

Received
Planning Division
11/05/2021



EXHIBIT 3.2

GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

WRITTEN PROJECT STATEMENTS



GERBER

ARCHITECT

LLC.

CARR SUBARU AUTOMOBILE SERVICE CENTER ADDITION
Written Description of Proposed Building Modifications / Service Addition

11/5/2021

CARR Subaru has owned and provided automobile sales and services in the City of Beaverton for many years. Its original building over time became inadequate for the number of cars brought in for servicing, so a second services annex and a second sales building, and various miscellaneous structures were added to accommodate local needs as they arose. Now, the need has come for facility improvements to provide a modern presence and way of functioning to ensure quality service and regional business.

CARR has been upgrading the main service building over the last decade. They have done a seismic upgrade to the original bowstring trussed service bay structure and went through the process of formally permitting the fire sprinklers to provide full coverage through-out the existing building. These improvements were in preparation for three new additions to enlarge their service bay capacity, provide covered service in-take, and renovate the existing interiors and exteriors meet the Corporate Subaru Standard for the next seven to ten years.

The front East addition is a large covered area for intaking automobiles requiring long term service. Five or six automobiles will be able to pull to que under cover, while the Subaru technicians register them from adjacent kiosks. Customers can then choose to wait in the nearby customer lounge, be picked up or take public transit, or shop a nearby shopping centers. The automobiles are then taken either into the original service area or through there to the Service Annex building (approved/ constructed 2010-2011) or into the service bays in the new back addition.

The front West addition is similar to the East, but it will provide covered quick-lube service check-in from technician kiosks located on that side. The customers will have direct access to the existing customer lounge within the rotunda. The automobiles will be either taken directly into the original service area or to the new back service bays by way of a one way service drive along the West property line.

The back North addition requires the demolition of the covered support area technicians use to hand wash and detail automobiles. In its place CARR is proposing a 1 -story metal clad steel framed addition, which is similar in form, function, and finish as the adjacent service annex building, while maintaining 40+ feet service drive aisle. This addition will provide seven additional service bays for technician to work on automobiles.

The additions will sit on concrete slab on grade foundations that will be at the service building finish floor elevation for direct auto & pedestrian circulation. The service plaza will be repaved while site utilities and drainage are being upgraded.

The front additions, the rotunda, and all other exterior surfaces will be clad in silver composite metal panel system as primary accents. The majority of the exterior will be covered by a gray vertical textured metal panel with silver metal panel accent bands. The ACM system will utilize a wet joint butt system with articulated copings, entry canopies, and raised signage panels. All the existing and new glazing will be supported by anodized aluminum storefront system.



GERBER

ARCHITECT

LLC.

The back addition will be clad in architectural metal panel walls with cmu wainscot for crash protection between the bay doors and within the new service drive-thru from the main building. The roof and metal canopy above the main elevation will be clad by a standing seam roof. The punched windows at the second floor will be bronze anodized aluminum frame with fixed insulated glazing. In general materials, textures, and colors will match the adjacent two story service annex building, which relates to the materials/finishes on the main building.

The existing Sales building is being enlarged with an addition off the back, north side opposite Canyon Road. This creates more space for sales offices and enlarges the indoor auto showroom. As part of the addition, the interior and exterior finishes will be modernized but similar to the existing finishes on the other elevations. At the solid portions of the elevations, there will be silver metal accent panels, vertical monument with stone tile, blue accent copings/cornices, aluminum store front, and white stucco.

The scope-of-work impacting the over-all site is minimal since the additions are occurring on existing flat paved surfaces already used for automobile parking & circulation. The added square footage triggers various site improvements that will require a reworking of the front lot. This will include: relocating the existing access apron from 115th/private drive, improving access for emergency and delivery vehicles, adding landscape islands to soften the hardscape, restriping the parking space to current standards, creating new garbage and recycling enclosure, undergrounding the overhead electrical wiring, upgrade the site lighting poles and fixtures, and providing clear auto and pedestrian paths.

The site does utilize the existing storm water filtration system approved and installed during annex-1, which is being enlarged and upgraded accordingly. The site abuts Hall Creek, which acts as a watershed over-run for this site. This Natural Resource area has been assessed; it will be enhanced and maintained, as well as, having the expired Wetland Delineation restaked, documented, and certified to local and state standards.



www.dci-engineers.com

Washington
Oregon
California
Texas
Alaska
Colorado
Montana



Carr Subaru Addition

Beaverton, Oregon

Site Development Submittal Narrative April 30, 2021

This document is intended to be evolutionary over the course of the design of the project. Space requirements, square footages, and design concepts will continue to evolve as design progresses.



TABLE OF CONTENTS

CONTENT	PAGE
Existing Conditions	3
Project Description	3
Environmental	4
Public Streets and Circulation	5
Earthwork and Grading	5
Stormwater Management	5
Utilities	7



Existing Conditions

The Carr Subaru site is located at 11635 SW Canyon Road in Beaverton. The site currently is in use for sales and service of vehicles. The entire property area is 185,286 sf (4.25 acres) and is fully developed at this time.

The tax lot number is 1S110CD00600. There are four buildings onsite and the remainder of the site is mostly paved area for car sales and staging. The north portion of the parcel contains a natural area/creek and accounts for most of the onsite pervious area.

Approximately 30,000 sf of existing impervious area will be disturbed/redeveloped and replaced with building additions and pavement. Between 2011 and 2016, Site Development and other improvements added water quality treatment for the entire site. The northerly portion of the site drains to a two-cartridge StormFilter catch basin, sized to meet CWS requirements. The southern portion of the site is collected and discharged to a water quality sediment manhole which discharges to a 3,000 sf, 145' lf long vegetated swale along the western property line, designed per CWS requirements. This swale was completed with the Hall Creek Enhancement Project and discharges to Hall Creek. A recent field visit showed the swale to be in excellent condition (100% aerial coverage with many varieties of vegetation).

An ALTA survey has been completed by S&F Land Services, dated November 13, 2017, and includes information about the existing physical conditions and improvements located around the site. It will serve as a reliable and accurate base map for the project. The survey contains information about existing underground utilities, existing street improvements, on-site features, easements, retaining walls, and so on. Generally, the ground surface topography is relatively flat. Site fills and cuts are expected to be minimal. There is an existing driveway on SW Canyon Road that serves the site.

Project Description

The project will include building additions to two of the existing buildings, a fire sprinkler system expansion to one of the buildings, and grading activities to support the building additions.

The entire site's impervious and proposed redevelopment areas drain to water quality treatment facilities. Under the new CWS code, we anticipate that these improvements will fall under a Medium Project Size Category. The site is within a Developed Class area and discharges to a Low Risk Level waterway (Hall Creek). The proposed development will fall into Category 2.



Retrofit of the site for detention and hydromodification requirements is impracticable and also risky. More detail on the site's impracticality for detention requirements can be provided with the Site Development permit submittal, based on the following:

- Site topography does not support effective retrofit of onsite detention controls.
- Site contamination has been documented onsite – See Environmental section below. Disturbance to contaminated soils should be minimized or treated per environmental recommendations. The installation of underground detention facilities is a higher risk of exposing contaminated areas than maintaining water quality facilities only, as the site is currently doing.
- High groundwater exists.
- The proposed project creates an overall reduction of onsite impervious areas through the conversion of existing paved areas to landscaping.
- Discharge from the site is very small compared to the total tributary flow from the receiving stream.

Therefore, we are requesting that deficient stormwater control requirements be satisfied via Fee-In-Lieu for the proposed project.

The “main” building closest to SW Canyon Rd. at the SW corner of the site will be expanded on the north, southwest, and southeast sides. The new areas will serve as service building additions for storage, access, and expanding their service capacity by adding 6 service bays. The expansion of the building finish floors require that the paved areas surrounding the building will need to be regraded. Existing stormwater catch basins may be relocated and reconnected to the existing storm lines. The impervious area amounts are expected to be reduced overall.

The main building will add a sprinkler system (permitting/drawings by others). Water to serve this expansion will come off the existing fire service line installed in 2011 to the service building directly north of the main building.

The most northerly building on the site, referred to as the Sales II building, will also be expanded on the north side to add office spaces. The expansion of the Sales II building finish floor to the north requires that some of the paved area north of the building will need to be regraded to tie into the existing pavement. There will be no impact to the existing stormwater system in this area (StormFilter catch basin).

Environmental

A Limited Subsurface Investigation Report has been prepared by GeoDesign, Inc. in July 2018. Contaminants were not detected in soil or soil gas at concentrations that pose unacceptable risk to future construction workers, excavation workers, or commercial



occupants of the site. Cadmium and/or lead was detected in some shallow soil samples at concentrations exceeding DEQ CFSLs. Notes have been added to the plans directing the contractor(s) to handle and dispose of excavated materials in accordance with the guidelines listed in the Report. In June 2010, GeoDesign prepared a site-specific Soil Management Plan for the site improvements made in 2011 / 2012. The same SMP shall be followed for the proposed site improvements.

Public Streets and Circulation

The site is bounded on the south by SE Canyon Road and has a private road along the SE portion of the site. There are no anticipated impacts to the existing roadways associated with these site improvements.

Earthwork and Grading

Site preparation will generally consist of demolishing some of the existing site improvements including asphalt pavement, an existing canopy, and relocating two storm catch basins.

The geotechnical engineering report recommends any undocumented backfill be completely removed and replaced with compacted structural fill. The contractor must remove and legally dispose of excavated materials that are not to be reused on the property.

Site fills and cuts are expected to be minimal. Site earthwork components of the project include excavation, filling, compacting, grading for the building expansions and adjacent pavement replacement, an underground fire line extension, and stormwater conveyance relocation and reconnection. Imported materials will include subbase, and backfill for slabs, pavements, underground storm, and fire water utilities.

Stormwater Management

Approximately 30,000 sf of existing impervious area will be disturbed/redeveloped and replaced with building additions and pavement. Between 2011 and 2016, Site Development and other improvements added water quality treatment for the entire site. The northerly portion of the site drains to a two-cartridge StormFilter catch basin, sized to meet CWS requirements. The southern portion of the site is collected and discharged to a water quality sediment manhole which discharges to a 3,000 sf, 145' lf long vegetated swale along the western property line, designed per CWS requirements. This swale was completed with the Hall Creek Enhancement Project and discharges to Hall Creek. A recent field visit showed



the swale to be in excellent condition (100% aerial coverage with many varieties of vegetation).

New or relocated stormwater catch basins will meet Oregon Plumbing Codes with regards to trap and sump depths to maximize heavy sediment and trash removal.

Retrofit of the site for detention and hydromodification requirements is impracticable, and also risky. As noted above, we are requesting that deficient stormwater control requirements be satisfied via Fee-In-Lieu for the proposed project.

Hall Creek has a 100-year flood elevation associated with it, and all building expansion areas proposed are at least 3' above the flood elevation. No fill below the flood plain is necessary for the proposed development.

Operation and Maintenance

The property owner(s) is responsible for maintaining the existing stormwater management systems in accordance with the existing operation and maintenance (O&M) requirements. Owners are required to check their stormwater systems regularly to determine maintenance needs.

