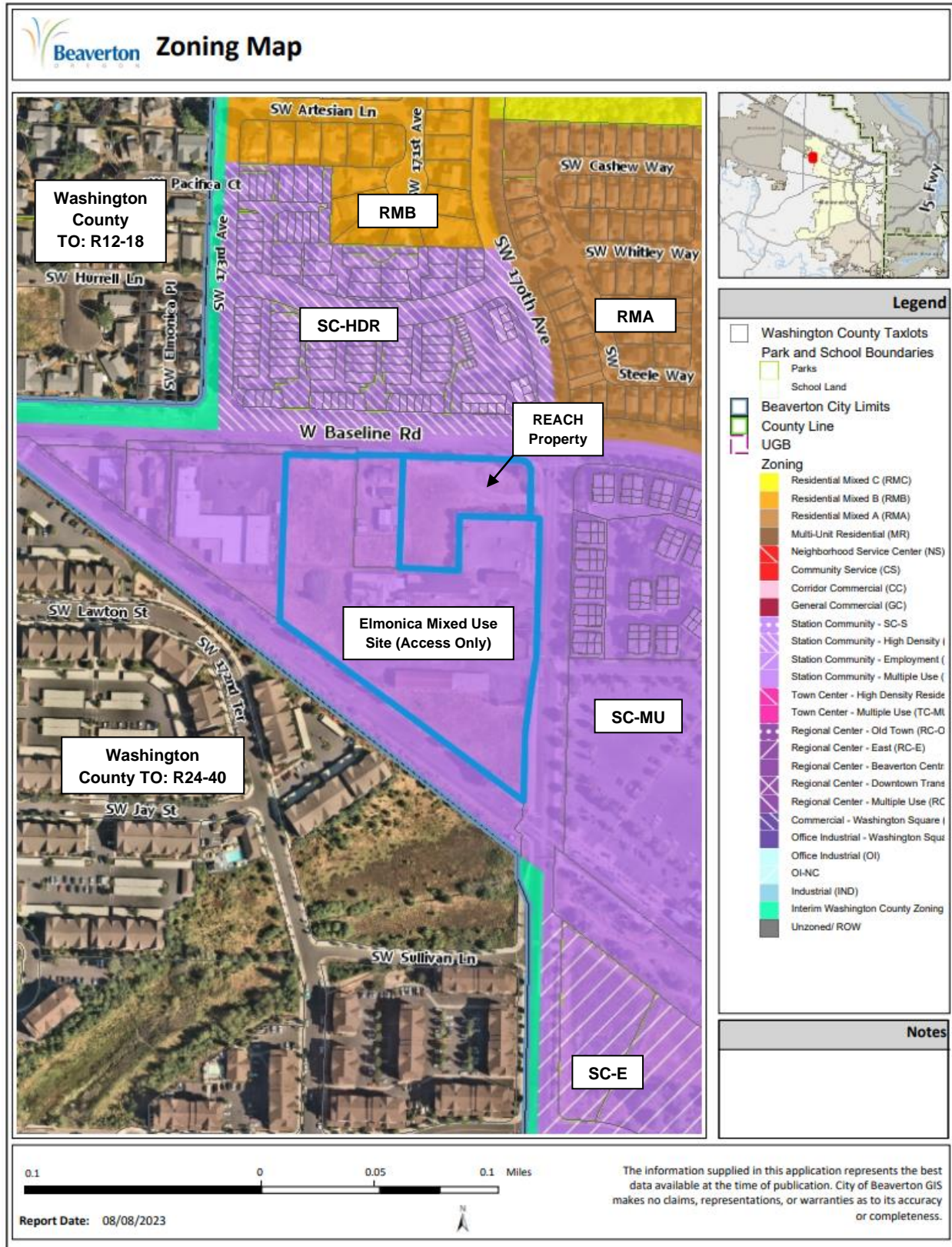
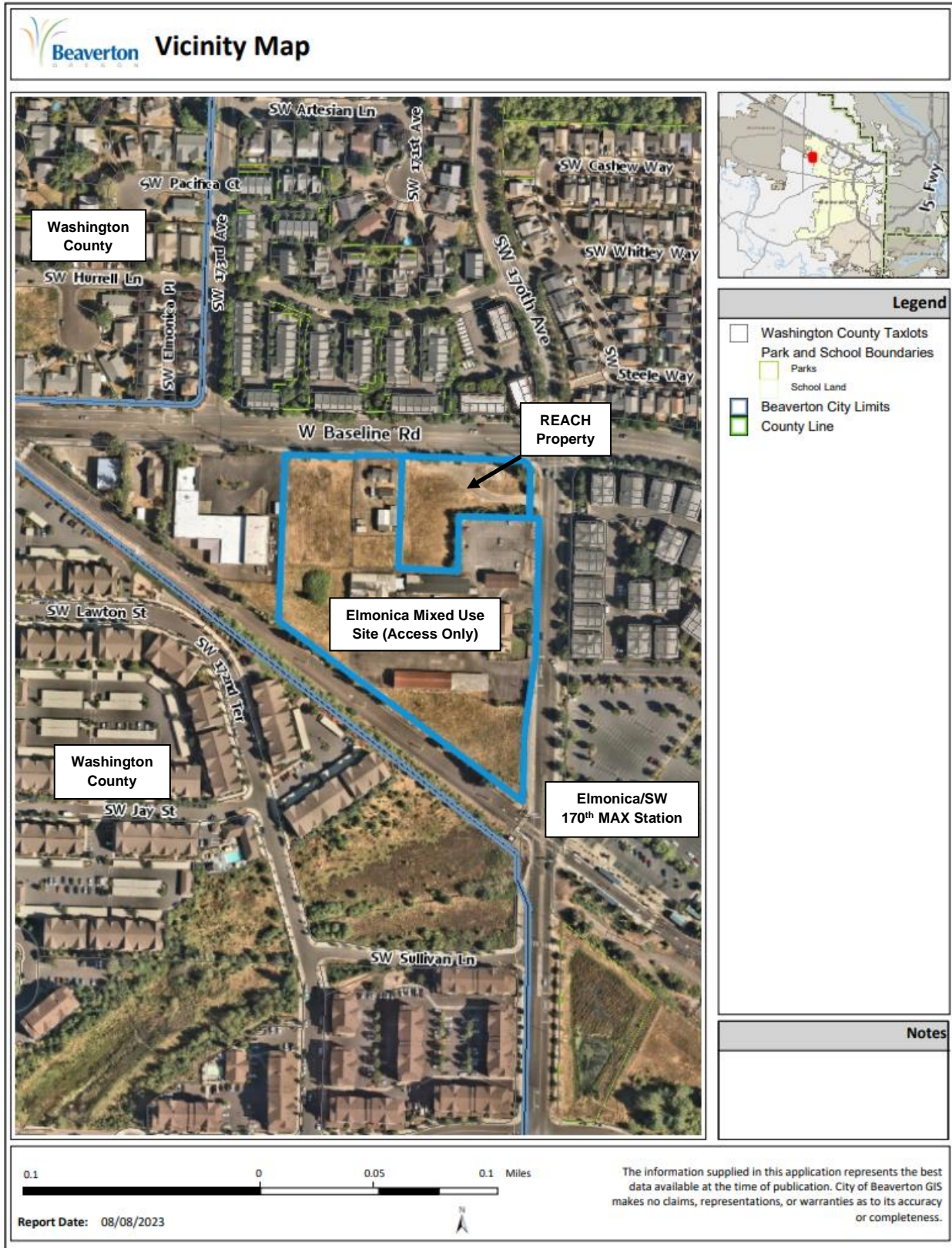


Exhibit 1.2 Vicinity Map



Attachment A: FACILITIES REVIEW

TECHNICAL REVIEW AND RECOMMENDATIONS

Application: REACH Elmonica Affordable Housing

Proposal: The applicant, Reach CDC, requests Design Review Three approval to develop a new 81-unit, four-story multi-dwelling building for regulated affordable housing for which the applicant addresses a combination of Design Standards and Guidelines. Approval of two Major Adjustment - Affordable Housing applications is also requested to 1) provide fewer off-street vehicular parking spaces than required by the Code and 2) to provide a 22.5-foot-wide two-way drive aisle where 24 feet is required. The applicant also seeks Tree Plan Two approval for the removal of more than five Community Trees from the site. Lastly, Legal Lot Determination approval is requested to determine the legal status of the lot that comprises the site.

Recommendation: APPROVE ADJ2022-0003 / DR2022-0067 / TP2022-0009 / LLD2022-0005 / ADJ2023-0001, 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 (DR2022-0067) application as submitted.
- Facilities Review Committee criteria do not apply to the submitted Major Adjustment - Affordable Housing (ADJ2022-0003 and ADJ2023-0001), Tree Plan Two (TP2022-0009), or Legal Lot Determination (LLD2022-0005) 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 a wheeled portion of the City of Beaverton’s water service area. Water service will initially be provided by Tualatin Valley Water District (TVWD) on behalf of the City. Following completion of a Capital Improvement Program project to construct a new Beaverton water line adjacent to the subject site, the property will be transferred to City water mains for service. 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 potable water service will be available to support the proposed development.

The applicant provided a utility plan (Sheet C300) demonstrating that the development will connect to an existing 12-inch TVWD public water main located within SW 170th Avenue right of way. Based on the proposed utility plan 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 via an eight-inch public sewer main that will be relocated on the adjacent development site, known as the Elmonica Mixed Use project (tax lot 1S106DB02500, casefile DR2022-0139 / TP2022-0015 / LD2022-0018 / LLD2023-0003), and stubbed out at the eastern shared property line as shown on Sheet C300. The Elmonica Mixed Use project is currently undergoing site development permit review which will ensure that this development will construct the eight-inch public main in the location approved during the land use review process to serve the subject site. Further, a condition of the Elmonica Mixed Use land use approval is to record a 10-foot-wide public sanitary sewer easement for this public sewer main with recordation of the required final plat. Together, the site development permit and recordation of the final plat will ensure that the adjacent development constructs adequate public sewer facilities to serve the proposed REACH Elmonica Affordable Housing development. By connecting to this facility, the Committee finds that adequate sanitary sewer service can be provided to the site to serve the proposed development.

Stormwater Drainage, Treatment, and Retention: City of Beaverton stormwater infrastructure is located within the adjacent rights of way to the north and east of the subject site. The submitted utility plan, Sheet C300, demonstrates that two connections to City public stormwater mains are proposed to serve the development. First, one eight-inch private stormwater main will connect to a 15-inch public stormwater main located in SW 170th Avenue right of way. A second connection is proposed to transfer stormwater from

the public LIDA flow through stormwater planter located in the SW Baseline Road public sidewalk to a 15-inch public stormwater main to the north of the site. Due to the LIDA facility's location in Washington County right of way and the anticipated need for a new right-turn lane on SW Baseline Rd in the future, a condition of approval is recommended requiring that the LIDA facility be designed in such a way that it will not need to be relocated or reconstructed when the future right-turn lane is constructed.

Prior to connecting to the public stormwater system, the applicant proposes to treat stormwater on site and in the right of way through a combination of stormwater planters and an underground detention system. Based on the submitted materials, 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 fronts SW Baseline Road and SW 170th Avenue which are arterial streets under Washington County jurisdiction. The site is located approximately 700 feet from the Elmonica/SW 170th TriMet light rail station to the southeast. The development proposes emergency access only to SW 170th Avenue, as required by Tualatin Valley Fire and Rescue (TVF&R), which is to be gated and controlled by a knox box. The project proposes to take primary vehicular access from the interim right-in right-out access point to SW Baseline Road that is associated with the development project on the adjacent property, known as Elmonica Mixed Use. The applicant has submitted a draft Memorandum of Understanding between REACH and the adjacent property owner, Elmonica Group, LLC, stating that the two parties will negotiate and execute a reciprocal access easement allowing REACH users to access the subject site via the Baseline right-in right-out access point, the associated drive aisle, and the portion of the REACH driveway located on the adjacent property. The submitted Memorandum of Understanding was not signed by either party. However, the applicant also submitted a signed letter from Elmonica Group, LLC confirming their intent to establish and record a shared access easement for REACH's use of the access point, drive aisle, and a portion of the pedestrian pathway along the western REACH property line to access the parking garage stairwell. To ensure that legal access is established for the REACH project prior to occupancy of the site, the Committee recommends a condition of approval requiring the applicant to submit a copy of the recorded reciprocal access easement prior to final occupancy.

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 is anticipated to generate an average of 390 new daily vehicular trips, so a TIA was required. Further, since the project proposes emergency access from the subject site and shared access via the Elmonica Mixed Use development to County owned and maintained roads, the applicant was required to submit an Access Management Plan (AMP) that evaluated the project for compliance with County access requirements. The REACH project was also considered in the AMP submitted for the Elmonica Mixed Use project which was determined to meet County access requirements, subject to restrictions and conditions (See Exhibit 4.1 of casefile DR2022-0139 / TP2022-

0015 / LD2022-0018 / LLD2023-0003). The County has reviewed REACH's TIA and AMP documents in addition to the submitted plans and provided the following comments in their letter dated August 9, 2023:

The applicant has submitted a Traffic Impact Analysis (TIA) and Access Management Plan (AMP) dated June 13, 2023, in compliance with the criteria set forth in R&O 86-95, "Determining Traffic Safety Improvements" and County Road Standards. All requirements to the transportation system noted in the TIA/AMP have been incorporated into the conditions of approval...

The interim access that will serve REACH development will be provided by the adjacent development, in compliance with the County's access standards to Arterials. The interim access may require closure/relocation due to safety impacts to the traveling public or the construction of the future EB right-turn lane on SW Baseline Road. If this interim access is restricted, closed, or relocated, then REACH will be provided an access easement via the Elmonica [Mixed Use] site to SW 170th Avenue driveway located across from the TriMet driveway.

