

20.20.15. SITE DEVELOPMENT STANDARDS

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

Development Standards <small>Superscript Refers to Footnotes</small>	RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
A. Parcel Area												
1. Minimum	None	None	None	None	7,000	None	None	None	None	None	None	None
2. Maximum	None	None	None	None	None	None	None	None	None	None	None	None
B. Residential Density	Refer to Sections 20.25.05. and 20.25.15.											
1. Minimum for residential only project (per acre)	20	12	12	N/A	N/A	24	24	30 ¹ 24	30 ¹ 24	30 ¹ 24	N/A	N/A
2. Maximum for residential only projects (per acre)	60	40	40	N/A	N/A	40	36	None	None ²	None	N/A	N/A
C. Floor Area Ratio (FAR)	Refer to Sections 20.25.10. and 20.25.15.											
1. Minimum	0.60 ³	0.35	0.30	0.40	0.30	0.50	0.30	0.40	0.40	0.60	0.35	None
2. Minimum with a PUD or DRBCP	0.45 ⁰	0.25 ⁰	0.20 ⁰	0.30 ⁰	0.20 ⁰	0.35	0.20	0.30 ⁰	0.30 ⁰	0.0	0.25 ⁰	0.0
3. Maximum	None	None	1.00 ⁴	None	None	1.00	0.60	1.20 ⁵ 1.00	1.20 ⁵ 1.00	None	2.00	0.50
4. Maximum with a PUD or DRBCP	None	None	None	None	None	2.00	1.00	None	None	None	None	None
D. Lot Dimensions												
1. Minimum Width	None	None	None	None	70	None	None	None	None	None	None	None
2. Minimum Depth	None	None	None	None	100	None	None	None	None	None	None	None

- 30 units within 400 ft of LRT station platform, 24 beyond 400 ft
- Within 120 ft of Washington County R5 zoning, the maximum residential density is 12 units per acre [ORD 4547; July 2010]
- To accommodate smaller lot sizes in the RC-TO zone, refer to Section 20.25.20.A.1.
- Maximum FAR for multiple use development involving residential use in RC-E zone, refer to Section 20.25.20.A.2.

20.20.20. LAND USES

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Multiple Use zoning districts. All superscript notations refer to applicable Use Restrictions Section 20.20.25. [ORD 4576; January 2012] [ORD 4578; March 2012]

Category and Specific Use		RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
Superscript Refers to Use Restrictions		P: Permitted					C: Conditional		N: Prohibited				
Residential													
1. Dwellings	A. Attached	P ¹	P	PC ¹	P ²	P ³	P	P	P ⁴	P ⁴	P ⁶⁶	N	N
	B. Detached	P ^{5,6}	P ⁶	P ⁶	N	N	P ⁶	P ⁶	P ⁶	P ⁶	N	N ⁵	N ⁵
	C. Home Occupation	P	P	P	P	P	P	P	P	P	P	N	N
	D. Planned Unit Development	C	C	C	C	C	C	C	C	C	C ⁶⁶	C	C
Commercial													
2. Animal	A. Animal Care, Major	N	N	N	N	N	N	N	N	N	N	N	N
	B. Animal Care, Minor	P	P	P	P	P	P	P	P	P	P	P	P
3. Care	A. Hospitals	C	P	P	P	C	C	N	P	C	P	N	N
	B. Medical Clinics	C	P	P	P	P	P ⁷	P ⁸	P	P ⁸	P	P ^{9 10}	P ^{9 10}
	C. Child Care Facilities	P	P	P	P	P	P	P	P	P	P	P ⁹	P ⁹
	D. Residential Care Facilities	P	P	P	P	P	P	P	P	P	P	N	N
4. Commercial Amusement	PC ¹¹	PC ¹¹	PC ¹¹	N	PC ¹²	C	C	C ¹³	C ¹³	P	N	N	
5. Drive-Up Window Facilities ¹⁴	N ¹⁰ C ¹⁵	C N ¹⁰	C	N P ¹⁶	P	C	C	C	N ¹⁰	N P C ^{17 18}	N ¹⁰	N ¹⁰	
6. Eating and Drinking Establishments	P	P	P	P ¹⁹	P	P	P ^{9 13}	P ⁹	P ^{10 13}	P	P ^{9 10}	P ^{9 10}	