Temporary Erosion and Sediment Control (TESC)

The site soil is susceptible to erosion; therefore, control measures should be carefully planned and in place before construction begins. A temporary erosion and sediment control (TESC) plan has been developed to control erosion and contain sediment-laden water on-site. The TESC plan will address practices, methodologies, and requirements for erosion control, as is required by the City of Beaverton and Clean Water Services. The TESC plan will be developed during the design process and will be followed during construction. This plan is intended to result in the establishment of Best Management Practices (BMPs) to be implemented and followed during construction to prevent erosion of exposed soils, as well as prevent sediment from leaving the project site. Adjacent properties and pipe storm drain systems must be protected from sediment deposits, as well as increases in volume, velocity, and peak flow rates of stormwater runoff from the project site. Erosion control measures may include the use of temporary sediment basins, filter fabric silt fences, construction entrance, catch basin inserts, straw bales, gravel check dams, temporary detention and settling basins, and so on. However, due to the limited scope of work, extensive erosion and sediment controls are not anticipated to be needed. Silt fencing or wattles will be installed along the down gradient limits of work.



The contractor is responsible for ensuring the use of proper erosion control and shall maintain such measures throughout construction, until all pertinent permanent erosion control measures (i.e. paved surfaces) have been established. Maintenance shall include daily inspections and repair of the silt fencing/wattles. The contractor shall also inspect all erosion control measures following each storm water event during construction or until the permanent measures are established.

Periodically, the temporary erosion control measures must be cleaned of debris and siltation. The contractor shall dispose of the materials so as not to damage any reclaimed areas or create other erosion problem areas. Upon direction by the City of Beaverton, Clean Water Services, owner, or the engineer, the contractor may also be required to clean the roadway of siltation or other debris that may occur along or at the site entrance.

Utilities

The site is served by various public, municipal underground and overhead utilities. A water main runs along the north side of SW Canyon Road. A public storm line is located in SW Canyon Road. Private storm is located onsite. A gravity sanitary sewer main runs through the site east to west, then north along the western property line to a 24" trunk sewer line that follows the existing creek alignment on the north portion of the property. Overhead utility lines run along the north side of the SW Canyon Road frontage, with minor services extending onsite to utility poles.

Sanitary Sewer:

Interior sanitary improvements are expected to be added in the main building expansion. No additional domestic water or sewer service capacity is anticipated.

Water:

New interior domestic water will be by others, and no additional service capacity is anticipated to be needed.

The main building will include fire protection / building sprinklers that have been designed by a fire protection engineer. An existing dedicated 4" fire protection line was installed with the northern service building in 2011 / 2012 and has capacity to serve the main building. A 4" fire line to the service bay expansion will tap onto the existing 4" fire protection line, downstream of the existing DCDA.

Natural Gas:



The existing site has gas services and no additional capacity/ line upgrades are anticipated.

Electric Power:

The site is served with power, and the main building service may be relocated from an onsite pole and transformer in the area of the service bay expansion. The building service may be relocated to the SW corner of the building.

Communications:

The site is currently served with communications services (telephone, CATV, etc.). No changes are anticipated.

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

CoB LAND USE SUBMISSION SCHEDULE



GERBER

ARCHITECT

LLC.

CARR Subaru Automobile Service Center **Beaverton Zoning Submission Schedule**

(NOTE: Final Schedule post Zoning Decision to be coordinated and confirmed by Construction Manager)

Submit Zoning/Planning Applications for Review:	30 Days for City to deem application complete.
Time for City to process Final Decision:	120 Days once application complete.
Time for last Appeal on Final Decision:	21 – 30 days
Register City Final Decision with Washington County:	1 day
Prepare Building Permit Submission:	30 days
Submit/pay for Building Permit review:	30 – 45 days (confirm with city post zoning)
Respond to any and all City Check sheets:	15-30 days (depends on preliminary review by city departments)
Pick-up and pay for approved Building Permit:	2 days (depends on payment method)
Mobilization and Demolition/Removal of Existing:	14 days (depends on payment method)
Construct Replacement service building:	270 days
Final walk-throughs, punch lists, and sign-offs:	14 days until final Certificate of Occupancy is issued and keys turned over to Carr Auto Group.

Carr Subaru needs to submit funding documents and preliminary building permits by 12/12/2021. Carr discussed the challenges of meeting auto dealership funding & schedule requirements with CoB Planners discussed at a follow up online meeting on 7/6/2021. We plan on submitting for demolition permit and/or phasing/ to meet Subaru funding.

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

HOURS OF OPERATION AND EMPLOYEE COUNT



GERBER

ARCHITECT

LLC.

CARR SUBARU AUTOMOBILE SALES AND SERVICE CENTER

Existing & New Hours of Operation & Employee Count Information

Project: CARR Subaru Automobile Sales & Service Building Additions & Renovations

Location: 11635 SW Canyon Road Beaverton, OR

Sales Department:

Hours of Operation: 9am - 9pm Monday thru Saturday
10am - 8pm Sunday

Total Number of Employees:
Existing 36 total Employees
New 36 total Employees

Maximum Employees per Shift:
Existing 2 sales shifts with 20 people per shift
New 2 sales shifts with 20 people per shift

Service Department:

Hours of Operation: 7am - 7pm Monday thru Friday
8am - 4pm Saturday
Closed Sundays

Total Number of Employees:
Existing 60 total Employees
New 60 total Employees

Maximum Employees per Shift:
Existing 1 service shift with 50 people per shift
New 1 service shift with 50 people per shift

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

CHAPTER 20 – LAND USES



Chapter 20 – LAND USES

20.20. Multiple Land Use Districts

20.20.05 Multiple Use Areas The areas of the City that are designated as Multiple Use implement the policies of the City’s Comprehensive Plan and are identified on the City’s Zoning Map. Full urban services are to be provided.

Multiple Use zoning districts establish varied levels of residential and commercial uses, supporting transit and pedestrian oriented development with minimum density and intensity requirements. Multiple Use areas include: the Downtown Beaverton and Washington Square Regional Centers, Town Centers, and Station Communities.

20.20.10 Purpose

3.RC-E Downtown Regional Center—East District

The RC-E District adjacent to Highway 217 and located generally more than a quarter-mile from the nearest light rail station, is intended to support existing and future businesses and accommodate automobile oriented uses and lower intensity uses which are inappropriate in either the RC-TO or RC-OT Districts while still maintaining pedestrian linkages to the transit stations and transit-served land uses.

The CARR Subaru Auto Service & Sales business has been in existence for decades. It is an automobile oriented use located in an area where the automobile is the main means of transportation. It was established at a time when land was readily available and large parking lots were utilized to present new auto inventory to people walking on the adjacent sidewalks or driving on the adjacent roads.

The sales building was set back from Canyon Road to allow the sales consultants waiting inside to be able to see over the lot for people interested in purchasing an automobile. The service building was set closer to Canyon Road for easy access for those needing to service their automobiles with CARR Subaru.

20.20.15 Site Development Standards

E. Multiple Use Districts: Site Development Requirements Regional Center (RC-E)

A. Parcel Area

- | | |
|------------|------|
| 1. Minimum | none |
| 2. Maximum | none |

The parcel is comprised of 2 tax lots but being combined into one by way of a Type 1 Replat Application.

B. Residential Density

- | | |
|--|----|
| 1. Minimum for Residential only project (per acre) | 12 |
| B. Maximum for Residential only project (per acre) | 40 |

The Residential Density has been factored into the DRBCPlans.



C. Floor Area Ratio (FAR)

- 1. Minimum Floor Area Ration (FAR) RC-E: 0.30
With the new square footage added by the new sales & service additions, the minimum FAR will still not meet current requirements. See the attached Design Review Build-Out Concept Plan for one of many compliant FAR proposals for this Beaverton site.
- 2. Minimum with a PUD or DRBCP .20
- 3. Maximum Floor Area Ration (FAR) RC-E: 1.00
- 4. Maximum Floor Area Ration (FAR) with a PUD or DRBCP None

D. Lot Dimensions

- 1. Minimum Width none
 - 2. Maximum Depth none
- The lot dimensions are adequate for the site, sales, & service facility improvements, as well as possible future development shown in the DRBCP.*

E. Yard Setbacks

- 1. Front Minimum 0
- 2. Front Maximum on Major Pedestrian Route See #7
#7 Buildings larger than 50,000 sq ft are subject to approval of a Conditional Use.
- 3. Front Max not on Major Pedestrian Route with ground floor residential 20'
 Without Ground Floor Residential 20'
The Service building was setback further than the current standards require due to the need for space to display new inventory along Canyon Road and to park automobiles prior to being driven inside to the service bays for servicing. The new indoor check-in additions will move more of the main South elevation closer to Canyon road and closer to being in compliance.
The Sales building is set even further back from Canyon due to its original intended use as an outdoor sales lot along a main road with a sales building overlooking the lot.
- 4. Side Minimum none
- 5. Side Maximum none
The back service bay addition will be setback 15' to align with original service building. The front West express quick-lube addition will be on the property line to create an overhead access to the driveway created by the service building setbacks. The Sales building addition will be setback 16' while the existing Southern portion of the East elevation is setback 5' from the East PL.
- 6. Rear Minimum none
The new sales office addition will be off the back of the existing Sales building.
- 7. Minimum Side or Rear Yards Abutting Property Zoned Residential 20'
Not applicable, no residential zones abut the Subaru property lines.



F. Building Height

- 1. Minimum See 60.05.15.7 or 60,05.35.7
- 2. Maximum 60'
- 3. Maximum with Adjustment or Variance 80'

G. Maximum Height (Wireless Communication Facilities)

- 1. WCF 80
- 2. WCF in the Right-of-Way 30
- 3. Equipment Shelter 12
- 4. Roof Mounted Antenna - Not to extend above maximum height of underlying zone.
Not applicable, no WCF being proposed within the Subaru property lines.

H. Yard Setbacks (Wireless Communication Facilities)

- 1. Requirements - Shall comply with underlying zoning district requirements.
- 2. Other – Refer to 60.70.35.14.A and B
Not applicable, no WCF being proposed within the Subaru property lines.

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.

Commercial

20. Vehicles

- A. Automotive Service, Major C (footnote 25)
#25 Activity is conducted wholly within an enclosed structure and no sales or outdoor storage of animals of livestock are allowed with this use.
- B. Automotive Service, Minor P
- C. Bulk Fuel Dealerships N
- D. Sales or Lease C (footnote 45)
#45 All uses established after December 9, 1999 shall be conducted wholly within an enclosed structure. Accessory open air sales or display related to Permitted uses in existence on a site at the time this Code was adopted may be expanded on that site.
- E. Rental C (footnote 45)

The CARR Subaru Sales & Service business has been operating for decades. The traditional model for this type of use utilized an open service parking and sales lot with the sales building set back, ideally above the sales lot for visual control. The service building was located close to the main road for ease of auto access from Canyon, which was the primary access because 115th was not in existence; it was only the extended private drive.

In 1997, a portion of the r-o-w along canyon and at 115th intersection was dedicated, and the natural resource corridor was agreed upon and established as part of a modernization of the original facilities. The Canyon road sidewalk, street trees and landscaping was constructed to the standards in place at the time.



The Service annex replacement building presented to the CoB in 2010 and constructed in 2011, required a Major Auto Service Conditional Use. (list of applications submitted, approved with conditions.) There were storm water filtration systems put into place for the site at this time.

Now it is time to update the facility and site to meet Corporate Subaru's branding standards for the next 7-10 years. The original service building proposal consists of 3 separate additions -- one addition creates 7 more service bays in back across from the annex, while the other 2 create an indoor space for customer service drop-off/check-in adjacent to the front, original rotunda waiting lounge. The new and original service enclosures will be refinished with new modern materials to unify the service facility.

The extent of the additions will require a Type III Major Modification to the Service Conditional Use and a Type III Design Review with Design Review Concept Build-out plans, since the required FAR will not be met with this development.