Since REACH proposes to take its primary vehicular access from the adjacent site and the Elmonica Mixed Use development is currently undergoing the site development permit review process, assurance is needed that the shared access improvements will be permitted and constructed either prior to or concurrent with the REACH development. The required shared access improvements include the three following components on the adjacent Elmonica Mixed Use development site: 1) the interim right-in right-out access to SW Baseline Road, 2) the portions of the drive aisle and driveway between the SW Baseline Road access and the western REACH property line, and 3) the portion of the five-foot-wide paved pedestrian pathway along REACH's western property line that connects REACH's stairwell entrance in the parking garage to the SW Baseline Road public sidewalk. The Committee recommends a condition of approval that the applicant submit site plans prior to site development permit issuance demonstrating that the shared access improvements will be constructed with this development, unless first approved for construction by the Elmonica Mixed Use development through the issuance of a site development permit. If REACH obtains site development permit issuance before the Elmonica Mixed Use development and is required to construct these shared access improvements, REACH's plans must be consistent with Washington County's access requirements and the approved Elmonica Mixed Use land use plans. Further, should REACH be required to construct the shared access improvements, REACH shall also submit a copy of a recorded easement that grants the REACH development permission to construct the required improvements and to access the adjacent property for construction purposes prior to site development permit issuance. Lastly, another condition of approval is recommended which requires the applicant to demonstrate prior to issuance of final occupancy that the required shared access improvements are complete. Together with the requirement to submit a copy of the recorded reciprocal access easement, the recommended conditions of approval will ensure that the REACH development has both legal and physical access over the adjacent property prior to occupancy of the site.

Frontage improvements to SW Baseline Rd and SW 170th Avenue are required for this project. Public sidewalk improvements are required to follow City of Beaverton standards of the Engineering Design Manual and Development Code while all other improvements in the right of way must adhere to Washington County requirements for both interim and future conditions. Right of way dedication to Washington County is required on both frontages, as reflected in the applicant's submitted plans. Conditions of approval are recommended at the end of this report to ensure adequate right of way is dedicated for adjacent streets prior to or at the time of recordation of the final plat associated with the Legal Lot Determination application for this project.

Washington County evaluated the submitted plans for conformance with its frontage improvement requirements related to adjacent roadways, emergency access, street lighting, bike lanes, and interim landscaped conditions. The County confirmed that the proposal meets its requirements for frontage improvements, except as modified by the recommended conditions of approval at the end of this report.

City staff reviewed the submitted plans for conformance with public sidewalk requirements for development in multiple use zones pursuant to Design Standard 60.05.20.7.A, the associated standards of the Engineering Design Manual (EDM), and the street tree spacing requirements of BDC 60.55.30.3. The subject development must provide a minimum ten-foot-wide paved public sidewalk with an unobstructed path at least five feet wide on both frontages, as demonstrated by the submitted plans. The applicant proposes a utility vault and a streetside stormwater planter within the public sidewalk abutting SW Baseline Road, and both improvements maintain the minimum required five-foot unobstructed sidewalk width. Public sidewalks abutting this development must also include street trees planted at a maximum linear spacing of 30 feet in tree wells designed to meet EDM standards. Thus, the development requires eight street trees along SW Baseline Rd and three street trees along the site's frontage with SW 170th Ave. The submitted plans show six street trees on Baseline and zero on SW 170th Ave which is insufficient to meet applicable standards. Because of this, the Committee recommends a condition of approval that the applicant submit plans prior to site development permit issuance demonstrating that eight street trees will be provided along SW Baseline Road and three street trees will be provided along SW 170th Ave. If street tree spacing exceeds 30 linear feet or fewer trees are proposed due to utilities or other conflicts, the applicant shall provide justification and an alternative street tree plan at that time for the City Arborist's review. Approval of an alternative street tree plan will be at the discretion of the City Arborist pursuant to BDC 60.55.30.3.

ODOT Rail provided comments on the subject application indicating that a Rail Order is required for this project due to its proximity to the SW Baseline Road rail crossing to the west of this site. The recommended conditions of approval require that the applicant submit documentation of the required Rail Order application submitted to Washington County along with site plans for any mitigation required by the Rail Order prior to issuance of the site development permit. A condition of approval is also recommended requiring the

applicant to submit a copy of the Final Rail Order and demonstrate that any required improvements are substantially complete prior to final occupancy.

On-site vehicular circulation is proposed to accommodate two-way traffic for passenger vehicles. Within the parking garage area, the submitted plans show that drive aisles will be 24 feet wide. The two-way drive aisle in the surface parking area is proposed to be 22.5 feet wide, and the applicant has submitted a Major Adjustment – Affordable Housing application requesting approval of the reduced drive aisle width in this area. Because of this, the Committee recommends that approval of the Design Review Three application is contingent on the approval of the Major Adjustment – Affordable Housing application for the requested reduction to the two-way drive aisle width (ADJ2023-0001) to ensure that safe vehicle maneuvering areas are provided on site. Findings associated with the Major Adjustment – Affordable Housing request will be made in the applicable section of the staff report, Attachment F. Hauler vehicles will service the site from the REACH driveway on the adjacent property, so maneuvering areas on site for hauler vehicles were not needed to serve this development. As previously mentioned, emergency access is proposed via SW 170th Avenue and controlled by a gate and Knox box. Fire trucks and other emergency vehicles will have adequate access to the site from the abutting public streets, the adjacent development, and the emergency access gate.

The development proposes 46 off-street vehicular parking spaces to serve its future tenants and users. Development Code Section 60.30 requires a minimum of 81 vehicular parking spaces, but the applicant requests Major Adjustment – Affordable Housing approval to provide fewer spaces than required by the code (ADJ2022-0003). Findings associated with this Major Adjustment – Affordable Housing request will be made in the applicable section of the staff report, Attachment B, and the Committee recommends a condition of approval that approval of the Design Review Three application is contingent on approval of the Major Adjustment – Affordable Housing application to ensure adequate vehicular parking spaces are provided to serve the development. Of the 46 spaces proposed, four standard parking stalls in the parking garage do not meet required dimensions due to landscaping conflicts with the needed vehicle overhang area. Thus, the Committee recommends a condition of approval to submit revised site plans prior to site development permit issuance demonstrating that all vehicle parking spaces meet minimum parking lot design standards of BDC 60.30.15. Where vehicle parking stalls rely upon vehicle overhang to meet the standards, proposed landscaping will have mature heights less than 12 inches so as not to obstruct the bumper overhang space which will prevent vehicles from encroaching into drive aisles. It is also not clear if one of the proposed EV charging stations conflicts with the required vehicle overhang area for two stalls in the parking garage. Therefore, the Committee recommends a condition of approval that the applicant resubmit plans prior to site development permit issuance for any electric vehicle-related infrastructure with sufficient detail drawings to demonstrate that the infrastructure does not obstruct required pedestrian walkways or vehicle overhang areas.

In addition to vehicular parking spaces, the development proposes six short-term and 82 long-term bicycle parking spaces in conformance with BDC 60.30.10. Proposed short-term bike parking is located next to the primary building entrance on three bike staple racks. However, the application materials do not include a detail drawing of the proposed bike rack staple design. Because of this, a condition of approval is recommended that the applicant provide this detail drawing prior to issuance of the site development permit to confirm that the bike rack staple meets the requirements of EDM Section 340. The 82 proposed long-term bicycle parking spaces are provided in indoor bike rooms on each floor of the building. However, it is not clear from the submitted floor plans if all bike racks are wall-mounted or if there is a combination of floor- and wall-mounted racks. Pursuant to EDM Section 340.4.F, bike rooms may provide wall-mounted racks, but a portion of the racks must be floor-mounted. Therefore, the Committee recommends a condition of approval that the applicant submit plans prior to building permit issuance demonstrating that at least one rack in each bike parking room is a floor-mounted design that complies with the dimension and location requirements of EDM Section 340.

On-site pedestrian circulation areas are provided across the site and connect building entrances, parking areas, outdoor amenities, and the public sidewalks along the site's frontages. Where pedestrian pathways cross drive aisles, the applicant proposes to use concrete pavers to differentiate the crossings from the exposed aggregate concrete drive aisles. The submitted plans demonstrate that all pedestrian pathways will be paved and provide the minimum five-foot unobstructed width required by BDC 60.55.

In conclusion, the Committee finds that, based on the submitted plans and the recommended conditions of approval, adequate transportation facilities will 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 approved a Service Provider Permit (SPP) for the project. The plans approved by TVF&R show that the applicant will construct one new fire hydrant abutting SW 170th Avenue and a gated emergency access controlled by a Knox box to SW 170th Avenue. The approved SPP demonstrates that adequate emergency access, fire flow, sprinklers, hydrants, and fire lanes will be constructed for fire protection services to the subject site. Furthermore, TVF&R will perform an inspection prior to occupancy of the building. For these reasons, the Committee finds that adequate fire protection service will be provided to serve the proposed development.

In summary, the Committee finds that, by meeting the conditions of approval, critical facilities and services related to the proposed development will be available with adequate capacity to serve the development.

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

Section 40.03.1.B

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

FINDING:

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

Schools: The development is within the boundaries of the Beaverton School District (BSD) and proposes 81 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 27 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 700 feet from the Elmonica/SW 170th Ave TriMet light rail station which provides frequent service on the Blue MAX Line. Existing public sidewalks and bike lanes in addition to the required frontage improvements for this project will provide adequate pedestrian and bicycle infrastructure for future residents to access the light rail station. There are no bus stops or other transit facilities abutting the site, and as of the date of this report, TriMet has not provided comments on the proposal. Therefore, the Committee finds that adequate transit service and facilities exist near the site to serve the proposed 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 adjacent to the development. Staff cites the response to Criterion A as relevant to this criterion. A 10-foot-wide paved public sidewalk with tree wells is required along SW Baseline Road and SW 170th Avenue. A new six-foot-wide bike lane is required along the site’s frontage with SW 170th Avenue. The bike lane improvements include a two-foot-wide painted buffer zone for added protection of cyclists from vehicles. The existing six-foot-wide bike lane on SW Baseline Road will be retained. However, more information is needed to evaluate how the required frontage improvements

transition to the adjacent property's frontages to ensure continuous pedestrian and bicycle infrastructure in the right of way. Thus, the Committee recommends a condition of approval that the applicant resubmit plans detailing the frontage improvements transitions prior to site development permit issuance.

On-site bicycle circulation will be shared with vehicular drive aisles, including the shared drive aisle and access point on the adjacent development site, to access the bike lane on SW Baseline Road. Pedestrian circulation areas are provided across the site to connect proposed parking areas, building entrances, and outdoor amenity areas to each other and to the public sidewalk network. Connections are convenient and efficient. Pedestrian pathways are paved and maintain a minimum five-foot unobstructed width. Where pedestrian pathways cross drive aisles, the applicant proposes to use concrete pavers to differentiate the crossings from the exposed aggregate concrete drive aisles for enhanced visibility and safety.

In summary, by meeting the conditions of approval, the proposed development will provide adequate pedestrian and bicycle connections and facilities both on site and in the public right of way.

For these reasons, the Committee finds that, by meeting the conditions of approval, essential facilities and services related to the proposed development will be available with adequate capacity to serve the development.

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

Section 40.03.1.C

Approval Criterion: *The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses), 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 subject site is located in the Station Community Multiple Use (SC-MU) zoning district. 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, this proposal complies with all applicable standards in Chapter 20 Multiple Use Land Use Districts that were in place at the time of application submittal on June 1, 2022.

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 two Major Adjustment – Affordable Housing, Design Review Three, Tree Plan Two, and Legal Lot Determination 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 development proposes an 81-unit multi-dwelling building which requires 81 off-street vehicular parking spaces. However, the applicant requests Major Adjustment – Affordable Housing approval to provide 46 vehicular parking spaces on site, a 43% reduction to the required parking ratio of BDC 60.30. The Committee recommends a condition of approval that approval of the Design Review Three application is contingent on approval of the Major Adjustment – Affordable Housing application for the requested vehicular parking space reduction (ADJ2022-0003) to ensure adequate off-street parking facilities are provided with this development.

Of the 46 spaces provided, four standard parking stalls do not meet the required dimensions due to landscaping conflicts with the needed vehicle overhang area. It is also not clear if one of the proposed EV charging stations conflicts with the minimum required dimensions of two parking stalls. However, by meeting the recommended conditions of approval, all vehicular parking spaces will meet the requirements of BDC 60.30.

The applicant also requests approval of a second Major Adjustment – Affordable Housing application for a reduction in the required two-way drive aisle width. The site plan proposes a 22.5-foot-wide drive aisle in the surface parking area to access parking stalls where 24 feet is the standard width. The Committee recommends that approval of the Design Review Three application is also contingent on the approval of the Major Adjustment – Affordable Housing application for the requested reduction to the two-way drive aisle width (ADJ2023-0001) to ensure that safe vehicle maneuvering areas are provided on site. By meeting the conditions of approval, all aspects of the parking lot design will meet the requirements of BDC 60.30.15 or will have obtained Major Adjustment approval.

The development must also provide short- and long-term bicycle parking for the proposed multi-dwelling land use. Four short-term and 81 long-term bicycle parking spaces are

required for the proposed dwellings. The submitted plans show that the development will provide six short-term and 82 long-term bicycle parking spaces on site. The short-term spaces are located under the building overhang near the primary building entrance on three bike rack staples. However, the submitted plans do not identify the proposed bike rack staple dimensions, so the Committee recommends a condition of approval that plans or detail drawings are submitted prior to site development permit issuance confirming that racks are compliant with EDM Section 340 requirements. Long-term bike parking is provided in indoor bike rooms on each floor. However, it is not clear from the submitted floor plans if all bike racks are wall-mounted or if there is a combination of floor- and wall-mounted racks. Bike rooms may provide wall-mounted racks, but a portion of racks in each bike room must be floor-mounted in accordance with EDM Section 340.4.F. Therefore, the Committee recommends a condition of approval that the applicant submit plans with adequate detail prior to building permit issuance to demonstrate that at least one bike rack in each bike parking room is a floor-mounted design that complies with the dimension and location requirements of EDM Section 340.

By meeting the recommended conditions of approval, the Committee finds that the development will provide adequate facilities in compliance with applicable BDC 60.30 requirements.

Section 60.50 Special Use Regulations (Fences): The development proposes to install a four-foot-tall wood fence along the rear property line to the south of the drive aisle and along a portion of the interior, eastern side property line abutting the adjacent development. No fencing is proposed in the front yard area. The proposed fence meets the height and location requirements of this section.

Section 60.55 Transportation Facilities: Staff cites the response to Facilities Review Criterion A 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. Since surrounding roadways and intersections are under Washington County jurisdiction, the analysis was assessed for potential traffic impacts by County staff who determined that the proposal meets applicable County requirements.

The development proposes to take access from the right-in right-out access point and drive aisle associated with the adjacent Elmonica Mixed Use site. As previously discussed in response to Criterion A, the REACH development will be required to permit and construct these shared access improvements unless the Elmonica Mixed Use development obtains site development permit approval before the REACH project. This will ensure legal and physical access are in place before the REACH project obtains occupancy of its building.