Category and Specific Use		RC-TO	RC-OT	RC-E	OI-WS	C-WS	TC-MU	TC-HDR	SC-MU	SC-HDR	SC-S	SC-E1	SC-E3
Superscript Refers to Use Restrictions		P: Permitted			C: Conditional			N: Prohibited					
7.	Financial Institutions	P	P	P	P ²⁰	P	P	P	P	P	P	P ^{9 10}	P ^{9 10}
8.	Live / Work Uses	CP	CP	C	C	C	P	P	P	P	P	N	N
9.	Meeting Facilities	CP ²¹	CP ²¹	CP ²¹	CP ²¹	CP ²¹	CP ²¹	N	CP ²¹	N	P	CP ²¹	CP ²¹
10.	Office	P	P	P	P	P	P ²²	P ^{8 23}	P	P ⁸	P	P	P
11.	Parking as the Principal Use	C	C	C	C	C	CN ²⁴	C	C	C	C	CN ²⁴	CN ²⁴
12.	Rental Business	P	P	P	P	P ²⁵	P ^{7 22 26}	P ^{26 27}	P ²⁷	P ²⁷	P ^{28 29}	P ²⁵	N
13.	Rental of Equipment Only	N	N	N	P ⁶¹	N	N	N	N	N	N	N	N
14.	A. Retail Trade	P ^{26 30 31}	P ^{26 30}	P ^{26 30 31}	PC ³²	P ²⁵	NP ^{22 26 33}	P ^{13 26}	P ^{9 25 34}	P ^{13 25}	P ²⁵	P ^{9 28}	P ^{9 28}
	B. Bulk Retail	N	N	N	N	N	N	N	N	N	N	N	N
15.	Service Business / Professional Services	P ^{9 36}	P ^{9 36}	P ^{9 36}	P ³²	P ²⁵	NP ^{22 26 33}	P ^{13 26}	P ^{8 9}	P ⁹	P	P ^{9 10 28}	P ^{9 10 28}
16.	Marijuana Dispensaries	N	N	N	N	N	N	N	N	N	N	N	N
17.	Retail and Wholesale Marijuana Sales	N	N	N	N	N	N	N	N	N	N	N	N
18.	A. Self Storage	N	N	N	N	P ³⁷	N	N	N	N	N	N	N
	B. Storage Yards	N	C ³⁸	C ³⁸	N	N	N	N	N	C ³⁹	N	N	P ⁴⁰
19.	Temporary Living Quarters	P ⁴¹	C ⁴¹	C ⁴¹	N	P	C ⁴¹	C ⁴¹	P ⁴¹	C ⁴¹	C ⁴²	C ⁴²	C ⁴²
20.	A. Automotive Service, Major	N	N	C ²⁵	N	N	CN ⁴³	N	N	N	N	N	N
	B. Automotive Service, Minor	PC ⁴⁴	P	P	N	C	C	C ²⁵	NP ¹⁷	C ²⁵	NP ¹⁷	N	N
	C. Bulk Fuel Dealerships	N	N	N	N	N	N	N	N	N	N	N	N
	D. Sales or Lease	C ⁴⁵	C ⁴⁵	C ⁴⁵	N	N	C ^{9 22 26}	N	P ^{9 28}	P ^{9 46}	P ^{28 47}	N	N
	E. Rental	C ⁴⁵	C ⁴⁵	C ⁴⁵	N	N	C ^{9 22 26}	N	P ^{9 28}	P ^{9 46}	P ²⁸	P	P
21.	Food Cart Pods ⁶⁸	P	P	P	P	P	P	N	P	N	P	N	N

20.20.25. USE RESTRICTIONS

The following Use Restrictions refer to superscripts found in Section 20.20.20.

10. Drive-through uses are Prohibited; walk-ups Permitted.

40.20. DESIGN REVIEW [ORD 4332; January 2005]

40.20.10.

5. Design Review approval is required for all applicable new and existing developments. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) all-applicable design standards in an early phase of a multi-phased development on a large site may be difficult. The City also recognizes that creating high quality pedestrian environments along public streets is a priority. along Arterial Streets poses many challenges. In recognition of these and other issues, the following options are available.

A. Projects may use a Design Review Build-out Concept Plan (DRBCP), approved through a Type 3 process, to develop a site by demonstrating conceptually full compliance at build-out with the design review standards and/or guidelines established in Section 60.05. Such projects ~~must shall~~ demonstrate in a DRBCP how future development of the site, to the minimum applicable floor area ratio (FAR), while meeting the development standards contained in Chapter 20 of the Beaverton Development Code and to the minimum applicable design standards contained in Section 60.05. or greater, can be achieved at ultimate build out of the DRBCP. A DRBCP shall:

1. Include a plan and narrative intended to address feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership;
2. Not rely on the removal of a structure proposed greater than 20% of the gross floor area of a development constructed in an early phase in order to demonstrate compliance in later phases.
3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP.