The Sales building proposal consists of 1 major addition onto the back of the existing building, so as to maintain the front showroom exposure to the lot and adjacent streets. This addition will add more online sales offices and create a larger indoor showroom. The new and existing building will be refinished with new modern materials to meet Corporate Subaru standards.

The existing sales square footage is allowed per the Dev code section (????), but the new square footage will require a new Type III Conditional Use and a Type III Design Review with Design Review Concept Build-out plans, since the required FAR will not be met with this development.

The Sales & Service additions will trigger site development improvements like landscaping, vehicle & pedestrian access, loading berth, r-o-w sidewalk upgrades, etc... The Pre-App findings noted additional applications will be required to cover the site improvements: Type I Replat to combine two tax lots into one, a Type I Sidewalk Design Modification, Type II Parking Determination, & Type II Loading Determination.

20.25. Density Calculations

20.25.05. Minimum Residential Density

20.25.10. Floor Area Ratio

A. Floor Area. Floor Area is dependent upon whether residential development is involved or not. Residential only development is governed by minimum and maximum densities. Mixed Use Development (as defined in Chapter 90) and non-residential development are governed by minimum and maximum Floor Area Ratios. Floor Area Ratio (FAR) is the amount of gross floor area in relation to the amount of net site area, expressed in square feet. For Mixed Use Developments, no maximum limitation shall be placed on the number of dwelling units permitted. Multiple use developments with single use residential buildings are governed by residential density and FAR provisions, as calculated by 20.25.10.C, below.



GERBER

ARCHITECT

LLC.

Existing Area summary:

<i>Existing Sales building:</i>	<i>5,500sqft</i>
<i>Existing Service building:</i>	<i>19,000sqft</i>
<i>Existing Service Annex:</i>	<i>9,720sqft</i>
<i>Existing Site:</i>	<i>189,330sqft</i>

Proposed Area summary:

<i>Sales addition:</i>	<i>2,909sqft</i>
<i>Service additions:</i>	<i>7,914sqft</i>

B. Permitted Density Except as otherwise approved through the Final Planned Unit Development process, phased development may be proposed so long as each phase complies with the minimum density.

C. Method of Calculating Floor Area Intensity. Required minimum FARs shall be calculated on a net acre basis, as defined by Acreage, Net. [ORD 4584; June 2012]
For Multiple Use Developments with single use residential buildings, residential densities and non-residential FARs shall be implemented as follows: [ORD 4584; June 2012]

Existing Area Summary/FAR:

<i>Existing Sales & Service buildings:</i>	<i>34,745sqft</i>
<i>Existing Site Service building:</i>	<i>189,330sqft</i>
<u><i>Existing Floor-Area-Ratio</i></u>	<u><i>18.4%</i></u>

Proposed Area Summary/FAR:

<i>Proposed Sales & Service buildings:</i>	<i>45,568sqft</i>
<i>Proposed Site Service building:</i>	<i>189,330sqft</i>
<u><i>Proposed Floor-Area-Ratio:</i></u>	<u><i>24.1%</i></u>

D. Multiple Buildings. For developments or phases that involve multiple buildings, the FAR may be averaged by totaling the square footage of the buildings divided by the square footage of the net acreage of land within such development or phase.

E. Planned Unit Development and Design Review Build-Out Concept Plan. Projects may use the Planned Unit Development (PUD) or the Design Review Build-Out Concept Plan (DRBCP) process to develop a site in phases to achieve the minimum FAR established in this section. Such projects must demonstrate in the submittal plans how future development of the site, to the minimum development standards established in this ordinance or greater, can be achieved at ultimate build out of the PUD or DRBCP. The DRBCP may be used if the only Site Development Requirement being phased, altered, or otherwise varied is the minimum FAR. If any other Site Development Requirement is being phased, altered, or otherwise varied, the PUD process is to be used.

The Design Review Build-out Plan (DRBCP) process is being used to show how the minimum FAR established in the section will be met for future development. Our DRBCP enables various possible uses applicable for the RC-E zone, such as shops, restaurant pad, mixed use townhouses, or parking garage. The existing structures can be repurposed and/or expanded to meet future needs.



GERBER

ARCHITECT

LLC.

The original service building has a large open space with unique wood bowstring trusses. The DBRC Plan repurposes this portion of the building into an open public space which acts as a transition space to a new multi floor parking structure. The main level can incorporate new retail spaces along Canyon Rd, with a 20' setbacks provided and a fully developed pedestrian friendly and engaging R-O-W. The Parts department area will still provide space for Carr Subaru to have a public showroom for the latest models as sales transition more to online purchases.

The 2010 Annex building and the opposing proposed Annex II building could be repurposed in a variety of ways. The service bays with garage doors can be sectioned off or divided for individual vendors, like a community market.

A retail pad/building is planned on the corner of Canyon Road and 115th Ave to delineate the intersection and public space.

Along the private drive that aligns 115th will become a bonified street with improved pedestrian friendly R-O-W. Along this proposed new 115th avenue, the DRBCP is incorporating 3 story townhouses with 2 car garages. The garage space and extra room along 115th could be renovated into live- work retail spaces.

The existing freestanding new car delivery building will be converted into a drive thru and walk-up coffee bar. It's within the development away from the local streets but adjacent to the onsite auto and pedestrian circulation. The auto circulation would allow for cueing on site and simple one way entry and exit. The adjacent perpendicular pedestrian path connects to the Hall Creek trail over the vegetated corridor with a foot bridge.

The existing Subaru development currently provides an 18.4% Floor-Area-Ratio with 34,745 sqft of building space. The proposed renovated Subaru development will provide a 24.1% Floor-Area-Ratio with 45,568 sqft of building floor space. The DBRCPlan will provide a F-A-R of 56.4% with 106,808 sqft of mixed use building floor space.

20.25.15. Density Allowances.

A. Accommodating Residential and Floor Area Density. Residential and Floor Area density may be accommodated on a site where undevelopable areas cannot practicably allow development. The density allowance may be transferred from undevelopable areas to developable areas. Where higher intensity is proposed greater than the Code allowance, a PUD approval is necessary.

B. Maximum Density. Maximum Residential and Floor Area density is calculated based upon site gross acreage.

20.25.20. Supplemental Multiple Use Density Standards

A. Regional Center.

1. To accommodate smaller lot sizes within the RC-TO zone that existed prior to December 9, 1999, the required minimum floor area ratio for multiple use or non-residential developments may be further modified based upon lot dimensions, as follows:

2. Maximum Floor Area Ratio for multiple use developments involving residential use in the RC-E Zone.



The maximum permitted FAR in the RC-E Zone for a multiple use project involving residential use

		% Residential Floor Area							
		<20	20	30	40	50	60	70	80
% Non-Residential Floor Area	20								1.7
	30							1.6	
	40						1.55		
	50					1.5			
	60				1.4				
	70			1.3					
	80		1.2						
	90	1.1							
	100	1.0							

[ORD 4259; September 2003]

Represents factor to be multiplied times the maximum permitted FAR for a non-residential, or non-multiple use development to determine permitted FAR.

shall be determined by the mix of uses and ratio thereof in accordance with the following:

3. The minimum residential density in residential only projects shall be restricted based upon lot dimensions, as follows:

Minimum Site Width		Minimum Site Depth		
		0-100'	101'-139'	140'+
0-150'		0 DU/Acre	12 DU/Acre	**
151'-200'		10 DU/Acre	24 DU/Acre	**
201'+		10 DU/Acre	**	**

** Governed by standards set forth in 20.20.15.B.

When provisions are made off-site for required parking, the permissible FAR shall be governed by 20.20.15.B regardless of site dimensions.

[ORD 4584; June 2012]

B. Town Center.

1. When a Planned Unit Development or Design Review Build-Out Concept Plan is approved, phased development may be proposed, so long as an approved Phasing Plan is submitted as part of a PUD / DRBCP which demonstrates how required densities will be accomplished upon completion of the final phase. This could be accomplished by identifying future building sites, identifying plans for future intensification of existing buildings through the addition of more square footage, or by identifying future

Redevelopment of parking areas to more intensive land uses. In all cases, the phasing plan should demonstrate that proposed development will not preclude the ability to establish an urban street grid and urban levels of development as the Town Center matures.

2. Existing development, which either exists or is the subject of a vested development application as of September 17, 1999, shall not be deemed nonconforming solely on the basis of failure to meet the minimum FAR or residential density requirements. With redevelopment of the site, an approved phasing plan demonstrating how the development will meet the applicable FAR and residential density requirements upon final buildout must be submitted prior to issuance of necessary land use permits.

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

CHAPTER 40 – APPLICATIONS



Chapter 40 – Applications

40.03. FACILITIES REVIEW COMMITTEE

Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions. In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable: [ORD 4265; October 2003][ORD 4404; October 2006] [ORD 4487; August 2008]

1. All Conditional Use, Design Review Two Three, Design Review Three, and applicable Land Division applications.

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

--

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

C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land) 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).

Essential facilities being improved:

- A staff ADA accessible toilet room is being added to the original service building to meet the additional fixture count requirement.

- The public toilet rooms have been upgraded and meet minimum fixture counts for the additional square footage.

- The interior furnishings, finishes, and hardware are being upgraded within the original sales and service buildings.

-The electrical transformer is being upgraded. The overhead wires are being put underground and the power poles removed.



GERBER

ARCHITECT

LLC.

-
- *Water service has been enlarged to accommodate the added fire sprinklers within the existing and proposed Service buildings.*
 - *The front parking lot will have lot lighting added with wiring underground.*
 - *The improved access at 115th/private drive will align with the service court to allow for better access to the site for emergency equipment, garbage trucks, delivery trucks. This improvement will also improve police access further into the site to better patrol the Carr Subaru lots and adjacent properties.*
 - *The right of way along Canyon Road is being improved by removing the buckled 8' concrete sidewalk and the street trees causing the issue. A 10' sidewalk/curb will be reconstructed, street trees replaced, and street lighting improved. In turn the bike lane will be reconstructed/improved.*
 - *The sidewalk and ramps will be reconstructed and upgraded at the 115th/Canyon Road intersection/pedestrian crossing.*
 - *The sidewalk along 115th/private drive is being improved and extended to where the new site access is being relocated.*
 - *Schools will not be directly impacted by the facility improvements other than the increased tax dollars generated by the increased business Carr Subaru will be able to accommodate on the renovated site.*
 - *Onsite bicycle facilities are being improved by providing current long and short term bicycle parking in and adjacent to the Sales and Service buildings.*
 - *Onsite pedestrian facilities are being improved by incorporating a designated path connecting the Service and Sales entries; incorporating pedestrian crossing striping along new pedestrian path connections to Canyon Road and 115th vehicle entry aprons.*

C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land) 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).

Auto Sales and Service are Conditional Uses within the RC-E zoning designation. Service CU was granted in 2010; now we are applying for a Major Modification to that CU. The Sales Use is requiring a new auto sales CU for 2,909 sqft addition, as the original Sales building is exempt under the Dev Code.

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

The proposal is consistent with all applicable provisions Chapter 60. Site and building facility improvements are being implemented to make the site come closer to compliance. R-O-W along Canyon Road is being widened by way of 3' dedication/donation and reconstructed to remove trees creating tripping hazards within the existing sidewalk.. Sales access driveway is being moved away from 115th and Canyon stop light. Pedestrian circulation is being improved around, into, and on the site. The Service building is moving its façade closer to Canyon Road by way of enclosed/covered service check-in. The right-of-way dedication requirement has been discussed with ODOT and CoB Planners, representatives. The 3' right of way donation/dedication has been graphically designated on the site plans and noted per the CoB memo dated 8-30-2021. Proceeded with drawing up survey and description for dedication/donation documents.