On-site bicycle and pedestrian facilities are proposed to connect to the surrounding public network. Bicycles will share on-site vehicular drive aisles on the subject site and adjacent property to access the existing bike lane along SW Baseline Road and to connect to the greater bike lane system. On-site pedestrian pathways connect to the public pedestrian

circulation network in numerous places. First, the site proposes a continuous, concrete sidewalk along the north and east sides of the building which provides uninterrupted pedestrian access to the public sidewalks along SW Baseline Rd and SW 170th Avenue. Other pedestrian connections are provided from the parking garage and the surface parking area. All on-site pedestrian walkways provide a minimum unobstructed width of five feet.

As detailed in response to Criterion A, the development must provide 10-foot-wide public sidewalks with street trees every 30 linear feet in tree wells that meet EDM standards on both street frontages. Six street trees are proposed along SW Baseline Road where eight trees are required, and no street trees are proposed on SW 170th Avenue where three are required. 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.

The applicant's narrative states that, as shown on the Enlarged Planting Plans (see Exhibit A, Sheet L502) the six street trees proposed is less than the number required in order to meet requirements for ROW stormwater quality treatment, street lighting, utility access, and site distance from the driveway on SW 170th Ave. Along Baseline Road, the stormwater planter primarily reduces the amount of space available for street trees. Due to previous contamination on the site, NOAA HUD requires the planter to be lined, which cannot accommodate trees. With the required street light poles, the minimum distance a tree can be planted is 15', which is what our plans show. We have selected a column type tree to reduce the spacing to the 15' minimum. On SW 170th Ave, the clear vision triangle required for emergency site access from the driveway requires unobscured sight lines for safety. Therefore, there is no space for street trees along the SW 170th frontage in order to meet the sight distance standards, and the maximum number of street trees have been incorporated based on the site constraints.

Staff notes that spacing between street trees and street light poles must comply with Washington County's standard spacing of 20 feet, unless otherwise approved by the County Engineer through a Design Exception, as reflected in Washington County's recommended conditions of approval. Compliance with County requirements for street tree and street light spacing and utility needs on SW Baseline Road and required sight clearance areas on SW 170th Ave may impact the number of street trees that can be provided along the site's frontages. As a result, the Committee recommends a condition of approval that the project submit plans prior to site development permit issuance showing that eight street trees will be provided along SW Baseline Road and three street trees will be planted along SW 170th Avenue at a maximum linear spacing of 30 feet, unless an alternative street tree plan is approved by the City Arborist due to utilities, conflicts with required frontage improvements, or other constraints. Additionally, the proposed Landscape Plan and planting schedule indicate that Emerald Pagoda Japanese Snowbell trees are proposed in street tree wells. According to the City's Approved Tree List, Japanese Snowbell trees are permitted in three-foot to 3-foot 11-inch-wide planting areas and are approved for planting under power lines. Since standard tree wells are 3

feet 11 7/8 inches wide, the Committee recommends a condition of approval that the applicant resubmit plans prior to site development permit issuance showing that trees to be planted in street tree wells meet the planter width and overhead wire restrictions of the City of Beaverton Approved Tree List, unless an alternative street tree plan is approved by the City Arborist pursuant to BDC 60.55.30.3. Compliance with these recommended conditions of approval will ensure that the development's street tree plan will comply with all applicable City and County requirements.

In summary, the Committee finds that adequate transportation facilities will be provided to serve the proposed development by meeting the conditions of approval.

Section 60.65 Utility Undergrounding: All existing above ground utilities along the site's frontages will be undergrounded 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, by meeting the conditions of approval, the proposal meets the approval criterion.

Section 40.03.1.E

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

FINDING:

The applicant's narrative states that REACH CDC will be the property owner and developer and will be responsible for overseeing development and maintenance of the site. The company will 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 trash/recycle room is located in the parking garage, which Waste Management will access by stopping in the drive aisle before going under the building. The trash room is located on the west side of the parking garage with an 8' roll up door directly accessible from the primary drive aisle. Waste Management will service the site from the driveway connecting with the neighboring property, see G0.02 and G0.03. There will be one garbage chute from the residential trash rooms above into 4-yard garbage bins, see A1.01. Mixed recycling and glass will be brought down by management into 4-yard and 65-gallon bins. Due to issues with improper sorting of recyclables and large boxes getting stuck in chutes on past projects, the owner has opted to use a chute only for trash. No compactor will be used so the WM haulers can move the bins from the ground floor room to be picked up by

the truck. The applicant team is coordinating with the neighboring development to ensure the grading aligns and will provide a minimal slope for maneuvering the bins. The driveway is 24' wide, which can accommodate the garbage truck movements and still allow vehicles to pass by if needed. The WM trucks will then back up in the neighboring property drive to turn around and exit the properties.

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, groundcover, on-site pedestrian and vehicular areas, fencing, or garbage and recycling storage areas. The Committee adds and clarifies that for garbage and recycling service, the waste hauler vehicle will park on the adjacent property in the REACH driveway outside of the parking garage, as depicted on page three of the submitted turning template exhibits. In this location, the hauler vehicle will not fully impede traffic on the REACH site or on the adjacent development site while servicing this development. Upon review of the application materials, the Committee found that the proposed solution for trash and recycling service will provide adequate, continuous service while accommodating the site's constraints associated with lot dimensions and the County's requirement to consolidate access with the adjacent development.

Detail drawings specifying the type of trash enclosure door to be used were not provided. Therefore, the Committee recommends a condition of approval that the applicant submit detail drawings of the proposed trash enclosure to demonstrate there will not be swinging gates encroaching into the adjacent parking lot drive aisle unless the gate utilizes self-closing hinges. This will ensure safe conditions during and after trash and recycling service to the site.

Based on the submitted materials and the recommended conditions of approval, the Committee finds that sufficient details have been provided to demonstrate that adequate means can be provided to ensure continued periodic maintenance and necessary normal replacement of the private common facilities and areas associated with this development.

Conclusion: Therefore, the Committee finds that, by meeting the conditions of approval, 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 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. Shared vehicular access from the Elmonica Mixed Use site is proposed, and recordation of a reciprocal access easement and construction of the shared access improvements are required by the recommended conditions of approval. On-site drive aisles provide access to proposed off-street parking spaces and will facilitate safe and efficient maneuvering for vehicles by meeting the condition of approval that Design Review Three approval is contingent on approval of the Major Adjustment – Affordable Housing application for reduced drive aisle width. The submitted turning templates demonstrate that emergency vehicles will have adequate access to the site from the emergency-only access to SW 170th Avenue and that waste hauler vehicles will use the drive aisle and driveway on the adjacent development site to serve the REACH project.

On-site pedestrian pathways facilitate efficient connections between building entrances, parking areas, outdoor amenities, and the public sidewalk network. All paved on-site pathways are accessible and maintain a minimum five-foot unobstructed width. The site plan also proposes a gravel area to access the community garden area which may be accessible; accessibility will be evaluated during the building permit review process. Where pedestrian pathways cross drive aisles, concrete pavers will be used to differentiate the path from the exposed aggregate concrete drive aisle for enhanced safety. By meeting the conditions of approval, the development will provide safe and efficient vehicular and pedestrian circulation areas within the boundaries of the development.

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 Criteria A and B as relevant to this criterion. The development proposes to take access from the right-in right-out vehicular access point to SW Baseline Road on the adjacent development site which was approved by Washington County, subject to restrictions and conditions. By consolidating access, the REACH development ensures that its access is safe, efficient, and direct. One emergency access is proposed to SW 170th Avenue which will be gated and controlled by emergency responders via a knox box. No other vehicular accesses are proposed to connect to the surrounding circulation system. By complying with Washington County standards noted in the recommended conditions of approval for the shared Baseline access and the emergency access point, on-site vehicular circulation will connect to the surrounding circulation system in a safe and direct manner. Numerous pedestrian connections to the surrounding circulation system are provided on both frontages. All pedestrian walkways maintain the

required five-foot minimum width and connect to the surrounding public circulation system 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 for the site will be provided by TVF&R. TVF&R has reviewed the development's plans and endorsed the proposal as reflected in the submitted TVF&R Service Provider Permit (SPP). The applicant states that fire access will be taken from 170th and will turn into the festival street and back out onto 170th. Festival street and 170th will be gated for emergency access only. Turning diagram exhibits [for fire trucks were] generated and attached in Exhibit A.

Staff cites the response to Criterion B as applicable to this criterion. TVF&R will verify that their requirements are met prior to site development permit issuance and will conduct inspections prior to occupancy. Therefore, the Committee finds that the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

Section 40.03.1.I

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

FINDING:

The applicant states that compliance with vision clearance, lighting, and glazing standards provides protection from crime and accident conditions. Vision clearance is addressed in Section 60.30 in this narrative. Lighting is addressed in Sections 60.05.30 in this narrative and the Lighting Plan (Exhibit A, EL101). The ground floor of the building (north wing only) will include various large portions of glazing along the north, south and east façades. The glazing will allow visibility and "eyes" on the street. Construction documents for building

and site development permitting will be reviewed to ensure protection from hazardous conditions.

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, as required by the conditions of approval, 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 of the site is designed to have surface drainage conveyed to a LIDA flow through planter for treatment and detention. No stormwater drainage will discharge onto neighboring properties, and the proposed development will not increase runoff into the public facility as the post development discharge will not increase compared to the current development conditions.

The Committee has reviewed the proposed preliminary grading plans and finds no adverse effect on neighboring properties, the abutting public rights of way, surface drainage, water storage facilities, or the public storm drainage system. The Committee recommends conditions of approval regarding the grading and contouring of the development site, which will be reviewed and approved prior to site development permit issuance.

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

Section 40.03.1.K

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

FINDING:

The applicant states that access and facilities for physically handicapped people are incorporated into the development site and building design. The development provides continuous and uninterrupted access routes. In addition, the proposed development has a curbless festival street to enhance accessibility.

Staff concurs that the development provides continuous and convenient accessible routes across the site and throughout the building. Two ADA-compliant parking spaces are provided near the primary building entrance which leads to common areas and elevators to access upper floors. Staff finds that the proposed accessible on-site accessible routes connect buildings and amenities to each other and to the surrounding public pedestrian network in a continuous and convenient manner. The only area that may not be ADA-compliant is the gravel area to access the proposed community garden area at the south side of the site. Compliance with applicable ADA requirements will be evaluated during the building permit review. 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. 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 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, one Major Adjustment – Affordable Housing, Tree Plan Two, and Legal Lot Determination applications on June 1, 2022. These applications were deemed complete on November 22, 2022. The applicant submitted a second Major Adjustment – Affordable Housing application on June 21, 2023, which was deemed complete the same day. No additional materials as specified in Section 50.25.1 of the Development Code are needed for the submitted applications.

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			
Dwellings – Attached	Permitted Use ⁴	The applicant proposes an 81-unit multi-dwelling building for regulated affordable housing.	YES
Development Code Section 20.20.15			
Parcel Area	Minimum: None	1.07 acres	YES
Lot Dimensions	Minimum Width: None Minimum Depth: None	Width: approx. 245 feet Depth: approx. 78 feet	YES
Yard Setbacks	Front Setbacks on a Major Pedestrian Route ⁷ : Exempt from minimum and maximum front setbacks per footnote 7. Must meet Design Standard 60.05.15.6 or corresponding Design Guideline 60.05.35.7. Side: None Rear: None	Front (Baseline): 3 feet 5 inches Front (170 th): 37 feet 8 inches Side (west): 10 feet 3 inches Side (east interior): 51 feet 2 inches Rear (south): 1 foot 7 inches	YES SEE DR FINDINGS
Residential Density	Minimum for Residential Only Project (per acre): 30 ¹ 24 Maximum for Residential Only Project (per acre): None ²	Per footnote 1, minimum residential density for this project is 24 units per acre since the site is approximately 700 feet from a light rail station platform. The project provides 84 dwelling units per acre, exceeding the minimum residential density.	YES
Maximum Building Height	100 ^{19,20} 60 feet	The site is within 1,320 feet of a light rail station platform, so maximum building height is 100 feet per footnote 19. Proposed building height is 62 feet.	YES

Development Code Table 20.20.20.A Footnote

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

Development Code Section 20.20.15 Footnotes

1. 30 units within 400 feet of LRT station platform, 24 beyond 400 feet
2. Within 120 feet of Washington County R5 zoning, the maximum residential density is 12 units per acre.
7. Under the conditions outlined in Section 60.05.15.6 of this Code, buildings in multiple use zones, except for multiple use zones in the Downtown Design District regulated by CHAPTER 70 - Downtown Design District, located on parcels that front on a designated Major Pedestrian Route shall be exempt from minimum and maximum setbacks. Front yard setbacks for parcels located on Major Pedestrian Routes shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and corresponding Design Review Guideline.
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.