[ORD 4531; April 2010]

40.55. PARKING DETERMINATION

40.55.15.2.C Shared Parking-Approval Criteria

3. The ~~location of the~~ shared off-street parking is located on ~~any an abutting~~ property ~~and is~~ within 2500 feet of the ~~property upon subject use in~~ which the use requiring the shared parking is located intended to serve, except in Multiple Use zoning districts where the location may be at any distance.

CHAPTER 60 - SPECIAL REQUIREMENTS

60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES [ORD 4332; January 2005]

Design Standards

60.05.15.6.

- E. ~~All buildings on lots that abut a Class 1 Major Pedestrian Route. Buildings subject to the street frontage standard~~ shall have at least one primary building entrance oriented toward, ~~or with a direct pedestrian connection to~~ an abutting public street or public pedestrian way. Where there is more than one abutting Class 1 Major Pedestrian Route, the primary entrance shall be oriented toward one abutting Class 1 Major Pedestrian Route or shall be oriented to a Class 1 Major Pedestrian Route corner. ~~pedestrian connections shall:~~
 - 1. ~~Be no more than 100 feet long (between the building entrance and street), and A minimum of one primary building entrances shall not be set back more than 20 feet from the abutting public street or public pedestrian way.~~
 - 2. ~~Pedestrian connections to street oriented primary building entrances shall~~ not cross vehicular circulation and parking areas.
- F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.

Design Guidelines

60.05.35.

- 6. **Building location and orientation in Commercial and Multiple Use zones.** [ORD 4584; June 2012]
 - A. Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The

overall impression, ~~particularly on Class 1 Major Pedestrian Routes~~, 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) [ORD 4462; January 2008] [ORD 4531; April 2010]

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) [ORD 4531; April 2010]

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) [ORD 4365; October 2005]

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. (Standards 60.05.15.6.E)

60.30. OFF-STREET PARKING.

60.30.10

10. Location of Vehicle Parking.

A. All required off-street parking spaces ~~provided~~ shall be provided on the same ~~lot~~ property upon which the use requiring the parking is located. ~~Upon demonstration by the applicant that the required parking cannot be provided on the same lot upon which the use is located,~~ By approving a Parking Determination application for Shared Parking, the ~~Director~~ Decision Making Authority may permit the required off-street parking spaces to be located on any ~~lot~~ property within 2500 feet of the ~~lot~~ property upon which the use requiring the parking is located for uses

within Residential, Commercial, and Industrial zoning districts, or on any lot within any distance for uses within Multiple Use zoning districts. [ORD 4107; May 2000] [ORD 4224; August 2002] [ORD 4462; January 2008]

60.55. TRANSPORTATION FACILITIES.

60.55.10. General Provisions

- 7. Intersection performance shall be determined using the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve a different intersection analysis method prior to use when the different method can be justified. Terms used in this subsection are defined in the Highway Capacity Manual 2000.

At a minimum, the impacts of development on a signalized intersection shall be mitigated to peak hour average control delay no greater than 65 seconds per vehicle using a signal cycle length not to exceed 120 seconds. The volume-to-capacity ratio for each lane group for each movement shall be identified and considered in the determination of intersection performance. The peak hour volume-to-capacity (V/C) ratio for each lane group shall be no greater than 0.98. Signal progression shall also be considered. If the intersection is under County or ODOT jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction.

60.55.20 Traffic Impact Analysis.

2. Analysis Threshold.

- A. A Traffic Impact Analysis is required when the proposed land use change or development will generate ~~3~~200 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer.

4. Contents of the Traffic Impact Analysis Report.

C. Existing Conditions. The Traffic Impact Analysis shall provide a complete evaluation of existing conditions and include maps and/or tables displaying the following information for the Area of Influence and any additional locations previously identified by the City Engineer:

1. Street system including street names and functional classifications.
2. Pavement and shoulder widths.
3. Striping and channelization.
4. Driveways.
5. Freight access and loading areas.
6. Intersections.
7. Traffic volumes.
 - a. Existing traffic shall be measured within the previous twelve months.
 - b. Traffic volumes shall be based on data from a minimum of ~~two three~~ typical weekdays (Tuesday through Thursday). In addition, data shall be provided for weekends if weekends are the peak traffic period for either the existing street or the proposed development.
 - c. Seasonal variations in traffic volumes shall be considered.