GERBER

ARCHITECT

LLC.

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

The reworked parking lot will still utilize and enlarge the storm water filtration system installed in 2011, which receives maintenance annually.

It will also incorporate new landscape islands with native plantings that will be regularly maintained and watered by an automatic system.

Service court implemented during the annex reconstruction in 2011 provides a private, screened area for various materials to be temporarily stored, loaded, and ultimately removed regularly to ensure clear, clean area to transfer vehicles to and from service bay. The garbage and recycling is being relocated out of the service court to a new enclosure behind Annex 1 near the Type B loading berth, improving the garbage truck access. See sheet A1.00 for enclosure drawings and details.

There are maintenance staff on site to pick up litter and landscaping crew scheduled for regular site maintenance to present a clean public presence to and from the Subaru lot and facilities.

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

The proposal provides safe and efficient vehicular and pedestrian circulation patterns because the project includes a reworking of the parking lot configuration to make it easier and safer for TVF&R to access the site. It also includes abandoning a driveway access located close to the 115th intersection, providing clear auto circulation paths without relying solely on striping. In addition, we have incorporated designated pedestrian paths on site, safely connecting the Sales and Service buildings. This path is also being connected to the Service entry by way of sidewalk along Canyon Road, to 115th sidewalk adjacent to the relocated driveway apron, and to the Sales building entries at the sidewalk along the property's private drive.

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

The proposal provides safe and efficient vehicular and pedestrian circulation patterns because the project includes a reworking of the parking lot configuration to make it easier and safer for TVF&R to access the site. It also includes abandoning a driveway access located close to the 115th intersection, providing clear auto circulation paths without relying solely on striping. In addition, we have incorporated designated pedestrian paths on site, safely connecting the Sales and Service buildings. This path is also being connected to the Service entry by way of sidewalk along Canyon Road, to 115th sidewalk adjacent to the relocated driveway apron, and to the Sales building entries at the sidewalk along the property's private drive.



GERBER

ARCHITECT

LLC.

H. The 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.

The structures and public facilities serving the development are designed in accordance with adopted City codes and standards to improve fire protection. The water supply has been increased to provide full fire sprinkling within the original service building and new addition.

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

Structures and public facilities serving the development are designed in accordance with adopted City codes and standards to the extent possible. The new lot lighting, pedestrian paths, crosswalks will greatly increase the security and safety of the site.

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

The site currently accommodates a wooded run-off creek with a low land over-flow along West property line. The site also has monitoring wells for under-ground water ways as noted on the site survey. The additions to the existing buildings will allow the site to function as it has for years, but with parking lot upgrades that provide safer circulation patterns. Because the site also borders the 100 year flood plain, the site was improved to direct water flow to the natural drainage and recharge areas away from the buildings and lot.

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

The site parking has been assessed and will be restriped to provide clear compliant locations for the ADA parking spots, loading zones, and signage. See attached parking site plan. Compliant access to the accessible entrances and facilities has been provided by means of upgrades or renovations to the original buildings and structures. The proposed replacement building will be drawn and built to current OSSC code. Access to the building will happen through the main building since it contains public reception, restrooms, waiting area, registration counter, private offices, and additional service bays. See attached plans and diagrams.

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

This Section has been reviewed and addressed pending city review. See attached Summary for Section 50.25.1.



40.15. CONDITIONAL USE

40.15.05. Purpose.

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. Conditional Uses may be approved, approved with site specific conditions designed to minimize or mitigate identified adverse impacts, or denied. A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance applications. Within the SC-S (Station Community-Sunset) zoning district, a Planned Unit Development is required to ensure that specific development requirements are satisfied. This Section is carried out by the approval criteria listed herein. [ORD 4473; March 2008] [ORD 4578; March 2012]

40.15.10 Applicability.

The uses listed in Chapter 20 (Land Uses) for each zoning district as a Conditional Use shall be subject to the provisions of this section.

40.15.15 Application.

There are seven (7) Conditional Use applications which are as follows: Interim Washington County Use Type I, Minor Modification of a Conditional Use, Interim Washington County Use Type II, Major Modification of a Conditional Use, New Conditional Use, Planned Unit Development, and Modification of a Nonconforming Use. [ORD 4782; April 2020]

4. Major Modification of an Auto Service Conditional Use.

A. Threshold. An application for Major Modification of a Conditional Use shall be required when one or more of the following thresholds apply:

1. An increase in the gross floor area of an existing Conditional Use more than 10% or more than 1,000 gross square feet of floor area for all properties that are located in a Residential zoning district or within a distance of up to and including 50 feet of a Residential zoning district.

2. An increase in the gross floor area of an existing Conditional Use by more than 25% or in excess of 3,000 gross square feet of floor area for all properties that are not located in a Residential zoning district and are located at a distance of more than 50 feet from a Residential zoning district.

The additions to the main service building are in excess of 3,000 gross square feet at 7,914 square feet in a commercial zoning district.

3. Projected or actual increase in vehicular traffic to and from a site approved for an existing Conditional Use of more than 100 vehicle trips per day as determined by using the Institute of Transportation Engineers (ITE) Trip Generation manual or an evaluation by a traffic engineer or civil engineer licensed by the State of Oregon for all properties that are located in a Residential zoning district or are located at a distance of up to and including 50 feet from a Residential zoning district.



4. A projected or actual increase in vehicular traffic to and from a site approved for an existing Conditional Use of more than 200 vehicle trips per day as determined by using the Institute of Transportation Engineers (ITE) Trip Generation manual or an evaluation by a traffic engineer or civil engineer licensed by the State of Oregon for all properties that are not located in a Residential zoning district and are located at a distance of more than 50 feet from a Residential zoning district.

B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Major Modification of a Conditional Use. The decision making authority is the Planning Commission.

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

1. The proposal satisfies the threshold requirements for a Major Modification of a Conditional Use application.

The proposal satisfies the threshold per 40.15.15.4-A2.

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

All LU application fees are being paid.

3. The proposal complies with the applicable policies of the Comprehensive Plan.

The proposal moves toward complying with the Comprehensive Plan policies.

The DBRCPlan provides one solution that meets the intent of the CP policies.

4. The existing use has been approved as a Conditional Use as governed by the regulations in place when the use was established and complies with the applicable conditions of the Conditional Use approval unless the applicant has received or is concurrently requesting one or more conditions be removed or modified as part of the current application. [ORD 4473; March 2008]

The existing Automotive Service use was approved during Service Annex 1 replacement project development and construction in 2010.

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

The location, size, and functional characteristics of the proposal have been in existence for years prior to existence of the CoB. The uses built up around it are either oriented in the opposite direction as the western development, oriented towards canyon as the retail building to the East at the opposite site of 115th intersection, or the adjacent commercial buildings are being utilized for as automotive uses such that the proposal will have minimal impact on the surrounding areas and services.



GERBER

ARCHITECT

LLC.

6. The proposal will not modify previously established conditions of approval for the prior Conditional Use consistent with Section 50.95.6. of the Development Code.
[ORD 4473; March 2008] [ORD 4584; June 2012]

The proposal will not modify the previous conditions of approval.

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

Duly noted.

D. Submission Requirements. An application for a Major Modification of a Conditional Use shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Major Modification of a Conditional Use application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Major Modification of a Conditional Use application to ensure compliance with the approval criteria.

F. Appeal of a Decision. Refer to Section 50.70.

G. Expiration of a Decision. Refer to Section 50.90.

H. Extension of a Decision. Refer to Section 50.93.

5. New Conditional Use for the Auto Sales Addition

A. Threshold. An application for a New Conditional Use shall be required when the following threshold applies:

1. The proposed use is conditionally permitted in the underlying zoning district and a prior conditional use approval for the proposed use is not already in effect.
[ORD 4332; January 2005] [ORD 4473; March 2008]

The proposed automotive sales use is conditionally permitted in the underlying RC-E zoning district. The existing sales building square footage is allowed without a CU due to it being in existence since prior to 1986. The 2,834 square foot addition is being required to be Conditionally permitted.

2. The proposed permitted residential use is located in the floodway fringe on a lot greater than five acres in size. Planned Unit Developments, single-family and two-family dwellings are exempt. [ORD 4782; April 020]

3. A proposed use located on parcel(s) designated Interim Washington County, which requires Type III approval through Washington County's Development Code where no other Type 1 or greater review is required with the proposal. [ORD 4782; April 2020]



GERBER

ARCHITECT

LLC.

B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for a New Conditional Use. The decision making authority is the Planning Commission.

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

1. The proposal satisfies the threshold requirements for a Conditional Use application.
The proposal satisfies the threshold by not having an approved conditional use for this site.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.
The application fees for the LU applications are being paid in full.

3. The proposal will comply with the applicable policies of the Comprehensive Plan.
The proposal is moving closer to complying with the applicable policies of the CP by increasing the FAR and providing a needed service for the residents of Beaverton and nearby neighborhoods.

4. The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.
The site can reasonably accommodate the proposal. The sales addition is occurring towards the back of the site where inventory is stored. It is occurring on a fairly flat portion of the site. It is providing an opportunity to improve the public side of the parking lot by improving site circulation for emergency, delivery, and garbage vehicles.

5. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site. [ORD 4473; March 2008]

The location, size, and functional characteristics of the proposal have been in existence for years prior to existence of the CoB. The uses built up around it are either oriented in the opposite direction as the western development, oriented towards canyon as the retail building to the East at the opposite site of 115th intersection, or the adjacent commercial buildings are being utilized for as automotive uses such that the proposal will have minimal impact on the surrounding areas and services.

6. The proposed residential use located in the floodway fringe meets the requirements in Section 60.10.25. [ORD 4782; April 2020]

Not applicable, no residential use being proposed.

7. For parcel(s) designated Interim Washington County, the proposed use, identified in the land use designation previously held for the subject parcel(s), meets the use requirements identified in Washington County's Development Code. [ORD 4782; April 2020]

Not applicable, the parcel is located in City of Beaverton proper.



GERBER

ARCHITECT

LLC.

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

Duly noted.

D. Submission Requirements.

An application for Conditional Use shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the director. The Conditional Use application shall be accompanied by the information required by the application form, and by Section 50.25 (Application Completeness), and any other information identified through a Pre-Application Conference.

(Our application was prepared based on the application form, Section 50.25 (see written summary, and any information requested or noted during the Pre-Application Conference held February 26, 2020.)

E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Conditional Use application to ensure compliance with the approval criteria.

F. Appeal of Decision. Refer to Section 50.70

G. Expiration of a Decision. Refer to Section 50.90

H. Extension of a Decision. Refer to Section 50.93



40.20. DESIGN REVIEW

40.20.05 Purpose.

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development. To achieve this purpose, the Design Review process is divided into two major components; Design Standards and Design Guidelines. Both standards and guidelines implement Design Principles, which are more general statements that guide development of the built environment. The Design Standards are intended to provide a "safe harbor" approach to designing a project. Depending on the design thresholds, designing a project to the standards would result in an administrative review process. However, the applicant may elect to bypass design review under the Design Standards and go straight to Design Review under the Design Guidelines, where review is subject to a public hearing at the applicant's option. [ORD 4584; June 2012]

An applicant for Design Review approval can address design review requirements through a combination of satisfying certain Design Standards, and in instances where it elects not to utilize Design Standards, satisfy applicable Design Guidelines. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable Design Guidelines only.