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 an 81-unit multi-dwelling building for regulated affordable housing.	See DR Findings
Development Code Section 60.07			
Drive-Up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a floodplain.	N/A
Development Code Section 60.11			
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.	The subject site does not abut any residentially zoned property and is not within 25 feet of any Significant Tree or Grove.	N/A
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
Development Code Section 60.25			
Off-Street Loading Requirements	Minimum: None	No loading space is proposed.	N/A

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30			
Off-Street Motor Vehicle Parking	Minimum: 81 spaces Maximum: 152 spaces The applicant requests Major Adjustment – Affordable Housing approval for a reduction of the minimum required off-street vehicular parking spaces.	<p>46 off-street parking spaces are provided, of which four do not meet vehicle bumper overhang requirement of BDC 60.30.15 due to obstructions from landscaping. The Committee recommends a condition of approval that the applicant submit plans prior to site development permit issuance demonstrating that no plants 12-inches or taller are located within the required vehicle bumper overhang area.</p> <p>Refer to the Facilities Review Committee findings herein and the Major Adjustment – Affordable Housing findings in the staff report.</p>	<p>See ADJ Findings (ADJ2022 -0003)</p> <p>YES w/ COA</p>
Development Code Section 60.30			
Required Bicycle Parking	Short-Term: 4 spaces Long-Term: 81 spaces	<p>Six short-term bicycle parking spaces are provided. However, the application materials do not include a detail drawing of the proposed bike rack staple design. A condition of approval is recommended that the applicant provide this detail drawing prior to site development permit issuance to confirm that the bike rack meets the requirements of Engineering Design Manual (EDM) Section 340.</p> <p>82 long-term bicycle parking spaces are provided in indoor bike rooms on each floor of the building. However, it is not clear if all bike racks are wall-mounted or if there is a combination of floor- and wall-mounted racks. Bike rooms may provide wall-mounted racks, but a portion of racks must be floor-mounted in accordance with EDM Section 340.4.F. Therefore, the Committee recommends a condition of approval that the applicant submit plans prior to building permit issuance demonstrating that at least one rack in each bike parking room is a floor-mounted design that complies with the dimension and location requirements of EDM Section 340.</p> <p>Refer to the Facilities Review Committee findings herein.</p>	<p>YES w/ COA</p>

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
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
Development Code Section 60.35			
Planned Unit Development	Development and design principles for Planned Unit Developments.	No Planned Unit Development is proposed.	N/A
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.	A four-foot-tall wood fence is proposed along the rear property line south of the drive aisle and a portion of the interior, eastern side property line. No fences are proposed in the front yard area. Proposed fencing meets the maximum height of eight feet outside of the front yard area.	YES
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
Development Code Section 60.60			
Trees and Vegetation	Regulations pertaining to tree removal and preservation.	Twelve Community Trees are proposed to be removed.	See TP Findings
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.	YES
Development Code Section 60.67			
Significant Natural Resources	Regulations pertaining to wetlands and riparian corridors.	There are no identified significant natural resources on the subject site.	N/A
Development Code Section 60.70			
Wireless Communication Facilities	Regulations pertaining to wireless facilities.	No wireless communication facilities are proposed.	N/A

Attachment B: MAJOR ADJUSTMENT - AFFORDABLE HOUSING ADJ2022-0003

ANALYSIS AND FINDINGS FOR MAJOR ADJUSTMENT-AFFORDABLE HOUSING APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **ADJ2022-0003**, subject to the applicable conditions identified in Attachment G.

Section 40.10.05 Purpose:

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

Planning Commission Standards for Approval:

Section 40.10.15.4.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Major Adjustment – Affordable Housing applications. The Commission will determine whether the application, as presented, meets the Major Adjustment – Affordable Housing approval criteria. In this portion of the report, staff evaluates the application in accordance with the criteria for a Major Adjustment – Affordable Housing request.

To approve a Major Adjustment – Affordable Housing 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 40.10.15.4.C.1

The proposal satisfies the threshold requirements for a Major Adjustment – Affordable Housing application.

FINDING:

The applicant proposes development that qualifies as regulated affordable housing as defined in Chapter 90 of the Development Code and seeks approval of a change to the numerical requirements contained in Section 60.30. Specifically, the applicant proposes to provide 46 off-street vehicular parking spaces when the Development Code requires 81 spaces. The requested adjustment constitutes a 43% reduction of the off-street vehicular parking requirement. Therefore, the request satisfies threshold number 3 for a Major Adjustment – Affordable Housing application which reads:

3. *For eligible regulated affordable housing developments, any change from the numerical requirements contained in Section 60.30. (Off-Street Parking).*

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

Section 40.10.15.4.C.2

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

FINDING:

The applicant submitted the Major Adjustment – Affordable Housing application on June 1, 2023, and the application was deemed complete on November 22, 2023. Staff finds that the proposal contains all applicable submittal materials pursuant to Section 50.25.1. The adopted fee schedule in effect at the time of application submittal indicates that there is no charge for Major Adjustment – Affordable Housing applications.

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

Section 40.10.15.4.C.3

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

FINDING:

The applicant states that the requested adjustment is to reduce the amount of parking on the site. The reduced parking is needed in part to make space for right-of-way dedications on the site and to accommodate safe vehicular movement within the site and from the site's access points.

Staff concurs that the site size and dimensions limit the areas where off-street vehicular parking spaces can be constructed for the safe maneuvering of vehicles on site. The proposed off-street parking spaces are in safe locations with adequate maneuvering areas. All proposed parking spaces are separated from pedestrian areas by sidewalks, wheel stops, and landscaping which will prevent obstruction of pedestrian movement. Granting this adjustment request would result in fewer vehicles on site while providing safe areas for pedestrians and vehicles that are free of obstructions.

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

Section 40.10.15.4.C.4

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

FINDING:

The applicant requests approval of a second Major Adjustment – Affordable Housing application to reduce the width of a two-way drive aisle within the site’s surface parking area. Together, the adjustment applications request two changes to the numerical requirements of Section 60.30. The development is proposed in the Station Community – Multiple Use (SC-MU) zoning district which, according to Section 20.20.10, intends to facilitate multiple use and residential developments with no maximum residential density near light rail station platforms. The requested adjustments seek flexibility for the standards associated with off-street vehicular parking and maneuvering due to a constrained lot size and shape. In this way, the cumulative effect of the two Major Adjustment – Affordable Housing requests is still consistent with the overall purpose of the SC-MU zoning district, as the proposal would provide dense residential development near a light rail station.

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

Section 40.10.15.4.C.5

The proposal incorporates building, structure, or site design features or some combination thereof that compensate for the requested adjustment.

FINDING:

The applicant states that [this adjustment] is requested due to the project being affordable housing, located adjacent to the Elmonica MAX station, having new 10-foot-wide sidewalks... that connect to sidewalks to the Elmonica Max station... The design features of connectivity to transit station compensate for the requested adjustment.

Staff concurs that the project demonstrates a transit-oriented site design with ample private and public pedestrian pathways and bike lanes that connect directly to existing infrastructure leading to the nearby light rail station. Staff adds that the site is providing ample long-term bicycle parking on each floor of the proposed building which will make commuting by bicycle convenient and accessible to all future residents. Staff finds that the proposed site design, connectivity to the light rail station, and bicycle parking amenities adequately compensate for the requested adjustment.

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

Section 40.10.15.4.C.6

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

FINDING:

Staff cites the findings in Attachment A regarding the site's conformance with applicable Chapter 20 provisions. The proposal was found to comply with all applicable standards of the underlying SC-MU zoning district and does not seek to modify any applicable standards with this proposal.

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

Section 40.10.15.4.C.7

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

FINDING:

Staff cites the findings in response to Section 40.03.1.D in Attachment A and the findings in Attachment C of this report which detail the project's compliance with applicable Chapter 60 requirements. Staff's analysis found that the proposal will comply with all applicable provisions by meeting the recommended conditions of approval in Attachment G of this report.

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

Section 40.10.15.4.C.8

In the case of an adjustment to the numerical requirements contained in Section 60.30. (Off-Street Parking), any part of the site of the proposed development shall be connected by a public route that is no longer than one-quarter mile from a bus transit stop that has 20-minute or more frequent peak-hour transit service or connected by a public route that is no longer than one-half mile to a light-rail platform. Alternatively, the application shall provide a parking analysis demonstrating that the actual parking needs of the development can be accommodated onsite. The parking analysis shall include examples from at least two other comparable developments. Additional examples may be required by the City Engineer or designee.

FINDING:

The subject site is located approximately 700 feet from a light rail station platform, the Elmonica/SW 170th MAX station. The site is currently connected by a public route to the light rail platform, and pedestrian and bicycle connectivity to the station will be enhanced by the frontage improvements required for this project and those that were recently approved for development on the adjacent Elmonica Mixed Use site.

In addition to the site's proximity to a light rail platform, the applicant provided a parking analysis to accompany their Major Adjustment – Affordable Housing request. The submitted parking analysis states that parking count data was collected on September 14th and 22nd, 2022 at three affordable housing developments, [Cedar Grove, Sunset View, and Alma Gardens Apartments]. The three selected sites are comparable to the Elmonica development in terms of access to transit and services. Parking count data was collected on a typical weekday night between 11:00 pm and 12:00 am to represent the peak parking demand for residential uses when nearly all residents are presumed to be home.

The analysis identified the number of parked vehicles on each site compared to the total number of on-site parking spaces which found an average parking ratio for the three comparable sites of 0.57 vehicles per dwelling unit. Using this parking ratio, 46 parking spaces would be needed for the proposed 81 dwelling units. The parking analysis states that 46 parking spaces will meet the parking demand for the proposed development.

Staff concurs with the findings of the submitted parking analysis since the studied sites are comparable to the REACH development in terms of proximity to transit and services. Staff finds that the proposed 46 vehicular parking spaces will accommodate the actual parking needs of the development considering the nearby light rail station, long-term bicycle parking availability, and the surrounding public pedestrian and bicycle infrastructure.

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

Section 40.10.15.4.C.9

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

FINDING:

The applicant states that REACH CDC will operate the property once constructed and will ensure adequate means are provided to ensure periodic maintenance. Staff concurs that this adjustment request for reduced off-street vehicular parking does not create any barriers to periodic maintenance of private common facilities.

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

Section 40.10.15.4.C.10

If the proposal includes lot area averaging as specified in Section 20.05.15.D, the request for the Major Adjustment – Affordable Housing is not for an adjustment to minimum land area standards.

FINDING:

The proposal does not include a request for lot averaging.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented above, staff recommends **APPROVAL** of **ADJ2022-0003**, subject to the recommended condition of approval in Attachment G.

Attachment C: DESIGN REVIEW THREE DR2022-0067

ANALYSIS AND FINDINGS FOR DESIGN REVIEW THREE APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2022-0067**, 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 a new 81-unit multi-dwelling building for regulated affordable housing and associated site improvements in a multiple use zone which satisfies threshold number three of a Design Review Two application. However, the applicant has chosen to address a combination of Design Standards and 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 multi-dwelling building on the subject property, so it 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 site does not abut any residentially zoned property and therefore the grading standards in Section 60.15.10 are not applicable.

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

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 applicant has elected to respond to a combination of Design Standards and Design Guidelines. Staff cites the Design Standards table as well as the Design Guidelines Analysis at the end of this Design Review section, which evaluate the project as it relates to the applicable Design Review Standards and Guidelines found in Section 60.05.05 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.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, but the applicant has not decided to address only Design Guidelines.

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

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 two Major Adjustment – Affordable Housing (ADJ2022-0003 and ADJ2023-0001), Tree Plan Two (TP2022-0009), and Legal Lot Determination (LLD2022-0005) applications to be processed concurrently with this Design Review Three request. The Major Adjustment – Affordable Housing (ADJ2022-0003), Design Review Three, Tree Plan Two, and Legal Lot Determination applications were deemed complete on November 22, 2022. The second Major Adjustment – Affordable Housing application (ADJ2023-0001) was deemed complete on June 21, 2023. Staff recommends a condition that approval of this Design Review Three request is contingent on approval of both of the

Major Adjustment – Affordable Housing applications, Tree Plan Two application, and Legal Lot Determination application.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented above, staff recommends **APPROVAL** of **DR2022-0067**, subject to conditions of approval in Attachment G.

Section 60.05 Design Standards

Section 60.05.15 Building Design and Orientation Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Design and Orientation		
60.05.15.1.A Max length of multi-dwelling buildings in Residential zones	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.1
60.05.15.1.B.1 Buildings visible from and within 200 feet on an adjacent street...the street-facing elevation(s) and the elevation(s) containing a primary building entrance.	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.1
60.05.15.1.C.1 Maximum 40' spacing between permanent architectural features.	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.1
60.05.15.1.D Undifferentiated blank walls over 150sf facing a street, common green, or shared court	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.1
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.2
60.05.15.2.B Min roof eave = 12"	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.2
60.05.15.2.C Flat roofs need parapets	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.2
60.05.15.2.D New structures in existing development be similar	The proposal is new development, not part of an existing development.	N/A
60.05.15.2.E 4:12 roof standard is N/A to smaller feature roofs	Feature roofs are not proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Primary Building Entrances		
60.05.15.3 Weather Protection for Primary Entrances	Primary entrances to the building are located on the eastern elevation and between the building's ground floor and the covered parking area. On the eastern elevation, the building cantilevers over the main entrance, so weather protection approximately 13-feet-deep is provided along the length of the ground floor in excess of the standard. The primary entrance leading to the covered parking area is fully covered by the building itself.	YES
Exterior Building Materials		
60.05.15.4.A Residential Double Wall Construction	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.4
60.05.15.4.B Maximum 30% of primary elevation to be made of unfinished concrete block	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.4
60.05.15.4.C Foundations	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.4
Roof-Mounted Equipment		
60.05.15.5.A-C Equipment screening	The applicant's narrative describes that roof-mounted equipment will be located on the roof and screened from view by a minimum 3-foot 6-inch-tall parapet. However, the submitted plans do not show proposed equipment, so staff is unable to confirm if the proposed parapet will provide sufficient screening. Therefore, staff recommends a condition of approval that the applicant submit plans prior to Building Permit issuance demonstrating that roof-mounted equipment will be screened in accordance with this standard.	YES w/ COA
Building Location and Orientation along Streets in MU and Com. Zones		
60.05.15.6.A Street frontage Multiple Use Zones	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.6