Because the Design Standards are a "safe harbor", there is no penalty for not meeting the Design Standards. Rather, the public hearing process would be required to consider the project by relying solely on the Design Guidelines which correspond to the Design Standards but are intended to allow more flexibility and originality. Design Guidelines are also intended to recognize unique circumstances where corresponding standards are found to be unnecessary or undesirable. Where Design Guidelines apply, the project proponent will simply be required to demonstrate how the project meets these Guidelines at a public hearing. The decision making authority must make findings how the guidelines are met or if they apply to the proposal.

The purpose of Design Review as summarized in this Section is carried out by the approval criteria listed herein.

40.20.10 Applicability

1. The scope of Design Review shall be limited to the exterior of buildings, structures, and other development and to the site on which the buildings, structures, and other development are located. [ORD 4584; June 2012]
2. Considering the thresholds for the Design Review Compliance Letter, Design Review Two, or Design Review Three applications and unless exempted by Section 40.20.10.3. (Design Review) approval shall be required for the following: [ORD 4584; June 2012]
 - A. All uses listed as Conditional Uses in the R10, R7, and R5 zoning districts. [ORD 4584; June 2012]



GERBER

ARCHITECT

LLC.

B. All uses listed as Permitted and Conditional Uses in the R4, R2, and R1 Residential zoning districts. [ORD 4584; June 2012]

C. All uses listed as Permitted and Conditional Uses in all Commercial, Industrial, and Multiple Use zoning districts.

D. Site grading.

3. Design Review approval shall not be required for the following:

A. All uses listed as Permitted Uses in the R10, R7 and R5 Residential zoning districts. [ORD 4584; June 2012]

B. Detached dwellings and related residential accessory structures in any Residential or Commercial zoning district. [ORD 4542; June 2010]

C. Existing detached dwellings in Industrial and Multiple-Use zoning district. [ORD 4782; April 2020]

D. Maintenance of a building, structure, or site in a manner that is consistent with previous approvals.

E. Painting of any building in any zoning district.

F. Wireless communication facilities.

G. Food Cart Pods. [ORD 4662; September 2015]

4. Design review approval through one of the procedures noted in Section 40.20.15. will be required for all new development where applicable. The applicable design standards or guidelines will serve as approval criteria depending on the procedure. Existing developments, and proposed additions, demolitions and redevelopments associated with them, will be treated according to the following principles:

A. Development constructed or approved prior to December 15, 2004 is not subject to Design Review standards and guidelines, and is considered fully conforming to the approvals issued at the time the development was approved by the City. Existing developments constructed prior to December 15, 2004, are not considered nonconforming if they do not meet design standards. If existing development is structurally damaged or destroyed by casualty, replacement shall occur as follows:

1. If structural damage or destruction is less than or equal to fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction can be replaced as legally existed on the site before the casualty loss.

2. If structural damage or destruction is more than fifty percent (50%) of the existing gross floor area of the existing development, the area of damage or destruction must meet the provisions of this Code in every regard unless otherwise authorized by the provisions of this Code. [ORD 4531; April 2010]

B. Proposed new free-standing building(s) within an existing development will be subject to all applicable design standards.

C. Proposed redevelopment of existing structures and project site area is subject to all applicable design standards or guidelines to the extent where redevelopment of existing building or site area is proposed. Only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable. [ORD 4531; April 2010]



GERBER

ARCHITECT

LLC.

5. Design Review approval is required for all applicable new and existing developments. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) 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. 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 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;

Drawings on sheet A0.5 & A0.6 show one D.R.C.B. Plan which show how feasible a future build-out could meet Development Code.

Narrative:

The Design Review Build-out Plan (DRBCP) process is being used to show how the minimum FAR established in the section will be met for future development. Our DRBCP enables various possible uses applicable for the RC-E zone, such as shops, restaurant pad, mixed use townhouses, or parking garage. The existing structures can be repurposed and/or expanded to meet future needs.

The original service building has a large open space with unique wood bowstring trusses. The DRBC Plan repurposes this portion of the building into an open public space which acts as a transition space to a new multi floor parking structure. The main level can incorporate new retail spaces along Canyon Rd, with a 20' setbacks provided and a fully developed pedestrian friendly and engaging R-O-W. The Parts department area will still provide space for Carr Subaru to have a public showroom for the latest models as sales transition more to online purchases.

The 2010 Annex building and the opposing proposed Annex II building could be repurposed in a variety of ways. The service bays with garage doors can be sectioned off or divided for individual vendors, like a community market.

A retail pad/building is planned on the corner of Canyon Road and 115th Ave to delineate the intersection and public space.

Along the private drive that aligns 115th will become a bonified street with improved pedestrian friendly R-O-W. Along this proposed new 115th avenue, the DRBCP is incorporating 3 story townhouses with 2 car garages. The garage space and extra room along 115th could be renovated into live- work retail spaces.



GERBER

ARCHITECT

LLC.

The existing freestanding new car delivery building will be converted into a drive thru and walk-up coffee bar. It's within the development away from the local streets but adjacent to the onsite auto and pedestrian circulation. The auto circulation would allow for cueing on site and simple one way entry and exit. The adjacent perpendicular pedestrian path connects to the Hall Creek trail over the vegetated corridor with a foot bridge.

The existing Subaru development currently provides an 18.4% Floor-Area-Ratio with 34,745 sqft of building space. The proposed renovated Subaru development will provide a 24.1% Floor-Area-Ratio with 45,568 sqft of building floor space. The DRBCPlan will provide a F-A-R of 56.4% with 106,808 sqft of mixed use building floor space.

2. Not rely on the removal of a structure in an early phase in order to demonstrate compliance in later phases.

The D.R.C.B.P. takes this criteria into account by proposing to repurpose structures within this proposal to provided a mix of uses to meet the RC-E zoning codes.

3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP. [ORD 4531; April 2010] [ORD 4706; May 2017]

Design Guidelines are not being deferred to future phases of a DRBCP. The proposed Subaru auto sales and service facility has been designed to meet the current Development Codes to the best of our ability in order to balance the needs of a historical auto sales and service dealership model, the Subaru Corporate branding requirements, the current Development Code, and the Comprehensive Plans.

b. When a development site abuts two (2) or more Arterial Streets that are also designated Major Pedestrian Routes, application of the applicable design standards may be moved from along the Arterial Streets. This alternative is to provide parking lot drive aisles developed as internal private streets, and to locate buildings along the internal private streets, subject to the following:

1. The internal private streets shall extend from the Arterial Street to another public street, or back to an Arterial Street in such a way that street continuity is maintained along the entire internal street, and with abutting properties.
2. A public access easement shall be required along the internal private streets.
3. Buildings shall occupy a minimum percentage of the frontage of the internal private streets that is equal to the amount of lineal building frontage that would have been required under the standards for the Major Pedestrian Routes, and a minimum of 50% of the internal private streets shall have building frontage on both sides of the street.
4. All applicable design standards contained in Section 60.05., particularly 60.05.15.6. Building location and orientation along streets in Commercial and Multiple Use districts, 60.05.15.7 Building scale along Major Pedestrian Routes, 60.05.20.4 Street frontages and parking areas, 60.05.20.6 Off-Street parking frontages in Multiple Use zones, and 60.05.20.9 Ground floor uses in parking structures shall be met by buildings along the internal private streets. [ORD 4584; June 2012]



40.20.15 Application

3. Design Review Three. – New Auto Sales CU & Major Modification to Service C

A. Threshold. An application for Design Review Three shall be required when an application is subject to applicable design standards and/or guidelines and one or more of the following thresholds describe the proposal [ORD 4782; April 2020]:

1. New construction of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district. [ORD 4397; August 2006] [ORD 4410; December 2006] [ORD 4462; January 2008] [ORD 4584; June 2012]
2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district. [ORD 4410; December 2006] [ORD 4462; January 2008] [ORD 4584; June 2012]
3. Building additions in Residential, Commercial, or Multiple Use zones more than 30,000 gross square feet of floor area.[ORD 4531; April 2010]
4. Building additions in industrial zones more than 30,000 gross square feet. [ORD 4531; April 2010]
5. Construction of a permanent structure, not considered a building, in commercial, industrial, multiple use zones, or for approved Conditional Uses in residential zones, which exceeds 10,000 square feet in size and is a use permitted within the underlying zoning district. [ORD 4782; April 2020]
6. Projects proposed utilizing the options described in Section 40.20.10.5.
7. New parks in Residential zoning districts.
8. A project meeting the Design Review Two thresholds which does not meet an applicable design guideline.

Does not meet some applicable design guidelines. The proposed uses are conditionally permitted in the underlying zoning district. A prior conditional use approval for Auto Service was approved in 2010. The Auto Sales use applies for the existing 5,000square feet building since it was in existence prior to 1986. A new CU for the 2,834 square foot addition is being submitted. The sales and service additions are moving the development closer to being in compliance but do not meet the applicable design standards outright. The Service additions are not within the 20' required front yard setback and the Sales addition is not being constructed towards Canyon Road .

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

B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for Design Review Three. The decision making authority is the Planning Commission. [ORD 4532; April 2010]

C. Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

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

Per threshold 40.20.15.A8 note above.



GERBER

ARCHITECT

LLC.

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

The application fees for the LU applications are being paid in full.

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

Not applicable. Proposal has been designed to meet the guidelines.

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

The way a traditional open car sales and service lot was used and laid out, the R-O-Ways were key in presenting the new cars to passing pedestrian and vehicular traffic. The site circulation in front of the original service building has to be maintained in order for the historical operation to be maintained.

The way the sales building floor plan is laid out prevents the addition from being placed on the south side closer to Canyon Road r-o-w.

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.

The existing sales structure is 343' from Canyon Road.

5. The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance. [ORD 4782; April 2020] Grading standards for the proposal complies per Civil documents.

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 the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP. [ORD 4584; June 2012]

7.

The Design Review Build-out Plan (DRBCP) process is being used to show how the minimum FAR established in the section will be met for future development. Our DRBCP enables various possible uses applicable for the RC-E zone, such as shops, restaurant pad, mixed use townhouses, or parking garage. The existing structures can be repurposed and/or expanded to meet future needs.

The original service building has a large open space with unique wood bowstring trusses. The DRBC Plan repurposes this portion of the building into an open public space which acts as a transition space to a new multi floor parking structure. The main level can incorporate new retail spaces along Canyon Rd, with a 20' setbacks provided and a fully developed pedestrian friendly and engaging R-O-W. The Parts department area will still provide space for Carr Subaru to have a public showroom for the latest models as sales transition more to online purchases.



GERBER

ARCHITECT

LLC.

The 2010 Annex building and the opposing proposed Annex II building could be repurposed in a variety of ways. The service bays with garage doors can be sectioned off or divided for individual vendors, like a community market.

A retail pad/building is planned on the corner of Canyon Road and 115th Ave to delineate the intersection and public space.

Along the private drive that aligns 115th will become a bonified street with improved pedestrian friendly R-O-W. Along this proposed new 115th avenue, the DRBCP is incorporating 3 story townhouses with 2 car garages. The garage space and extra room along 115th could be renovated into live- work retail spaces.

The existing freestanding new car delivery building will be converted into a drive thru and walk-up coffee bar. It's within the development away from the local streets but adjacent to the onsite auto and pedestrian circulation. The auto circulation would allow for cueing on site and simple one way entry and exit. The adjacent perpendicular pedestrian path connects to the Hall Creek trail over the vegetated corridor with a foot bridge.

The existing Subaru development currently provides an 18.4% Floor-Area-Ratio with 34,745 sqft of building space. The proposed renovated Subaru development will provide a 24.1% Floor-Area-Ratio with 45,568 sqft of building floor space. The DBRCPlan will provide a F-A-R of 56.4% with 106,808 sqft of mixed use building floor space.

8. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable Corresponding Design Guideline(s). [ORD 4531; April 2010]

Not applicable, proposal is subject to Design Guidelines.

9. For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines). [ORD 4531; April 2010]

The proposal is subject to Design Guidelines only, and is consistent with the applicable provisions as much as possible for an older style use in existence prior to any development code or formal city.

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



GERBER

ARCHITECT

LLC.

D. Submission Requirements.

An application for Design Review Three shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the director. The Design Review Three application shall be accompanied by the information required by the application form, and by Section 50.25 (Application Completeness), and any other information identified through a Pre-Application Conference.

The application was prepared based on the application requirements, the information noted during the Pre-Application Conference held June 30, 2021 and February 26, 2020, and the Incomplete Letter dated July 7, 2021.

E. Conditions of Approval.

F. Appeal of Decision

G. Expiration of a Decision.

H. Extension of a Decision.

I.

40.03. FACILITIES REVIEW COMMITTEE

Consistent with Section 10.95.3. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions. In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable:

[ORD 4265; October 2003][ORD 4404; October 2006] [ORD 4487; August 2008]

1. All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:

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

The garbage and recycling storage has been relocated to a formal enclosure where proper access is provided by way of improved access and site circulation.

The vehicle access at 115th avenue has been shifted to the North to align with the existing service court. This will provide direct safe access for TVF&R fire fighting equipment into the middle of the development.



GERBER

ARCHITECT

LLC.

- B. Essential facilities and services related to the proposed development are available, or can be made available, with adequate capacity to serve the development prior to its occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five (5) years of occupancy.
- C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).
The proposed development is applying for a new auto sale CU and a major modification to an existing auto service CU.
- D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.
The proposed development is consistent with all applicable Chapter 60 (Special Requirements) along the Canyon Road r-o-w, 115th intersection improvements, and the improvements from it onto the private drive to the new site access apron.
- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.
Adequate means can be provided to ensure periodic maintenance of the private common facilities and areas. The on site stormwater comtek system was sized and located for annual maintenance per the existing service CU, with more comtek filters being added to accommodate other areas of the sites storm water.
The site circulation on and onto the site has been improved, in turn it provides easier safer access for emergency, delivery, garbage, and maintenance vehicles and maintenance to the existing and proposed structures.
The vegetated corridor has an NRA study produced and subsequent improvements proposed.



GERBER

ARCHITECT

LLC.

-
- F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.
The vehicular and pedestrian circulation within the development have been incorporated or improved upon the existing facilities.
- G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.
Due to the lack of r-o-w along 115th & the private drive, an internal pedestrian path has been incorporated to connect Canyon Road r-o-w to the main entrances of the sales and service buildings. This will create the first half of a direct connection to the Hall Creek Trail at the North edge of the site.
The DRBCP shows this connection being completed by continuing the path through th site and creating a bridged connection to the Hall Creek trail.
- H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.
Structures and public facilities serving the development site are currently adequately sized for the number of users since the new development will be serving similar numbers, just in a more efficient modernized manner.
The fire flow to the development has been improved during various service building improvements. FDC's are provided at the corner of 115th to serve the annex and the fire sprinkler system planned for the existing and proposed service building improvements.
The existing sanitary sewer and stormwater systems/easements are located and sized for this and future developments.
- I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.
Structures and public facilities serving the existing and proposed development are designed and constructed to city codes. The new site and Canyon Road r-o-w lighting will provide for better presence and surveillance of it and the surrounding areas like the vegetated corridor.
The proposed parking lot improvements will provide better access for emergency vehicles.
- J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.
Grading and contouring for the proposed development is minimal since the additions are occurring on primarily flat ground adjacent to existing established structures. At the SE property line where the service addition abuts and adjacent retail building, a



GERBER

ARCHITECT

LLC.

downturned, thickened slab will be utilized to deal with the difference in finished grade.

Where the parking lot is being improved, new planting areas will provide more means for stormwater absorption prior to being dealt with by the com-tek system or flowing into the depressed creek bed, aka vegetated corridor.

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

The proposed interior pedestrian path is intended to be handicapped accessible and provide an accessible route from the improved Canyon Road r-o-w to the accessible service and sales entries/facilities.

The widened sidewalk along canyon road will have an upgraded ada compliant curb ramp at the 115h intersection and a sidewalk incorporated along the private drive to the relocated access driveway. This sidewalk will continue onto the site from there, connecting back into the new internal pedestrian path.

The DRBCPlan proposes continuing this new pathway and connecting to the Hall Creek Trail.

- L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]

To the best of our knowledge, all required submittal materials have been included.

Note: the Facilities Review approval criteria 40.03.2.A-1 are not applicable to the proposal.

40.45. LAND DIVISION AND RECONFIGURATION

40.45.05. Purpose.

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of the boundaries of land within the City of Beaverton. This Section is carried out by the approval criteria listed herein.

40.45.10. Applicability.

The provisions of this section apply to all subdivisions, partitions, developments involving the dedications of public right-of-way, and the reconfiguration of existing property lines. Code requirements for the vacation of public rights-of-way are in Section 40.75. (Street Vacations).

40.45.15. Application.

There are nine (9) types of applications under this Section, as follows: Property Line Adjustment; Replat One; Replat Two; Preliminary Partition; Preliminary Subdivision; Preliminary Fee Ownership Partition; Preliminary Fee Ownership Subdivision; Final Land Division; and Expedited Land Division. [ORD 4584; June 2012]

2. Replat One. [ORD 4487; August 2008]

The Replat application is being prepared by a consultant per this Development Code Section.

- A. Threshold. An application for Replat One shall be required when any of the following thresholds apply: [ORD 4584; June 2012]

1. The reconfiguration of lots, parcels, or tracts within a single existing plat that decreases or consolidates the number of lots, parcels, or tracts in the plat; [ORD 4584; June 2012]



GERBER

ARCHITECT

LLC.

2. The creation of a plat for land that has never been part of a previously recorded plat where no new lots or parcels are proposed. [ORD 4584; June 2012] [ORD 4584; June 2012]

B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Replat involving only the consolidation of lots and not triggering any of the thresholds in Section 40.45.15.3.A.1. through 40.45.15.3.A.3. The decision making authority is the Director. [ORD 4584; June 2012]

C. Approval Criteria. In order to approve a Replat One application, the decision making authority shall make findings based on evidence provided by the applicant demonstrating that all the following criteria are satisfied.

1. The application satisfies the threshold requirements for a Replat One. [ORD 4584; June 2012]

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

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

4. Oversized lots or parcels (“oversized lots”) resulting from the Replat shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot. [ORD 4584; June 2012]

5. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following: [ORD 4584; June 2012]

a. Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource);
or,

b. Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where a street is proposed, provides a standard street cross section with sidewalks. [ORD 4584; June 2012]

6. If lot area averaging standards are proposed pursuant to Section 20.05.15.D, no further applications for Adjustment or Variance from this standard are required or permitted. [ORD 4584; June 2012] [ORD 4782; April 2020]

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

8. The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties. [ORD 4584; June 2012]

9. The proposal does not create a parcel or lot which will have more than one (1) zoning designation.



GERBER

ARCHITECT

LLC.

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

D. Submission Requirements.

1. An application for a Replat One shall be made by the owner(s) of the subject property or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. Provided, however, where the application is made in conjunction with a Legal Lot Determination under Section 40.47., the City may consider the application even if fewer than all the owners of the existing legal lot or parcel have applied for the approval. The Replat One application shall be accompanied by the information required by the application form, and the information required by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference. [ORD 4584; June 2012] [ORD 4584; June 2012]

E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Replat One application to ensure compliance with the approval criteria. [ORD 4584; June 2012]

F. Appeal of a Decision. Refer to Section 50.60.

G. Expiration of a Decision. Refer to Section 50.90. [ORD 4584; June 2012]

H. Extension of a Decision. Refer to Section 50.93.

40.50. LOADING DETERMINATION

40.50.05. Purpose.

The purpose of a Loading Determination is to establish mechanism to determine or modify the required number of off-street loading spaces, or modify the off-street loading space dimensions in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein.

40.50.10. Applicability.

A Loading Determination may be requested in writing to establish an off-street loading space total for any use not specifically listed in Section 60.25. (Off-Street Loading), establish an off-street loading space total that differs from the listed requirement in Section 60.25., and modify the off-street loading space dimensions listed in Section 60.25. of the Development Code. [ORD 4584; June 2012]

Not applicable since code required Type B loading berth is being incorporated into the proposed site plan.



40.55. PARKING DETERMINATION

40.55.05. Purpose.

The purpose of a Parking Determination is to establish required number of parking spaces for uses which do not have a parking ratio requirement listed in the Development Code. The Parking Determination application is established for determining the required number of off-street parking spaces in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein. [ORD 4584; June 2012]

40.55.10. Applicability.

A Parking Determination may be requested in writing to establish a required off-street parking ratio or specific number of off-street parking spaces for a use or uses not specifically listed in Section 60.30. (Off-Street Parking) of this Code, to share required parking spaces, or to determine the existence of excess required parking. [ORD 4365; October 2005] [ORD 4584; June 2012]

40.55.15. Application.

There are three (3) Parking Determination applications which are as follows: Parking Requirement Determination, Shared Parking, and Use of Excess Parking.

Not applicable since code required parking space number and type are being provided, as well as additional parking spaces for service storage and new display inventory storage.

40.58. SIDEWALK DESIGN MODIFICATION

40.58.05. Purpose.

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

40.58.10. Applicability.

The Sidewalk Design Modification application shall be applicable to all streets in the City.

40.58.15. Application.

There is a single Sidewalk Design Modification application which is subject to the following requirements.

A. Threshold. An application for Sidewalk Design Modification shall be required when one of the following thresholds applies:

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

The existing 8' wide sidewalk along Canyon Road is being widened by 2' without widening the existing planter strip.

2. The dimensions or locations of street tree wells specified in the Engineering Design Manual are proposed to be modified.

Street trees have been located per the EDM.

B. Procedure Type. The Type 1 procedure, as described in Section 50.35. of this Code, shall apply to an application for Sidewalk Design Modification. The decision making authority is the Director.



GERBER

ARCHITECT

LLC.

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

1. The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.

The existing 8' wide sidewalk along Canyon Road is being widened by 2' without widening the existing planter strip.

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

All application fees are being paid.

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

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

i. A sidewalk that is located above or below the top surface of a finished curb.

ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.

b. That there exist local physical conditions such as:

i. An existing structure prevents the construction of a standard sidewalk.

The back of the existing planting strip provides just enough space between it and the rotunda waiting area for vehicular and pedestrian circulation.

ii. An existing utility device prevents the construction of a standard sidewalk.
The utility components at the corner of Canyon and 115th provides enough space for the widened sidewalk and reconstructed curb ramp, per the drawings.

iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.

c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove. d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.

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

The proposal complies with provisions with noted sections by providing a 10' sidewalk. It also requires existing street tree removal causing buckling/uplift of the 8' sidewalk creating trip hazards and non-compliant surface slopes as well as improving the curb ramp at the intersection.

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

Duly noted.