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.15.6.B Street frontage Commercial Zones	The site is located in a Multiple Use zone.	N/A
60.05.15.6.C Street frontage Location and Design	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.6
60.05.15.6.D Corner Lots fronting Major Pedestrian Routes	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.6
60.05.15.6.E Orientation of Primary Building Entrances	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.6
60.05.15.6.F Secondary Entrances	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.6
Building Scale along Major Pedestrian Routes		
60.05.15.7.A 22' Height Minimum 60' Height Maximum	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.7
60.05.15.7.B Detached Residential Dwellings Exemption	The proposal is not for the development of detached residential dwellings.	N/A
60.05.15.7.C Maximum Height	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.7
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A Minimum Glazing	The ground floor elevations of the proposed building will be used exclusively to support the proposed multi-dwelling residential use.	N/A
60.05.15.8.B Minimum Weather Protection	The ground floor elevations of the proposed building will be used exclusively to support the proposed multi-dwelling residential use.	N/A
Compact Detached Housing Design		
60.05.15.9.A-K	Compact Detached Housing is not proposed.	N/A
Ground Floor Elevations on Eligible Residential-Only Buildings		
60.05.15.10.A-B	No eligible residential-only buildings are proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the Public Street System		
<p>60.05.20.1 Connect on-site circulation to existing and planned street system</p>	<p>The site provides continuous pedestrian access to the public pedestrian facilities abutting SW Baseline Road and SW 170th Avenue that will be constructed as a part of the frontage improvements required for this project. The project proposes the use of a shared vehicular access point on SW Baseline Road on the adjacent development site. An on-site, gated emergency access point is also proposed to SW 170th Avenue. Cyclists will use the shared vehicular access point to access the existing bike lane on SW Baseline Rd and the planned bike lane on SW 170th Ave. The proposed connections extend to the boundaries of the development and provide links to the street, bicycle, and pedestrian networks in accordance with the Comprehensive Plan.</p>	YES
Loading Areas, solid waste facilities and similar improvements		
<p>60.05.20.2.A Service, Storage, and Utility Area Screening</p>	<p>Multiple utility vaults and transformers are proposed on the subject site in addition to a trash enclosure in areas that are visible from a public street. The submitted plans and narrative indicate that all utility vaults and transformers are at-grade, so no screening of these facilities is needed. The trash enclosure is located in the covered parking area which is partially screened from view of SW Baseline Road by decorative panels. The plans show that a wall will surround the trash enclosure, but the height and material of the wall is not specified. Therefore, to ensure that the trash area is fully screened from public view, staff recommends a condition of approval that the applicant submit plans for the trash enclosure prior to building permit issuance.</p>	YES w/ COA
<p>60.05.20.2.B Loading Area Screening</p>	<p>Loading areas are not proposed.</p>	N/A
<p>60.05.20.2.C Screening with a Wall, Hedge, or Wood Fencing</p>	<p>The proposed trash area requires screening in accordance with this standard. However, more information is needed to confirm that the trash enclosure wall is a solid screen</p>	YES w/ COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	wall constructed with an exterior finish material from the building. Therefore, staff recommends the aforementioned condition of approval requiring the applicant to submit plans for the trash enclosure demonstrating compliance with this standard prior to building permit issuance.	
60.05.20.2.D Chain-link screening prohibited	Screening with chain-link fencing is not proposed.	N/A
60.05.20.2.E Loading Zone Screening Waived in Some Zones	Loading zones are not proposed.	N/A
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	The site provides continuous pedestrian access to the public pedestrian facilities abutting SW Baseline Road and SW 170 th Avenue that will be constructed as a part of the frontage improvements required for this project. These pathways connect primary and secondary on-site building entrances, off-street parking areas, and outdoor amenity areas to one another and to the surrounding public pedestrian facilities.	YES
60.05.20.3.B Direct walkway connection	Reasonably direct walkway connections are provided between primary building entrances and the public pedestrian facilities along SW Baseline Rd and SW 170 th Ave. Frontage improvements associated with this project include the construction of a 10-foot-wide public sidewalk along SW Baseline Road and SW 170 th Ave. Walkways are direct and convenient for pedestrians.	YES
60.05.20.3.C Walkways every 300'	The site provides continuous pedestrian access to the public pedestrian facilities along SW Baseline Road and SW 170 th Avenue. This exceeds the requirement for walkways for every 300 feet of street frontage.	YES
60.05.20.3.D Physical separation	There are no pedestrian pathways through parking areas.	N/A
60.05.20.3.E Distinct paving	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.20.3.F 5' minimum width	The submitted plans demonstrate that all proposed pedestrian pathways are at least five feet wide and constructed with scored concrete.	YES
Street Frontages and Parking Areas		
60.05.20.4.A.1-2 Street frontages and parking areas	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.4
Parking and Landscaping		
60.05.20.5.A Landscape planter island every 10 spaces	Landscape planter islands are provided no more than every eight contiguous parking spaces in the surface parking area.	YES
60.05.20.5.B Landscape planter islands dimensions	Provided landscape planter islands meet or exceed the minimum required 70 square foot area and have a minimum planting area width of six feet. The planting areas are surrounded by six-inch curbs in a way that protects landscaping. Planter islands are evenly distributed across the site. All landscape planter islands are proposed to be planted with one tree that will reach a minimum mature height of 20 feet.	YES
60.05.20.5.C Raised Sidewalks	Linear raised sidewalks or walkways within parking areas are not proposed.	N/A
60.05.20.5.D Trees on Street Tree List	The submitted Landscape Plan and planting schedule indicate that Vanessa Ironwood trees are proposed in the two landscape planter islands. The islands are six feet and 6.5 feet wide, respectively. Vanessa Ironwood trees are on the City's Street Tree List but are only approved for planting areas between four feet and 5 feet 11 inches wide. Therefore, staff recommends a condition of approval that the applicant resubmit Landscape Plan(s) demonstrating that trees on the Street Tree List that are approved for the proposed landscape planter island widths are provided prior to site development permit issuance.	YES w/ COA
Off-Street Parking Frontages in Multiple-Use Districts		
60.05.20.6.A Off-Street Parking Area Frontage Requirements	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.6

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Sidewalks Along Streets and Primary Building Elevations in Multiple-Use and Commercial Districts		
60.05.20.7.A 10' Minimum Sidewalk along Streets	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.7
60.05.20.7.B Internal sidewalks along elevations with primary entrances, tenant entrances, or display windows	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.7
60.05.20.7.C Exemption for some residential developments	The proposal is not a residential development fronting a common green or shared court, nor is it a detached residential development.	N/A
Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
60.05.20.8.A Drive aisles to be designed as public streets, if applicable	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.8
60.05.20.8.B Private streets, common greens, shared courts	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.8
Ground Floor uses in parking structures		
60.05.20.9.A Parking Structures	No parking structures are proposed.	N/A

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Open Space		
60.05.25.3.A Common Open Space	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.B Active Open Space	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.25.3.C Environmentally Sensitive Areas	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.D Vehicle Circulation Areas	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.E Individual Exterior Spaces	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.F Common Open Space Abutting Streets	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.G Common Open Space Dimensions	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.H Phased Developments	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
60.05.25.3.I Active Common Space Components	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.1
Additional Minimum Landscaping		
60.05.25.4.A Front Yard Landscaping	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.2
60.05.25.4.B Bare Gravel Maximum (25%)	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.2
60.05.25.4.C Vehicle Circulation	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.2
60.05.25.4.D Landscaping along foundations	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.2

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.25.4.E Minimum Planting Requirements	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.2
60.05.25.4.F Pedestrian Plaza	The applicant as elected to be evaluated under the corresponding Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.45.2
Retaining Walls		
60.05.25.8 Retaining Walls	The proposal does not include any retaining walls longer than 50 feet or taller than 6 feet.	N/A
Fences and Walls		
60.05.25.9.A Fencing Materials	Wooden fencing is proposed along the southern property line next to the surface parking area and along a portion of the east-facing interior property line. Wood is a durable and commonly used material.	YES
60.05.25.9.B Chain Link	Chain link fencing is not proposed.	N/A
60.05.25.9.C Masonry	Masonry walls are not proposed.	N/A
60.05.25.9.D Manufacturing uses	A residential use is proposed.	N/A
60.05.25.9.E Height	The proposed wooden fence is four feet tall and is not located in the front yard. It is less than the maximum permitted height of eight feet in the proposed location.	YES
Minimize Significant Changes to Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	The subject site does not abut residentially zoned properties, significant trees, or significant groves, so the grading standards of BDC 60.15.10 do not apply.	N/A
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	No non-vaulted stormwater facilities are proposed on site between the building and the street.	N/A
Natural Areas		
60.05.25.12 No encroachment into buffer areas.	There are no natural resource areas on the subject site.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Landscape Buffering Requirements		
60.05.25.13 Landscape buffering between contrasting zoning districts	The subject site abuts properties that are also zoned SC-MU and is located across the street from properties zoned SC-MU and SC-HDR. Table 60.05-2 states that landscape buffering is not required.	N/A

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A-E Lighting complies with the City's Technical Lighting Standards	The applicant as elected to be evaluated under the corresponding Design Guidelines.	SEE DESIGN GUIDELINE FINDINGS 60.05.50
Pedestrian-scale on-site lighting		
60.05.30.2.A-C Light fixtures	The applicant as elected to be evaluated under the corresponding Design Guidelines.	SEE DESIGN GUIDELINE FINDINGS 60.05.50

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:

The applicant states that the affordable housing project consists of one building. The building elevations are differentiated at a massing level with two distinct volumes coming together to breakdown the overall scale of the building and conceptually represent the "river" and the "oak grove." The two distinct volumes are differentiated with different materials and roof forms. The "river" volume is articulated on floors 2-4 through an artistic distribution of the textured and colored panels in a way that creates a visual representation of river topography. The ground floor is set back from the floors above and brings down portions of the siding to visually reduce the height of the ground floor, provide protection for pedestrians and create a more pedestrian friendly environment. The ground floor also uses a fine texture material that can be appreciated at the human scale and large storefront windows into all active indoor areas to create visual interest for pedestrians. Artistic screening in front of the garage draws inspiration from trees in a forest and provides visual interest for pedestrians. There is a sidewalk between the garage and building that provides easy and direct access for pedestrians to the interior of the site and outdoor common areas.

Staff concurs that the proposed changes in materials, cantilevered upper floors, storefront windows, and wall plane projections across all facades break down the mass of the building in a way that creates a pedestrian scale design. The longest building elevations face north and west and measure approximately 220 and 208 feet long, respectively. Both elevations allow pedestrians to circulate without the need to walk around the entire length of the building. On the north-facing elevation, a pedestrian pathway between the covered parking area and the ground floor of the multi-dwelling use facilitates circulation. For the west-facing elevation, a stairwell and associated pathway provides a pedestrian route along the façade. Massing at the pedestrian level is effectively reduced by the set-back location of the ground floor relative to the upper floors adjacent to the public sidewalks in addition to the use of textured materials and artistic elements. Upper floors reduce mass and increase articulation using texture, changes in materials, recessed windows, and different horizontal and vertical wall and roof planes. Staff finds that despite the lengths of

the building exceeding the associated Design Standard of 200 feet, the proposed design sufficiently limits undifferentiated elevations and reduces mass in a pedestrian friendly way through a variety of effective methods.

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 ...the elevations are articulated by using artistic distribution of the textured and colored panels in [a manner] that creates visual effects of topography.

Staff concurs that the use of textured materials such as fiber cement textured panels and tiles, wood soffits, metal reveals in addition to display windows and recessed windows vary and articulate the building elevations in a way that provides interest to pedestrians. The textures and changes in materials, including ample glazing, break up pedestrian-scale expanses of the elevations to add visual interest. Staff adds that projections of building walls and the cantilevered upper floors increase articulation at the pedestrian scale. Staff finds that the combination of these articulation methods creates attractive and varied elevations for pedestrians using and passing by this site.

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 vertical sliding reveal elements along facades contribute to the articulation requirements. There are differentiations in the building height to create an articulation feature. The profile of the parapet picks up on the profile of the bottom edge of the building overhang and creates a unified design. In addition, the corridors and stairwells are articulated by being recessed or bumped out a minimum of 2 feet, and the stairwell along W Baseline Road is further articulated with a change in materials.

Staff concurs that the vertical and angled metal reveals balance the horizontal expanses of the building elevations. Staff adds that vertical textured fiber cement siding panels are arranged in an artistic pattern that creates a wave or flowing effect across portions of the north and south-facing façades, referred to by the applicant as the “river” volume. This vertical siding design and use of texture draws the eye upwards and adds visual interest along the horizontal sections of these elevations. Lastly, angled and varied roof planes juxtapose the angles of the building cantilever on the north, east, and south facing elevations which further balance the horizontal features of the proposed building.

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 the ground floor siding material has a more intricate and finer level of texture to address the pedestrian scale. Comfortable pedestrian scale is created by pulling down portions of the siding to visually reduce height of the ground floor and emphasize design concept of the building. In addition, the ground floor set back from above-ground floors creates an off-set that provides weather protection and caters to a more comfortable pedestrian friendly environment.

Staff concurs that textured fiber cement panels along the set-back ground floor create a comfortable pedestrian environment. Additionally, the use of a natural wood material for the soffit of the building overhang and ample display windows enhances the pedestrian experience next to the building.

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:

The applicant states that:

The building's structural system above the ground floor is load-bearing wood framed wall. The proposed design reflects the planar nature of the structural system while the siding and window articulation proposed provide visual interest and shadow to the façade. At the ground floor the building structure is concrete post and flat slab, the proposed undulating wall at the street facing façade express the flexible nature of this structure, and additional articulation is proposed that creates visual interest at the pedestrian level.

To achieve architectural articulation and make the building façade interesting and noticeable, the Baseline facing elevation is broken down into two distinct volumes: conceptually speaking "River" volume and "Oak Grove" volume. The 'River' volume stretches from 170th to the 'knuckle' of the building, from the knuckle to the west is the 'Oak Grove' volume. Each of them has a fine and strategic design to it. "River" volume is divided into two parts: ground floor, that is recessed with angled walls along the full length of the façade to create not only attractive design on pedestrian scale but also to play off on the contrast with upper floors. Durable

and heavily textured siding material is selected for the ground floor to emphasize angles of the ground floor outline and provide a finer level of interest for pedestrians. Together with large storefront windows along the full length of the façade and dramatically angled soffit that plays off ground floor geometry, this building volume creates a very defined, articulated, and aesthetically appealing design.

The upper portion of the “River” volume is strongly articulated by defined artistic distribution of the textured siding panels and staggered siding application in a way that creates a visual representation of river topography. The bottom edge of the “topographic” portion of the façade is pulled down to create an uneven pattern that architecturally mimics the ground floor outline and creates a dramatic soffit profile that give this façade a unique look. In order to further define upper portion of the “River” volume, vertical siding reveals (see detail 3/A2.03) and recessed windows (see detail 3/A2.04) add another layer of articulation of this portion of the façade.

“Oak Grove” volume design is “reflection” of the “River volume”. The roof line mimics the bottom edge of the “River” volume conceptually and architecturally connects those two parts together. Different textures of the facade siding, angled full-building height reveals, window trim detailing (see detail 3/A2.04) and smooth upper floor window panels (between vertical reveal and window edge) create very elegant level of architectural articulation. The bottom portion of the facade is defined by artistic screening that represents tree trunks in the forest that supports a leafy tree crown (textured upper portion of the façade). Together two parts of the building create cohesive design that is not only articulated and noticeable but also tells the story.

Staff notes that the north-facing elevation and portions of the east and west facing building elevations are visible from and within 200 feet of adjacent streets. Staff concurs that the use of concrete columns, building overhang, and angled horizontal roof and wall planes are design features that highlight the building’s structural system. Recessed windows on upper floors, storefront windows along the ground floor facing SW Baseline Road and SW 170th Avenue, and changes in materials offer additional articulation at all levels on applicable elevations. Considering all methods of articulation that meet the Development Code’s definition of permanent architectural features, portions of the north and east-facing elevations include some undifferentiated blank walls facing a street. On the north elevation, the largest area without articulation using permanent architectural features is approximately 575 square feet while an undifferentiated area of about 420 square feet is proposed facing east. However, as described by the applicant’s narrative, the building design in these areas uses textured siding panels arranged in an undulating vertical pattern and metal reveals to create a river-like design on upper stories. Staff agrees that the texture and installation pattern of the siding and metal materials add significant visual interest in a way that adequately articulates the elevations facing adjacent streets and minimizes the appearance of blank walls.

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 states that there are two distinctive roof forms on the building that relate to the different massing and materials. It is split between a flat, linear roof and angled parapet walls that vary in height along the roof to create visual interest that is not repetitive. The length of flat roof line is less than 160' and is consistent with other projects in the City of Beaverton. The parapet cap on the flat roof has a recess that creates a shadow line along the roof's edge that can be seen from the street as shown in detail (5/A2.03). In addition, the angled roofline of one volume is reflection of the ground floor soffit of the other volume. Together they tell a conceptual story and architecturally relate to each other. This design decision makes the long façade roof line to be visually striking and intriguing.

Staff agrees that the mirrored, angled roofline and overhang of the two building volumes creates a distinctive and varied roof form on the sloped portions of the building's roof. The angled portions of the roof have significant and varying pitches that accentuate building edges and add visual interest across longer expanses of roofline. Where the roofline is flat, the proposed parapet cap adds detail and a shadowing effect using a recessed six-inch-tall surface with a two-inch overhang. Staff finds that the combined effects of the sloped and flat roof designs provide sufficient detail and visual interest when viewed from the street.

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:

The applicant states that where the roof is flat, there is a distinctive parapet along the roof's edge to bring depth to the roof and enhance the shadow line. Please see detail (5/A2.03). The building volume's roof lines together with façade composition have a cohesive articulated design, each design element relates to the other one in a non-repetitive way.

Staff concurs that the proposed parapet design on the flat roof adds a decorative element while creating a shadow line. The parapet provides adequate visual interest to articulate the flat rooflines on various sections of the building.

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 submitted electronic material board and architectural elevations indicate that ceraclad, a type of fiber cement siding material, will be used in a variety of textures and dimensions across the building in addition to metal reveals and parapet caps, vinyl upper windows, aluminum storefront window frames, wood, and concrete. Ample display windows on the ground floor allow views into interior common areas of the building. 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.

6. Building Location and Orientation in Commercial and Multiple Use Zones

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

FINDING:

The applicant states that the building is oriented toward the abutting streets and intersection along W Baseline Road and SW 170th Avenue. The building was designed to providing a continuous active street frontage along W Baseline Road and a dramatic three-story floating corner mass that addresses the busy intersection and the primary building entrance. The massing is composed of three stories of wood framing floating over a one-story concrete podium; keeping to four stories is a good neighbor gesture that allows the building to sensitively nestle into the deep L-shaped site and remain in scale with the existing neighborhood. Onsite parking is efficiently tucked into the interior of the site, providing a continuous active street frontage... and striking building corner volume.

The proposed building at the ground floor along SW Baseline Road is setback at varying distances from the property line between 3.5 and 5.5 feet with portions of the upper floors overhanging only two inches from the property line. Similarly on SW 170th Avenue, the ground floor is setback further than upper floors, about 37 feet from the property line, while upper floors are set back about 25 feet. At the adjacent intersection, the building overhang is about two feet from the curved property line at the corner. As noted by the applicant, all parking areas are located to the side and rear of the site and are partially screened from view using decorative screening panels and landscaping. Some landscaping is used on the north and east sides of the building, but the building design and orientation to the street is the predominant design element of the proposal. 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.

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

B. On Class 1 Major Pedestrian Routes, the design of buildings located at the intersection of two streets should consider the use of a corner entrance to the building. (Standards 60.05.15.6.B and D)

FINDING:

The applicant states that the site abuts a Class 1 Major Pedestrian Route, SW 170th Avenue, and a Class 2 Major Pedestrian Route, W Baseline Road. The primary entrance is located on SW 170th Avenue near the corner where it intersects W Baseline Road. SW 170th Avenue also connects to the Elmonica MAX station.

The applicant proposes the building's primary entrance facing SW 170th Avenue at a slight angle toward the intersection. The primary entrance is in close proximity to and clearly visible from the intersection of the two streets. While the building design did not incorporate a corner entrance, the building's upper floors cantilever nearly 15 feet over the ground floor, placing the building wall about two feet from the property line at the corner. Staff finds that the building design and the location of the primary entrance on the Class 1 Major Pedestrian Route enhances visual interest at the street corner.

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

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

FINDING:

The proposed building includes a primary entrance oriented toward SW 170th Avenue in close proximity to the intersection which has an existing signalized pedestrian crossing. After crossing the street, users have direct pedestrian access to the Elmonica/SW 170th MAX Station approximately 700 feet south of the subject site. The proposed site design features a paved concrete pedestrian area between the primary building entrance and the public sidewalks along SW 170th Avenue and SW Baseline Road. As a result, pedestrians will have a direct and unobstructed connection to surrounding streets, public pedestrian facilities, and the nearby transit facility.

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 proposed building includes a primary building entrance oriented toward SW 170th Avenue in close proximity to the Baseline & 170th intersection. The primary entrance is about 60 feet from this public street intersection.

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

7. Building Scale along Major Pedestrian Routes

- B. Building heights at or near the street should help form a sense of enclosure, but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A)**

FINDING:

The applicant states that the building was designed to provide continuous active street frontage along W Baseline Road on the first floor. The maximum height of the building is 60 feet at the property line. North and east elevations have a first floor with a smaller footprint than above-ground floors. This footprint differential creates recessed areas along the sidewalks that can be used for weather protection and provides pedestrian scale feeling. A continuous canopy floor overhang has varying depths to create visual distinction that expands at the corner to create a deep protected overhang and draw attention to the primary entrance.

SW Baseline Road and SW 170th Avenue are both Major Pedestrian Routes abutting this site. Staff concurs that the building height when measured from both street edges is 60 feet at the tallest point next to the streets. Staff notes that the maintenance stairwell is setback about 150 feet from the north property line, so it is not included in the building height calculation to assess the project's conformance with this guideline. The smaller ground floor building footprint combined with the building overhang of upper floors creates a sense of enclosure while the use of ample display windows and changes in materials scale the building to the pedestrian level. The design prevents the appearance of undifferentiated high walls for pedestrians, and textured materials of varying dimensions on upper floors with recessed windows articulate the tallest walls. Staff finds that the design features and layout of the proposed building provide an appropriate scale for pedestrians traveling on the abutting Major Pedestrian Routes.

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

Section 60.05.40 Circulation and Parking Design Guidelines.

3. Pedestrian Circulation.

- 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 streets. A pedestrian pathway connects the parking garage area to the public sidewalk along SW Baseline Road, and another pedestrian path connects the surface parking area to the SW 170th Ave public sidewalk. Both pathways are paved and curbed to provide adequate separation from vehicles. One pedestrian pathway crosses the drive aisle in the surface parking area which is proposed to be constructed of vehicular-grade four-inch by eight-inch concrete pavers. The use of concrete pavers compared to the exposed aggregate concrete drive aisle distinguishes the pedestrian crossing from the drive aisle for enhanced visibility and safety for those crossing between the building and amenity area. This pedestrian crossing is appropriately located on the site and is evenly spaced along the parking area drive aisle.

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:

A portion of the proposed surface parking area is located along SW 170th Avenue. The applicant proposes the use of landscaping to screen this parking area from public view. A 7.5-foot-wide by 18-foot-long landscape planter is proposed between the parking area and the public sidewalk. The planter will be planted with Compact Oregon Grape shrubs which will reach a mature height of three feet. Since Compact Oregon Grape is an evergreen shrub, the plants will provide screening year-round. Staff finds that the proposed landscape planter will provide adequate screening of the surface parking area located along a portion of the site's frontage with SW 170th Avenue.

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

6. Off-Street Parking Frontages in Multiple Use Zones.

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

FINDING:

A surface parking area is proposed behind the building, and a covered parking area is located under the western extent of the building. One end of the covered parking area is located next to SW Baseline Road, but the proposal includes decorative panels and landscaping that will partially screen the parking area from this Major Pedestrian Route. The rest of the covered parking area extends to the side and rear of the site. Surface parking is not proposed at the corner of the two abutting Major Pedestrian Routes.

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

- B. Surface parking areas should not be the predominant design element along Major Pedestrian Routes and should be located on the site to safely and conveniently serve the intended users of the development, without precluding future site intensification. (Standard 60.05.20.6)**

FINDING:

The surface parking area is located behind the proposed building, and covered surface parking is located underneath the building. The portion of the surface parking area visible from SW 170th Avenue will be partially screened by landscaping. The proposed building is the predominant design element along the Major Pedestrian Routes due to its placement near property lines and the use of building overhangs and display windows to activate the ground floor at the pedestrian scale. The locations of surface parking areas will conveniently serve users of the development and do not preclude future site intensification.

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 project will be required to construct frontage improvements along both abutting streets, including 10-foot-wide public sidewalks with tree wells. Along SW Baseline, a stormwater planter will be constructed but will maintain the required five-foot unobstructed width for high levels of pedestrian activity. Additionally, the site design includes paved concrete pedestrian areas on the north and east sides of the building which connect

seamlessly to the public sidewalk. This increases the area available to pedestrians along both abutting 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:

Primary building elevations include the main entrance on the east elevation and the entrance accessed from the covered parking area. Pedestrian connections are provided along the eastern elevation and between the covered parking area and the building's ground floor. Both pathways connect pedestrians to the adjacent public sidewalks.

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

4. 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. 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 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 parking stalls. The proposed parking lot drive aisle is approximately 325 feet long and its visual impact is reduced through the use of landscaping and the building overhang.

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 June 1, 2022.

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 common open space is the central feature of the landscape plan and includes a direct relationship with the indoor community space for residents and visitors. A small plaza is located directly outside of the main community room for residents, which connects to the BBQ area, kids play area, and community garden. The relationship of outdoor common areas works in harmony with the overall community focus of this project to provide space for residents day to day and for special events.

Staff notes that approximately 9,650 square feet of common open space is provided for anticipated users which includes passive landscaped areas, paved plazas, and a roughly 6,650 square foot active open space area with grills, a play area, and community garden.

Proposed common open spaces are easily accessible and located at a short walking distance from all building entrances and exits. 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 common open space provides a variety of active and passive uses for people of all ages that is surrounded by a protective buffer with the stormwater planter facility. The children's play area is nestled between the BBQ area and community garden, all of which provide active uses for people of all ages while giving a higher level of protection to the children. Outdoor common spaces are within direct view and walking distance from the indoor community room with visibility from the staff offices and apartments above for additional safety.

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, and a grilling area 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. The site also includes a play area constructed with a rubberized surface to create mounds of differing sizes and heights for children. The raised mounds are scattered across the play area but do not encroach in needed pedestrian movement areas. 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:

Based on the submitted landscape plan and floor plans, windows from the living areas of about eight units per floor on stories two through four face on to the common open space area (24 total). Additionally, windows from the community room face the common open space area and provide additional visibility from the ground floor.

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 proposed development is in the SC-MU zoning district which does not have a minimum setback between a street and building. As such, the proposed building is located a few feet from the northern property line abutting SW Baseline Road which limits the landscaping that can be accommodated in this area. However, landscaping is proposed on the north side of the covered parking area, and the area between the remainder of the building and the street will be paved with concrete to match the public sidewalk area. Abutting SW 170th Avenue, landscape planters and paved pedestrian areas are proposed between the building and the street. Staff finds that the proposed site design between the building and abutting streets creates a safe and visually interesting pedestrian experience while enhancing the appearance of active uses on the ground floor.

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 submitted plans demonstrate that landscaping will be used along the perimeter of the covered parking area to the north, west, and south which will help soften the edges of the structure and the use of concrete pillars in addition to partially screening the vehicle parking areas. Landscape planters are proposed to be evenly spaced throughout the surface parking area to break up expanses of asphalt, and a landscape strip on the south side of the drive aisle softens the appearance of the parking area when viewed from the

adjacent development site. Landscape planters between the building and public sidewalk abutting SW 170th Avenue increase the attractiveness of the development near the main entrance and public intersection. Lastly, the proposed common open space area and associated landscaping are designed in a unique and attractive way that functionally integrates the stormwater planter with the three distinct active open space areas in an aesthetically pleasing way.

Conclusion: Therefore, staff finds 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 and non-pole mounted luminaries. Bollard luminaries are not proposed. In the surface parking area and near the property line with SW 170th Avenue, pole-mounted lights are proposed to be 19 feet 7 inches above grade. In all other uncovered pedestrian circulation areas and around the common open space area, pole-mounted lights that are 14 feet 8 inches tall are proposed. Non-pole mounted lights are proposed on the concrete pillars on north and west sides of the covered parking area, and recessed light fixtures are used under the building overhang, including in the covered parking area. It is not clear from the submitted plans how high the wall-mounted fixtures are proposed to be installed, so staff recommends a condition of approval that the applicant submit plans prior to building permit issuance showing that wall-mounted fixtures will be located no greater than 20 feet above building finished grade to maintain a pedestrian scale which is consistent with the City's Technical Lighting Standards.

Staff finds that the proposed luminaries are strategically placed on the site to ensure safe and well-lit conditions for pedestrians and vehicles while minimizing glare on adjacent properties. The submitted on-site photometric plan shows that a minimum illumination of 0.7 foot-candles is met or exceeded across the site which meets the City's Technical Lighting Standards for the proposed development which will ensure safety for all users. However, the submitted Photometric Plan does not depict a proposed pedestrian pathway along a portion of the western property line that connects the parking garage stairwell to the adjacent development site. Because of this, the Committee recommends a condition of approval that the applicant resubmit a Photometric Plan prior to site development permit issuance demonstrating that a minimum 0.7 foot-candle illumination level is maintained across this pedestrian pathway.

Conclusion: Therefore, staff finds that, by meeting the conditions of approval, 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 project proposes to use approximately 15-foot-tall pole-mounted luminaries and recessed light fixtures in pedestrian areas which are scaled appropriately for pedestrians. The two pole-mounted lights are of the same design, one with a taller height for vehicle circulation areas. Wall-mounted lights are only used on concrete pillars around the covered parking area. The proposed wall-mounted fixtures are a simple box shape that can cast light upwards and downwards which is appropriate for the vertical mounting surface while limiting lighting near property lines. The proposal also includes surface mounted lights on a bench in the common open space area which further integrates the lighting design with the outdoor amenity area. Staff finds that pedestrian scale lighting is well integrated into the site design and uses a variety of appropriate fixtures to provide safe and attractive conditions.