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

The proposed modification provides safe pedestrian circulation by widening the 8' sidewalk to 10', replacing problematic street trees within the sidewalk to the adjacent planting strip, and enhances the existing efficient pedestrian circulation.



GERBER

ARCHITECT

LLC.

D. Submission Requirements. An application for a Sidewalk Design Modification shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Sidewalk Design Modification application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Sidewalk Design Modification application to ensure compliance with the approval criteria.

F. Appeal of a Decision. Refer to Section 50.65.

G. Expiration of a Decision. Refer to Section 50.90.

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

CHAPTER 50 – PROCEDURES



Chapter 50 – PROCEDURES

50.05. Initiation of an Application

1. An application subject to a Type 1, Type 2, or Type 3 procedure may be filed by:

A. The owner or the contract purchaser of the subject property, or any person authorized in writing to act as agent of the owner or contract purchaser.

The Architect of Record, Stephen Gerber, and/or building designer, Greg Hanken, will be acting as the agent of the owner.

B. The City Council, Mayor, or Director, as to property owned by the City, including public right of way and easements, or which the City intends to acquire.

C. Public agencies that own the property or have passed a resolution declaring that they intend to exercise their statutory authority to condemn the property.

2. A Text Amendment application subject to a Type 4 procedure may be filed by an interested person, City Council, Mayor, or Director.

3. A Zoning Map Amendment application subject to a Type 1 or Type 3 procedure may be filed by the owner or the contract purchaser of the subject property, City Council, Mayor, or Director. [ORD 4265; October 2003] [ORD 4498; January 2009]

4. A Zoning Map Amendment application subject to a Type 4 procedure may be filed only by the City Council, Mayor, or Director. [ORD 4498; January 2009]

50.10. Withdrawal of an Application

1. An applicant may withdraw an application before the application is deemed complete.

2. An applicant may withdraw an application previously deemed complete at any time prior to adoption of a final City decision if the Director determines that:

A. The owners or contract purchasers or the interest holders in the property consent in writing to withdraw the application.

B. No violation of this Code has been identified on the subject property and processing of the application would not correct the identified violation.

3. The Director may withdraw any City initiated application at any time.

4. If an application is withdrawn after public notice has been mailed, the Director shall send written notice stating the application has been withdrawn to all persons to whom notice of the application or hearing has been sent. This provision shall not apply to legislative applications that require Citywide mailed notice.



5. Once an application has been withdrawn, the application fees shall be refunded by the following formula:

- A. Application withdrawn prior to completeness review: 85%. [ORD 4584; June 2012]
- B. Application withdrawn prior to publication or distribution of public notice: 50%.
- C. Application withdrawn after publication or distribution of public notice: 0%.

6. For withdrawal of appeals, refer to Section 50.89. of this Code.

50.15. Classification of Applications.

1. An application shall be subject to the procedure type specified in the Code, if any. If the Code does not specify a procedure type for a given application and another procedure is not required by law, the Director shall determine the appropriate procedure based on the following guidelines. Where two or more procedure types could be applied to a particular application, the selected procedure will be the type providing the broadest notice and opportunity to participate.

A. A Type 1 procedure typically involves an application that is subject to non-discretionary criteria or criteria that require the exercise of professional judgment only about technical issues.

There are two Type I applications being submitted.

- Type I Re-plat to combine two tax lots into one.
- Type I Sidewalk Design Modification

B. A Type 2 procedure typically involves an application that is subject to criteria that require the exercise of limited discretion about non-technical issues and about which there may be limited public interest.

There are two Type III applications being submitted.

- Type II Loading Determination
- Type II Parking Determination

C. A Type 3 procedure typically involves an application that is subject to criteria that require the exercise of substantial discretion and about which there may be broad public interest, although the application applies to a limited number of land owners and properties.

There are three Type III applications being submitted.

- Type III Major Modification to the Auto Service Conditional Use.
- Type III New Auto Sales Conditional Use.
- Type III Design Review

D. A Type 4 procedure typically involves the adoption, implementation or amendment of policy or law by ordinance. The subject of a Type 4 procedure generally applies to a relatively large geographic area containing many property owners.



GERBER

ARCHITECT

LLC.

Not applicable, Type IV threshold will not be triggered by size of the Subaru additions and renovations.

2. An application identified as a Type 3 application which is submitted for any parcel of land located in the area of the City south of Walker Road, west of Murray Boulevard, north of Jenkins Road, and east of 158th Avenue shall be processed as a Type 2 application subject to Section 50.40 of this Code. The exception to this provision is that any Variance application shall continue to be processed as a Type 3 application subject to Section 50.45 of this Code. This provision shall take precedence over any conflicting application type designation contained in Chapter 40 of this Code. [ORD 4649; Feb 2015]

Not applicable, the Subaru site is not located within the area described above and will not be allowed to be processed as Type II applications.

3. When an applicant submits more than one complete application for a given proposal, where each application addresses a separate set of code requirements and the applications are subject to different procedure types, all of the applications are subject to the procedure type of the application which requires the broadest notice and opportunity to participate. For example, a Type 2 application will be consolidated with a Type 3 application for the same proposal on the same site, in which case, the Type 2 application will be reviewed by the decision making authority of the Type 3 application. The decision making authority's action on the Type 2 application will be based on the approval criteria governing the Type 2 application. An appeal of the decision will be processed according to the provisions of Section 50.70. of this Code. In the event that the completed applications involve applications where the decision making authority is a combination of the Director and Planning Commission, the decision making authority will be the Planning Commission. [ORD 4532; April 2010] [ORD 4584; June 2012]

The Sales and Service buildings require separate Conditional Use applications. The required Design Review for both uses will be combined into one Type III Design Review.

The Type II & I applications are being included with the zoning application package that includes the Type III applications noted above.

Notwithstanding any other provision and at no cost to the applicant, the Director may choose to combine multiple applications for the same development as a way to increase the efficiency of development review. [ORD 4265; October 2003]

Not applicable, Type IV threshold will not be triggered by size of the Subaru additions and renovations.

4. Notwithstanding the Director's determination of procedure type, Type 1, 2, or 3 but not Type 4, an applicant may choose to have an application at the time of submittal be subject to a procedure type requiring broader notice and opportunity to participate provided the applicant pays the appropriate fee for the selected procedure type and the Director determines that statutory timelines for reaching a final decision can be satisfied.

The Sales and Service buildings require separate Conditional Use applications. The required Design Review for both uses are being combined into one Type III Design Review.

The Type II & I applications are being included with the zoning application package that includes the Type III applications noted above.



5. Notwithstanding any other provision, and, at no additional cost to the applicant, the Director may choose to process a Type 2 application under the Type 3 procedure in order to provide greater notice and opportunity to participate than would otherwise be required, or in order to comply with the time requirements for reviewing development applications pursuant to ORS 227.178. The decision making authority's action on the Type 2 application will be based on the approval criteria governing the Type 2 application.

The Sales & Service buildings require separate Conditional Use applications. The required Design Review for both uses are being combined into one Type III Design Review.

The Type II & I applications are being included with the zoning application package that includes the Type III applications noted above.

50.20. Pre-Application Conference

1. With the exception of City initiated or Wireless Facility applications, a pre-application conference shall be required for all proposals which require Type 2, Type 3, or Type 4 applications. An applicant may choose to forgo the required pre-application conference for a Type 2 application upon completion of a form for that purpose provided by the Director. A pre-application conference is optional for an applicant for proposals which require only Type 1 applications. [ORD 4702; January 2017]

The last Pre-Application conference was held on February 26, 2020. This last Pre-App combined the site improvements, Service and Sales additions into one project per Subaru corporates preferences.

2. The purpose of the pre-application conference is to acquaint the City and outside agencies and service providers with a potential application, and to acquaint the applicant with the requirements of this Code, the Comprehensive Plan, and other relevant criteria and procedures. Any comments or commitments made by any member of City Staff during this pre-application conference are only preliminary in nature. It is not intended to be an exhaustive review of all potential issues, and the conference does not bind or preclude the City from enforcing all applicable regulations or from applying regulations in a manner differently than may have been indicated in the pre-application conference. Formal land use comments cannot be made by staff until after a land use application is submitted and adjacent and/or nearby property owners and reviewing agencies have had an opportunity to respond. [ORD 4702; January 2017]

The last Pre-Application conference, held on February 26, 2020, was one of three or four over the past 3 years. The Pre-App Findings dated March 26, 2020, was a culmination of the last Pre-App conference as well as the prior Pre-App Conferences, which were attended by representatives from outside agencies who gave their pertinent feedback at the meeting and in their Pre-App findings summaries.

3. The City will schedule and conduct the pre-application conference within twenty-one (21) calendar days of receipt of a request for a preapplication conference. Notwithstanding application completeness requirements, if a required pre-application conference is not conducted within the twenty-one day time period due to no fault of the applicant, the applicant may elect to proceed with an application without a preapplication conference.



GERBER

ARCHITECT

LLC.

The last Pre-Application conference was held on February 26, 2020. This last Pre-App combined the site improvements, Service and Sales additions into one project per Subaru corporates preferences.

4. To initiate the pre-application conference, an applicant shall submit a completed form provided by the Director for that purpose, the relevant fee, and copies of all information required by the relevant Section of the Code or specified in writing by the Director. The Director shall coordinate the involvement of City staff responsible for planning, development review, roads, drainage, and other subjects, as appropriate, in the pre-application review process. The Director shall also invite outside agencies and service providers, as appropriate, to participate in the pre-application conference.

The last Pre-Application conference, held on February 26, 2020, was one of three or four over the past 3 years. The Pre-App Findings dated March 26, 2020, was a culmination of the last Pre-App conference as well as the prior Pre-App Conferences, which were attended by representatives from outside agencies who gave their pertinent feedback at the meeting and in their Pre-App findings summaries.

5. Within approximately fourteen (14) calendar days after a preapplication conference, the Director shall mail to the applicant, or the applicant's agent, a written summary of the conference. The Director shall mail a copy of the summary to any other person who requests one and pays the City's mailing and photocopying costs. The purpose of the written summary is to provide a preliminary assessment of a proposal and is not to be construed as a final recommendation or decision by the City or by any other outside agency or service provider on the merits of the proposal. The pre-application conference written summary shall:

- A. Summarize the contemplated use and relevant characteristics of the proposal.
- B. Identify necessary application submittal requirements.
- C. Identify the relevant approval criteria and development regulations, with a disclaimer that the approval criteria and development regulations in effect at the time an application is received will control and that such approval criteria and development regulations may change.
- D. Identify specific additional information that is needed to respond to the relevant criteria and development regulations or is recommended to respond to other issues.
- E. Identify applicable application fees, with a disclaimer that fees are subject to change and that the fees in effect at the time a complete application is received will control.
- F. Identify information that may be relevant to the proposal and that may be in the possession of the City or other agencies of which the City is aware, such as:
 1. Comprehensive Plan map designation and zoning on and adjacent to the property, which is the subject of the preapplication conference.
 2. Physical development limitations, such as steep or unstable slopes, wetlands, water bodies, or sensitive resource areas that exist on and in the vicinity of the subject property.
 3. Other applications of which the City is aware that have been approved or are pending for the property and in the vicinity of the property that may affect or be affected by a proposal.



6. If a complete application relating to a proposed development action that was the subject of a pre-application conference has not been submitted within one year of the conference, the applicant shall schedule a current pre-application conference.