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 all light fixtures adjacent to properties and streets have lens shields, shades, or other glare-minimizing accessories. Staff concurs and adds that wall-mounted fixtures near the north and west property lines cast light upwards or downwards, and the pole-mounted luminaries near the eastern property line are angled away from the road to prevent glare. The submitted photometric plan shows that lighting levels at abutting private properties do not exceed 0.5 foot-candles which meets the City's Technical Lighting Standards. Light sources are concealed from view of the street and adjacent residences since they are either recessed under the building or pole-mounted and angled away from the street. Staff finds that the proposed lighting effectively minimizes direct and indirect glare impacts to abutting and adjacent properties and streets.

Conclusion: Therefore, staff finds 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:

Staff's analysis found that the proposal complies with the City's Technical Lighting Standards by meeting the recommended condition of approval regarding the mounting height of wall fixtures. The applicant's narrative states that there are landscaped areas on site that do not meet the minimum 0.7 foot-candle lighting level. However, the only area that falls below 0.7 foot-candles is in the stormwater planter on the south side of the site which is not subject to the Technical Lighting Standards per BDC 60.05-1.B.

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

Attachment D: TREE PLAN TWO TP2022-0009

ANALYSIS AND FINDINGS FOR TREE PLAN TWO APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **TP2022-0009**, 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 subject site contains twelve Community Trees measuring ten inches DBH or greater that are proposed for removal, as identified by the Tree Inventory Table on Sheet L000. Nine Community Trees are located on the REACH property while three additional trees are located on the adjacent Elmonica Mixed Use site. The trees on the adjacent site conflict with improvements associated with the REACH development, so they have been included in this Tree Plan Two request with the consent of the adjacent property owner.

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 12 Community Trees are proposed to be removed to accommodate the physical development of the site. Because it is a small site (about 1-acre), construction activities such as grading, locating utilities, and developing the various uses (building, parking, pedestrian and activity areas and landscaping) will require the

removal of the identified trees. The Landscape Plan (Exhibit A, Sheet L5.00) identifies how tree replacement will be accomplished.

Staff concurs that the site size poses challenges for the development to retain the trees. Staff adds that all trees proposed for removal are located near property lines in areas that conflict with fencing, stormwater facilities, and building location and orientation standards. Staff agrees that it is not possible to retain the existing Community Trees while accommodating physical development of the site.

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 various trees is necessary to provide sufficient buildable land for the affordable housing development.

Staff adds that the removal of several trees is necessary to accomplish public purposes. Specifically, several trees on the eastern portion of the property must be removed to install needed utility vaults, transformers, potable water lines, and a fire water line to a new fire hydrant. Three other trees abut the northern property line and conflict with the required location of the new 10-foot-wide public sidewalk. Staff has not identified a reasonable alternative to tree removal that would not increase public costs while accomplishing the required public improvements.

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, as demonstrated by the Grading and Utility Plans and Stormwater Management Report, the project was designed to meet the City of Beaverton standards for grading and drainage. In keeping with City of Beaverton requirements, the project was designed to minimize adverse effects on neighboring properties, public rights-of-way, surface drainage, water storage facilities, and the public drainage system.

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 June 1, 2022. The application was deemed complete on November 22, 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 two Major Adjustment – Affordable Housing, Design Review Three, and Legal Lot Determination applications to be processed 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 TP2022-0009, 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 12 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 12 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 12 Community Trees. Mitigation is not required for the removal of Community Trees.	N/A

Attachment E: LEGAL LOT DETERMINATION LLD2022-0005

ANALYSIS AND FINDINGS FOR LEGAL LOT DETERMINATION

Decision: Based on the facts and findings presented below, staff recommends **APPROVAL** of **LLD2022-0005**, subject to the applicable conditions identified in Attachment G.

Section 40.47.05 Purpose

The purpose of the Legal Lot Determination is to determine the legal status of lots and subdivisions that were created prior to the enactment of current subdivision regulations or prior to the City annexing a particular property. This section provides criteria for rendering decisions on the legal status of lots and subdivisions consistent with State Statute. This Section is carried out by the approval criteria listed herein.

Section 40.47.15.1.C Approval Criteria

In determining if the subject lot or parcel is a Legal Lot, the decision making authority shall make findings based in evidence provided by the applicant demonstrating that all the following criteria are satisfied:

Section 40.47.15.1.C.1

Approval Criterion: The application satisfies the threshold requirements for a Legal Lot Determination.

FINDING:

This Legal Lot Determination request is associated with a development proposal to construct an 81-unit multi-dwelling building for regulated affordable housing and associated site improvements. The development, except for shared access improvements on an adjacent site, is proposed on one parcel, Tax Lot 100 on Washington County Tax Assessor's Map 1S106DB, that has not been a part of a previously recorded plat. No prior Legal Lot Determination has been made to establish the legal status of this lot. As such, the application satisfies threshold number 3 for a Legal Lot Determination which reads:

- 1. The Director requires a Legal Lot Determination be made as a prerequisite to, or concurrently with, the filing of a land use application.*

Staff notes that the adjacent Elmonica Mixed Use development site received Legal Lot Determination approval for the two parcels that comprise that site (casefile number LLD2023-0003).

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

Section 40.47.15.1.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 Legal Lot Determination application.

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

Section 40.47.15.1.C.3

Approval Criterion: The unit of land conforms to the lot area and dimensional standards of Chapter 20 (Land Use) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District; except where a unit of land was created by sale prior to January 1, 2007, and was not lawfully established, the Director may deem the unit of land a Legal Lot upon finding:

- a. The unit of land could have complied with the applicable criteria for creation of a lawful parcel or lot in effect when the unit of land was sold; or
- b. The City, or the County prior to annexation, approved a permit as defined in ORS 215.402 or 227.160(2) for the construction or placement of a dwelling or other structure on the unit of land after the sale, and such dwelling has all the features listed in ORS 215.755(1)(a)-(e).

FINDING:

The subject unit of land is located in the Station Community Multiple Use (SC-MU) zoning district. The SC-MU Site Development Standards of BDC 20.20.15 have no minimum lot area or dimensional standards for lots in this zoning district. The lot is currently 1.07 acres in size with a lot width abutting SW Baseline Road of approximately 245 feet and lot depth abutting SW 170th Avenue of about 78 feet. Since the lot meets the current lot area and dimensional standards of Chapter 20 (Land Use) for lots in the SC-MU zoning district, staff finds that the unit of land associated with this Legal Lot Determination request is a Legal Lot.

For the unit of land to become a Legal Lot, a Final Land Division must be recorded with Washington County pursuant to BDC 40.47.15.1.E. As such, staff recommends conditions of approval requiring the applicant to submit a Final Land Division application with the City and to record a final plat with Washington County prior to final occupancy which will establish the tax lot as a Legal Lot of record.

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

Section 40.47.15.1.C.4

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

FINDING:

The applicant submitted the Legal Lot Determination application on June 1, 2022. The application was deemed complete on November 22, 2022. Staff finds that the proposal contains all applicable submittal materials.

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

Section 40.47.15.1.C.5

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 two Major Adjustment – Affordable Housing, Design Review Three, and Tree Plan Two 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 LLD2022-0005, subject to the applicable conditions identified in Attachment G.

Attachment F: MAJOR ADJUSTMENT- AFFORDABLE HOUSING ADJ2023-0001

ANALYSIS AND FINDINGS FOR MAJOR ADJUSTMENT- AFFORDABLE HOUSING APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **ADJ2023-0001**, subject to the applicable conditions identified in Attachment G.

Section 40.10.05 Purpose:

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

Planning Commission Standards for Approval:

Section 40.10.15.4.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Major Adjustment – Affordable Housing Applications. The Commission will determine whether the application, as presented, meets the Major Adjustment – Affordable Housing approval criteria. In this portion of the report, staff evaluates the application in accordance with the criteria for a Major Adjustment – Affordable Housing request.

To approve a Major Adjustment – Affordable Housing 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 40.10.15.4.C.1

The proposal satisfies the threshold requirements for a Major Adjustment – Affordable Housing application.

FINDING:

The applicant proposes development that qualifies as regulated affordable housing as defined in Chapter 90 of the Development Code and seeks approval of a change to the numerical requirements contained in Section 60.30. Specifically, the applicant proposes to provide a 22.5-foot-wide two-way drive aisle to access perpendicular parking stalls in the surface parking area. Section 60.30.15 of the Development Code requires a minimum two-way drive aisle width of 24 feet. Therefore, the request satisfies threshold number 3 for a Major Adjustment – Affordable Housing application which reads:

3. *For eligible regulated affordable housing developments, any change from the numerical requirements contained in Section 60.30. (Off-Street Parking).*

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

Section 40.10.15.4.C.2

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

FINDING:

The applicant submitted this Major Adjustment – Affordable Housing application on June 21, 2023, and the application was deemed complete the same day. Staff finds that the proposal contains all applicable submittal materials pursuant to Section 50.25.1. The adopted fee schedule in effect at the time of application submittal indicates that there is no charge for Major Adjustment – Affordable Housing applications.

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

Section 40.10.15.4.C.3

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

FINDING:

The applicant states that the requested adjustment is to reduce the width of the two-way drive aisle from 24 feet to 22.6' which tapers to 20' at the driveway. The driveway is gated for emergency access only. A 2.5-foot-wide landscape strip on the south side of the drive aisle is planted with groundcover and low shrubs, so vehicles backing up can overhang into that landscaped area. This will effectively provide a 24-foot-wide maneuvering area so vehicular movement will not be obstructed. The pedestrian path is separated from the drive-aisle, therefore pedestrian movement will not be obstructed.

The submitted plans demonstrate that the landscaped area on the south side of the drive aisle will be planted with Redwood Sorrel groundcover that has a mature height of four inches. This will allow vehicles' rear bumper to overhang into the 2.5-foot-wide landscaped area when backing up without damaging the plants or vehicles. This will effectively provide a 25-foot-wide maneuvering area for vehicles backing out of the perpendicular parking stalls accessed from the two-way drive aisle which will not obstruct vehicular movement. The proposed 22.5-foot width is adequate for safe two-way vehicle traffic. Pedestrian movements are not affected by this request.

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

Section 40.10.15.4.C.4

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

FINDING:

The applicant requests approval of a second Major Adjustment – Affordable Housing application for a 43% reduction to the off-street vehicular parking requirement of the Development Code. Together, the adjustment applications request two changes to the numerical requirements of Section 60.30. The development is proposed in the Station Community – Multiple Use (SC-MU) zoning district which, according to Section 20.20.10, intends to facilitate multiple use and residential developments with no maximum residential density near light rail station platforms. The requested adjustments seek flexibility for the standards associated with off-street vehicular parking and maneuvering due to a constrained lot size and shape. In this way, the cumulative effect of the two Major Adjustment – Affordable Housing requests is still consistent with the overall purpose of the SC-MU zoning district, as the proposal would provide dense residential development near a light rail station.

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

Section 40.10.15.4.C.5

The proposal incorporates building, structure, or site design features or some combination thereof that compensate for the requested adjustment.

FINDING:

The applicant states that ...the driveway access [will be] gated for emergency access only so there will be no through traffic and very limited potential for two-way traffic. In addition, the reduction is made with the condition that the 2.5-foot-wide landscape strip on the south side of the drive aisle is only planted with groundcover, so vehicles backing up can overhang into that landscaped area. The planting design indicate OXALIS OREGANA (Redwood Sorrel) for this area that grows up to 4" height. This will effectively provide a 25-foot-wide maneuvering area so vehicular movement will not be limited by the reduction in the width of the drive aisle. The festival street south planting area has been revised to allow space for vehicle overhang.

Staff concurs that the proposed landscaping plan shows that Redwood Sorrel groundcover will be installed on the south side of the drive aisle which has a mature height less than 12 inches. This ensure that vehicles using the two-way drive aisle have adequate backing area when exiting parking stalls. This creates a 25-foot-wide maneuvering area which sufficiently compensates for the requested adjustment, as it exceeds the 24-foot-wide

standard while maintaining safe conditions for two-way vehicle traffic over the 22.5-foot-wide travel surface.

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

Section 40.10.15.4.C.6

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

FINDING:

Staff cites the findings in Attachment A regarding the site's conformance with applicable Chapter 20 provisions. The proposal was found to comply with all applicable standards of the underlying SC-MU zoning district and does not seek to modify any applicable standards with this proposal.

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

Section 40.10.15.4.C.7

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

FINDING:

Staff cites the findings in response to Section 40.03.1.D in Attachment A and the findings in Attachment C of this report which detail the project's compliance with applicable Chapter 60 requirements. Staff's analysis found that the proposal will comply with all applicable provisions by meeting the recommended conditions of approval in Attachment G of this report.

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

Section 40.10.15.4.C.8

In the case of an adjustment to the numerical requirements contained in Section 60.30. (Off-Street Parking), any part of the site of the proposed development shall be connected by a public route that is no longer than one-quarter mile from a bus transit stop that has 20-minute or more frequent peak-hour transit service or connected by a public route that is no longer than one-half mile to a light-rail platform. Alternatively, the application shall provide a parking analysis demonstrating that the actual parking needs of the development can be accommodated onsite. The parking analysis

shall include examples from at least two other comparable developments. Additional examples may be required by the City Engineer or designee.

FINDING:

The subject site is located approximately 700 feet from a light rail station platform, the Elmonica/SW 170th MAX station, which is less than one-half mile. The site is currently connected by a public route to the light rail platform, and pedestrian and bicycle connectivity to the station will be enhanced by the frontage improvements required for this project and those that were recently approved for development on the adjacent Elmonica Mixed Use site. As such, a parking analysis was not required to evaluate this request.

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

Section 40.10.15.4.C.9

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

FINDING:

The applicant states that REACH CDC will operate the property once constructed and will ensure adequate means are provided to ensure periodic maintenance. Staff adds that the reduced two-way drive aisle width does not create any barriers to periodic maintenance of private common facilities since the site design will provide adequate backing and maneuvering area. Furthermore, larger non-emergency trucks including the waste hauler will not use the affected drive aisle, since trash service will be carried out on the adjacent property by rolling receptacles from the trash enclosure to the hauler vehicle. For these reasons, staff finds that this adjustment request does not impact the site's ability to provide adequate means for the continued periodic maintenance and necessary normal replacement of on-site private common facilities and areas.

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

Section 40.10.15.4.C.10

If the proposal includes lot area averaging as specified in Section 20.05.15.D, the request for the Major Adjustment – Affordable Housing is not for an adjustment to minimum land area standards.

FINDING:

The proposal does not include a request for lot averaging.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented above, staff recommends **APPROVAL** of **ADJ2023-0001**, subject to the recommended condition of approval in Attachment G.

Attachment G: RECOMMENDED CONDITIONS OF APPROVAL

Application: REACH Elmonica Affordable Housing

Recommendation: APPROVE ADJ2022-0003 / DR2022-0067 / TP2022-0009 / LLD2022-0005 / ADJ2023-0001, subject to conditions.

Major Adjustment – Affordable Housing (ADJ2022-0003)

A. General Conditions:

1. Ensure that the Design Review Three (DR2022-0067) application has been approved and is consistent with the submitted plans. (Planning / BG)

Design Review Three (DR2022-0067)

A. General Conditions:

1. Ensure that the Major Adjustment – Affordable Housing (ADJ2022-0003 and ADJ2023-0001), Tree Plan Two (TP2022-0009), and Legal Lot Determination (LLD2022-0005) applications have been approved and are consistent with the submitted plans. (Planning / BG)

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

2. Obtain a Washington County Facility Permit for all public improvements on SW Baseline Road and SW 170th Avenue as noted below (Washington County / NV).
 - a. 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 August 9, 2023.
 - b. \$20,000.00 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.

- c. Electronic submittal of engineering plans, geotech/pavement report, engineer's estimate, preliminary sight distance certification 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 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.

- i. Removal of the existing sidewalk and reconstruction of a 10-foot-wide sidewalk with tree wells and 13.5-foot planter strip (includes curb) on SW Baseline Road. The sidewalk shall be located 0.5 feet from the ROW. Street trees shall be to City standards and shall use County root barrier detail. Maintenance of street trees and tree grates shall be maintained by the Developer/Owner. LIDA Facility locations are subject to County engineer approval and shall not impact street lighting location needs.
- ii. Installation of continuous street lighting and communication conduit along the site's frontage of SW Baseline Road and SW 170th Avenue, as approved by the County Engineer.
- iii. Construction of a half-street improvement to a minimum A-4 County standard along the site's 170th Avenue frontage. The half-street improvement shall include a 3 lane road section, 6 foot bike lane with 2 foot buffer, gutter/curb, 5.5-foot planter strip (excluding curb) and 10 foot wide sidewalk with tree wells. The sidewalk shall be located 1 foot from the ROW. Street trees shall be to City standards and shall use County root barrier detail. Maintenance of street trees and tree grates shall be maintained by the Developer/Owner. Standard Detail 4010.

NOTE: Planter strip width may vary as needed to construct the half-street improvement per the County Engineer and per any ODOT Rail Order.

- iv. Closure of all existing accesses to SW 170th Avenue and SW Baseline Road that were not approved with this development.
- v. Construction access and traffic circulation/control plan.
- vi. Compliance with the rail crossing improvements per ODOT Rail Order on SW Baseline Road.
- vii. Construction of an emergency access to County/TVFR standards. Standard Detail 2020.
- viii. RI/RO private access on SW Baseline Road, if not constructed by others (Refer

to County Casefile CP23-910).

3. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div. / SAS)
4. Retain a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / SAS)
5. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div. / SAS)
6. Have the applicant for the subject property guarantee all City-owned and maintained public improvements, grading, storm water management facilities, and driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div. / SAS)
7. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the County right of way. (Site Development Div. / SAS)
8. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div. / SAS)
9. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div. / SAS)
10. Provide construction plans and a drainage report demonstrating compliance with City surface water management requirements per City 2019 Engineering Design Manual, Resolution 4542, Section 530; and with CWS Resolution and Order 2019-22 for quantity control for conveyance capacity, hydromodification and quality treatment. Fee-in-lieu can be requested if development meets criteria set forth in City EDM Sections 190, table 530.1, and 530.1.A.4 and CWS Design & Construction Standards Section 4.03.7.a and 4.04.2.a. (Site Development Div. / SAS)

11. Provide plans for a public stormwater management LIDA planter to be constructed at the ultimate curb location along SW Baseline Rd. This facility shall be designed to provide stormwater management for the offsite impervious area impacted by this development per Clean Water Services Design and Construction Standards Chapter 4 requirements. The stormwater planter must be designed in such a way that it will not need to be relocated or reconstructed when the future right-turn lane is added to SW Baseline Rd. (Site Development Div. / SAS)
12. Provide a drainage analysis of the subject site prepared by a professional engineer meeting the standards set by the City. The analysis shall identify all contributing drainage areas and plumbing systems for this project with the site development permit application. The analysis shall also delineate all areas for this project that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. (Site Development Div. / SAS)
13. Submit a grading plan showing building pad elevation and minimum finished floor elevation (FFE). Pad elevation shall be at least one foot higher and FFE shall be at least three feet higher than the 100 year/emergency overflow of the storm water management facility. (Site Development Div. / SAS)
14. Any changes to approved grading must meet provisions of Beaverton Code 9.05.110 and 9.05.115, no grading can occur within 10 feet of a property line or half the height of the vertical embankment created, whichever is greater. This applies to all exterior property boundaries of the proposed project. (Site Development Div. / SAS)
15. 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. / SAS)
16. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div. / SAS)
17. Submit to the City a Stormwater Management Worksheet for the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site. (Site Development Div. / SAS)
18. Provide plans for the placement of underground utility lines within the site for services to the proposed new building. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the

proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div. / SAS)

19. Submit plans that show access for a maintenance vehicle within 9-feet from the front, or within 19-feet from the side of a vehicle to all control structures unless otherwise specifically approved by the City Engineer. (Site Development Div. / SAS)
20. Submit ODOT ADA curb ramp design checklist and standard detail DET1720 and DET1721 showing level of design detail for every public sidewalk ramp proposed with this development. Maximum designed ramp slope shall be 7.5%, maximum designed cross slope, flat landing or turning space shall be 1.5%. Two directional ADA ramps shall be provided at all corners of all intersections, regardless of curb type. See ODOT standard drawings RD754, RD155, RD756, RD757, RD758 and RD759 for ramp details. (Site Development Div. / SAS)
21. Provide plans showing the water line and easement associated with the City of Beaverton North Transmission Line Intertie (NTLI) capital improvement project on the site development permit site plan for review and confirmation. (Site Development Div. / SAS)
22. Submit documentation of the required Rail Order application submitted to Washington County along with associated site plans for any mitigation required by the Rail Order. (BDC 60.55.10) (Transportation / KM)
23. Submit revised site plans demonstrating that all vehicle parking spaces meet the minimum parking lot design standards contained in BDC 60.30.15. Where vehicle parking stalls rely upon vehicle overhang in order to meet these standards, proposed landscaping shall be provided with mature heights of less than 1-foot (12-inches) so as not to obstruct the required vehicle overhang space and to prevent vehicles from encroaching into drive aisles. (BDC 40.03.1.D and 60.30.15) (Transportation / KM)
24. Resubmit site plans for any electric vehicle-related infrastructure proposed with this land use application. Plans shall include sufficient detail drawings to demonstrate that adjacent pedestrian walkways will maintain the required 5-foot unobstructed width and that there are no encroachments to any needed vehicle overhang for vehicle parking stalls. (BDC 40.03.1D and G, 60.30.15, and 60.55.25) (Transportation / KM)
25. Resubmit dimensioned site plans demonstrating how the required frontage improvements along SW Baseline Road and SW 170th Avenue transition to the adjacent property's frontage. (BDC 40.03.1) (Transportation / KM)
26. Submit detail drawings, including elevations, of the proposed trash enclosure located within the parking garage 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)
27. Submit site plans demonstrating that REACH will construct the shared access improvements on the adjacent property (Tax Lot 02500 on Washington County's Tax

- Assessor's Map 1S106DB), consistent with Washington County's access requirements and the approved Elmonica Mixed Use land use plans (casefile number DR2022-0139 / TP2022-0015 / LD2022-0018 / LLD2023-0003), unless the shared access improvements are first approved for construction by the Elmonica Mixed Use development through the issuance of a site development permit. Should REACH construct the shared access improvements, REACH shall submit a copy of a recorded easement that grants the REACH development permission to construct the required improvements and access the adjacent property for construction purposes. Required shared access improvements include: (BDC 40.03.1 and 60.55.10) (Transportation / KM)
- a. The interim right-in right-out access to SW Baseline Road;
 - b. The portions of the drive aisle and driveway between the SW Baseline Road access and the western REACH property line; and
 - c. The portion of the five-foot-wide paved pedestrian pathway along REACH's western property line connecting REACH's stairwell entrance in the parking garage to the public sidewalk abutting SW Baseline Road.
28. Submit preliminary sight distance analysis for the proposed access on SW Baseline Road, unless the access is first approved for construction by the Elmonica Mixed Use development through the issuance of a site development permit. (BDC 40.03.1 and 60.55.35) (Transportation / KM)
 29. Submit site plans or detail drawings demonstrating that short-term bike parking racks are compliant with Engineering Design Manual Section 340 requirements. (Planning / BG)
 30. Submit plans demonstrating that eight street trees will be planted in the public sidewalk abutting SW Baseline Avenue and that three street trees will be planted in the public sidewalk abutting SW 170th Avenue. Street tree spacing shall comply with BDC 60.55.30.3. Alternatively, if street tree spacing exceeds 30 linear feet and/or fewer street trees are proposed, the applicant shall justify the proposed spacing or number of street trees and provide an alternative street tree plan, subject to approval by the City Arborist. (Planning / BG)
 31. Submit plans showing that trees to be planted in street tree wells meet the required planter width and overhead power wire restrictions of the City of Beaverton Approved Tree List, unless an alternative street tree plan is approved by the City Arborist pursuant to BDC 60.55.30.3. (Planning / BG)
 32. Submit plan(s) demonstrating that trees on the City of Beaverton Approved Tree List that are approved for the landscape planter island widths are provided, unless an alternative tree is approved by the City Arborist pursuant to BDC 60.05.20.5.D. (Planning / BG)
 33. Submit a Photometric Plan demonstrating that the pedestrian pathway along the western property line connecting the parking garage stairwell to the adjacent

development site maintains a minimum 0.7 foot-candle lighting level. (Planning / BG)

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

34. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / SAS)
35. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div. / SAS)
36. Submit site plans and detail drawings demonstrating that at least one long-term bike parking rack in each bike parking room is a floor-mounted design that complies with the dimension and location requirements of Engineering Design Manual Section 340. (Planning / BG)
37. Submit plans demonstrating that wall-mounted fixtures will be installed no greater than 20 feet above finished grade. (Planning / BG)
38. Submit plans, including elevations, demonstrating that the trash enclosure uses solid screen walls that are constructed with an exterior finish material from the building. (Planning / BG)
39. Submit plans demonstrating that roof-mounted equipment will be screened in accordance with BDC 60.05.15.5. (Planning / BG)

D. Prior to recordation of the final plat, the applicant shall:

40. Have verified to the satisfaction of the City Engineer that the location and width of all existing and proposed rights of way and easements are adequate; that each parcel and tract has proper access provisions; and that each parcel and tract has adequate public utility service provision/availability per adopted City standards and requirements. (Site Development Div. / SAS)
41. Show granting of any required on-site easements on the plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div. / SAS)
42. The following shall be recorded with Washington County Survey Division (503.846.8723) (Washington County / NV):
 - a. Provision of a non-access restriction along the site's frontage of SW Baseline Road and SW 170th Avenue.
 - b. Dedication of right-of-way to meet 61 feet from the centerline of SW Baseline Road, including adequate corner radius at the intersection with SW 170th Avenue for the future relocation of the signal equipment and right turn lane.
 - c. Dedication of right-of-way to meet 45 feet from the centerline of SW 170th Avenue.

E. Prior to final inspection/occupancy, the applicant shall:

43. The road improvements required in condition B.2.c. above shall be completed and accepted by Washington County. (Washington County / NV)
44. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div. / SAS)
45. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / SAS)
46. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div. / SAS)
47. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / SAS)
48. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div. / SAS)
49. Submit a copy of the Final Rail Order and demonstrate that any required improvements are substantially complete. (BDC 60.55.10.1) (Transportation / KM)
50. Submit a copy of the recorded reciprocal access easement with Tax Lot 02500 on Washington County's Tax Assessor's Map 1S106DB to demonstrate compliance with the Engineering Design Manual Section 210.21 J., "Joint-Use Agreement for Common Driveways"; K., "Maintenance Agreement for Common Driveways"; and M., "Documentation to be provided by the applicant". (BDC 60.55.35) (Transportation / KM)
51. Demonstrate that the required shared access improvements on the adjacent property (Tax Lot 02500 on Washington County's Tax Assessor's Map 1S106DB) are complete. (BDC 40.03.1 and 60.55.10) (Transportation / KM)

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

52. Have completed the site development improvements and verify that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. The project shall meet all outstanding conditions of approval as determined by the City. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div. / SAS)
53. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation as shown on the approved plan within the storm water management facility as determined by the City Engineer. If the plants are

not well established (as determined by the City) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City prior to release of the security. (Site Development Div. / SAS)

54. A 2-year Maintenance Security will be required at 25 percent of the cost to construct City-owned and maintained public improvements, grading, storm water management facilities, and driveway paving. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount. It will run concurrently with the performance security for plant establishment and is released 2 years after project acceptance following the correction of any identified defects. (Site Development Div. / SAS)

Tree Plan Two (TP2022-0009)

A. General Conditions:

1. Ensure that the Design Review Three (DR2022-0067) application has been approved and is consistent with the submitted plans. (Planning / BG)

Legal Lot Determination (LLD2022-0005)

A. Prior to final inspection/occupancy, the applicant shall:

1. Submit the required plan(s), application form, fee, and other items, as applicable, needed for a complete Final Land Division application. (Planning / BG)
2. Have recorded the final plat in County records and submitted a recorded copy to the City. (Planning / BG)

Major Adjustment – Affordable Housing (ADJ2023-0001)

A. General Conditions:

1. Ensure that the Design Review Three (DR2022-0067) application has been approved and is consistent with the submitted plans. (Planning / BG)