The last Pre-Application conference, held on February 26, 2020, was one of three or four over the past 3 years. The Pre-App Findings dated March 26, 2020, was a culmination of the last Pre-App conference as well as the prior Pre-App Conferences and provided all the feedback noted in the section #5 above.

50.25. Application Completeness

1. A complete application is one which contains the information required by the Director to address the relevant criteria, development requirements, and procedures of this Code. ...All other complete application shall consist of the requisite number of copies of the following:
 - A. A complete original application form provided by the Director and application check list provided by the Director, signed by:
 1. The applicant
 2. If the applicant is not the owner or an authorized agent of the property owner, a written statement made by the owner of the property owner of the property shall be submitted stating that the agent is authorized to sign on owner's behalf.
 3. If the applicant is exercising its statutory authority to condemn property, the representative of the public agency accompanied by written documentation of such condemnation or intent to condemn the property.
 4. Property owner signatures are not required for City initiated Type 4 Text Amendment applications and City initiated Type 1, Type 3, and Type 4 Zoning Map Amendments. [ORD 4265; October 2003]
 - B. A written statement supported by substantial evidence, that identifies the criteria and development regulations considered relevant to the application, states the facts alleged to show that the application complies with applicable criteria and development regulations, and explains why the application should be approved based on the criteria and development regulations and facts set forth in the application. In addition to addressing applicable criteria and development regulations relevant to the application type, the written statement shall address all the applicable technical criteria specified in Section 40.03. (Facilities Review Committee) of the Code. [ORD 4265; October 2003] [ORD 4404; October 2006] [ORD 4487; August 2008] [ORD 4584; June 2012]
 - C. The Director may require an applicant to submit information in addition to that required on the form to aid in deciding whether an application satisfies applicable criteria and development regulations. The Director shall attempt to identify additional necessary information in the pre-application conference.
 - D. The information required by Section 50.30.4. regarding Neighborhood Meeting requirements, if applicable.
 - E. For a Type 2, Type 3, or Type 4 application, a copy of the preapplication conference summary.
 - F. Documentation from service providers, as determined by the Director, stating that essential and critical facilities are available or can be made available or will not be adversely affected by the proposal. [ORD 4782; April 2020]



G. The applicable fee in effect at the date of submittal.

2. To enable the Director to determine whether an application is complete, an applicant shall submit the requisite number of copies, as determined by the Director.
3. The Director may defer collection of application fees during review of the application for completeness; provided, an application shall not be deemed complete until the City has received all required fees.
4. The Director shall advise the applicant in writing whether an application is complete by providing a completeness notice within thirty (30) calendar days after the City receives an application. To comply with this completeness notice requirement, the completeness notice must be sent by the thirtieth day. [ORD 4782; April 2020]
 - A. If an application is incomplete, the completeness notice shall list what information is missing.
5. Incompleteness shall be based solely on failure to pay required fees, failure to address the relevant criteria or development regulations, or failure to supply required information and shall not be based on differences of opinion as to quality or accuracy. Determination that an application is complete indicates only that the application is ready for review on its merits, not that the City will make a favorable decision on the application.
6. The Director may waive application requirements that in the Director's opinion are not necessary to show an application complies with relevant criteria and development regulations and may modify application requirements based on the nature of the proposed application, development, site, or other factors. The City shall specifically identify any such waiver in the pre-application conference written summary or other written correspondence.
7. The application will be deemed complete for the purpose of this section upon receipt by the Community Development Department of:
 - a. All the missing information;
 - b. Some of the missing information and written notice from the applicant that no other information will be provided; or
 - c. Written notice from the applicant that none of the missing information will be provided.
8. Pursuant to ORS 227.178, the City will reach a final decision on an application within 120 calendar days from the date that the application was determined to be complete or deemed complete unless the applicant agrees to extend the 120 calendar day time line pursuant to subsection 9 or unless State law provides otherwise. [ORD 4282; February 2004] [ORD 4498; January 2009]
9. The 120-calendar- day timeline specified in Section 50.25.8. may be extended for a specific amount of time at the written request of the applicant. The total time to extend the final decision, may not exceed 245 calendar days from the date of the original 120-day period. [ORD 4782; April 2020]
10. The applicant may amend the application up to and including fourteen (14) calendar days after the application has been deemed complete. Amendments to an application submitted more than fourteen (14) calendar days after the application is deemed complete may be determined by the Director to be so substantial that the application should be treated as having been refiled. In such a case, the Director shall provide the applicant with the following options: provide the City with a waiver of the 120-day timeframe set forth in ORS 227.178 of a minimum of fourteen (14) calendar days from the date the amendment was submitted; treat the application as having been refiled as of the



date the amendment was submitted; or, decide the application on the basis of the applicant's materials without the amendment.

11. For any application which has been on file with the City for more than 180 calendar days and the applicant has not met the obligations of Section 50.25.7., the application will be deemed withdrawn. [ORD 4397; August 2006]

(Our various application submittals, written notes, and supplementary notes and graphics represent our substantial evidence that identified the criteria we considered relevant during the pre-application conference as well as any noted during our own research and investigation.)

50.30. Neighborhood Review Meeting.

1. The purpose of the Neighborhood Review Meeting is to allow neighbors, representatives from the Neighborhood Association Committee (hereinafter referred to as NAC), and interested persons an opportunity to become familiar with the proposal and to identify any associated issues. The Neighborhood Review Meeting is intended to assist in producing applications that are responsive to neighborhood concerns, and to reduce the likelihood of delays and appeals. The City expects an applicant to take into consideration the reasonable concerns and recommendations of the neighborhood when preparing an application. The City expects the neighbors and NAC to work with the applicant to provide reasonable concerns and recommendations.

The Central Beaverton Neighborhood Association Committee was presented the project on the evening of January 4, 2021. The various attendees provided pertinent comments and feedback

2. Prior to submittal of an application subject to a Type 3 procedure, the applicant shall provide an opportunity to meet with neighboring property owners, residents and businesses (hereinafter collectively referred to as "neighbors") as well as representatives from the NAC within whose boundaries the site is located or within the notice radius to review the proposal. The applicant shall not be required to hold more than one Neighborhood Review Meeting provided such meeting is held within six months prior to submitting an application for one specific site. This requirement does not apply to applications required by Design Review Three threshold number 7 (Section 40.20.15.3.A.7.) or applications for Quasi-Judicial Zoning Map Amendment (Section 40.97.15.1.), Discretionary Annexation Related Zoning Map Amendment (Section 40.97.15.4.). [ORD 4332; January 2005] [ORD 4483; June 2008] [ORD 4584; June 2012]

The Central Beaverton Neighborhood Association Committee was presented the project at 7 pm on the evening of January 4, 2021. Due to Covid-19 restrictions the meeting was held virtually during a regularly scheduled meeting date & time.

3. Procedures.

A. Except as otherwise provided in this section, the applicant shall select the meeting time and place according to the preference indicated by the relevant NAC. Preference should be given to a regularly scheduled meeting time of the NAC in which the project is located. The starting time selected shall be limited to a weekday evening after 6:00 p.m. or a weekend at any reasonable time and shall not occur on a National holiday. The meeting shall be held at a location open to the public and in compliance with the



GERBER

ARCHITECT

LLC.

Americans with Disabilities Act within the boundaries of the NAC or at a similar location within the City of Beaverton.

The Central Beaverton Neighborhood Association Committee was presented the project at 7 pm on the evening of January 4, 2021. Due to Covid-19 restrictions the meeting was held virtually during a regularly scheduled meeting date & time.

A sign at least 22" x 28" in size with minimum 2" lettering shall be placed at the main entrance of the building where the meeting will take place at least one hour prior to the meeting. Such sign will announce the meeting, that the meeting is open to the public, and that interested persons are invited to attend. This sign shall be removed upon conclusion of the meeting by the applicant.

A sign was placed at the Subaru site prior to the Central Beaverton Neighborhood Association Committee. It notified the public that the online CB-NAC meeting was being held at 7 pm on the evening of January 4, 2021 so the project could be presented. Due to Covid-19 restrictions the meeting was held virtually during a regularly scheduled meeting date & time.

B. The applicant shall send by regular mail a written notice announcing the Neighborhood Review Meeting to: the Director, property owners within 500 feet of the property involved in the anticipated application and to representatives of all NACs and Washington County's Community Participation Organizations (CPO) whose boundaries are within 500 feet of the subject property. The notice shall include the date, time and location of the meeting and briefly discuss the nature and location of the proposal. The notice shall be mailed not less than 20 calendar days prior to the meeting date. The Director shall maintain on file in the Community Development Department, current addresses of NAC Officers and/or representatives and related NAC information, including regularly scheduled or monthly meeting dates, times and locations. [ORD 4782; April 2020]

The mailing list shall be based on the most recent property tax assessment rolls of the Washington County Department of Assessment and Taxation. At the request of the applicant, and upon payment of the applicable fee, the City will provide the required mailing list.

A mailing list from the City of Beaverton was used to mail CB-NAC notification letter, vicinity map, and proposed site plan.

C. Not less than 20 calendar days prior to the Neighborhood Review Meeting, the applicant shall post a notice on the property which is subject of the proposed application. The notice shall be posted within 50 feet of an adjoining public right-of-way in a manner that can be read from the right-of-way. The notice shall state that the site may be subject to a proposed development and shall set forth the name of the applicant and a telephone number where the applicant can be reached for additional information. The site shall remain posted until the conclusion of the Neighborhood Review Meeting. The applicant may purchase a second sign from the City or create a sign to post at the Neighborhood Review Meeting location. [ORD 4312; July 2004]

Standard signs are available from the City upon payment of a fee. The City will not be responsible for posting of any signs.



GERBER

ARCHITECT

LLC.

A standard public notice sign was placed within the landscaping strip along Canyon Road 20 calendar days prior to the regularly scheduled CB-NAC meeting on January 4, 2021.

D. At the Neighborhood Review Meeting, the applicant shall describe the proposed application to persons in attendance. The attendees may identify any issues that they believe should be addressed in the proposed application and recommend that those issues be submitted for City consideration and analysis. [ORD 4462; January 2008] *Graphic and verbal project information was presented to the online meeting attendees. The attendees provided feedback pertaining to street trees, bike parking, roof gardens, auto charging stations, and noted how the site is more like a suburban setting rather than a central city site.*

E. At the Neighborhood Review Meeting, the applicant shall take notes of the discussion on the proposed application. After the meeting and before submitting an application to the City, the applicant shall send a copy of the meeting notes to the Chairperson of the NAC in which the project is to be located by certified mail.

Notes were taken during the CB-NAC meeting. These notes were formalized and provided to the CB-NAC note taker prior to final notes being published to CB-NAC website.

The final CB-NAC meeting notes were e-mailed to the CB-NAC chair, Thomas Thane.

4. To comply with this section, an applicant shall submit the following information with the application:

A. A copy of the notice sent to surrounding property owners and the NAC Representatives as described in Section 50.30.3.B.

B. A copy of the mailing list used to send out meeting notices as described in Section 50.30.3.B.

C. A written statement containing the information posted on the property as described in Section 50.30.3.C.

D. An affidavit of mailing and posting notices as described in Sections 50.30.3.A through C.

E. Copies of written materials and 8.5" x 11" size plans presented at the Neighborhood Review Meeting.

F. Notes of the meeting, including the meeting date, time, and location, the name and address of those attending, and a summary of oral and written comments received.

G. A certified mail receipt indicating mailing of the meeting notes to the Chairperson of the NAC.

H. If responses to the meeting notice were not received by the applicant and no one attended the Neighborhood Review Meeting or persons in attendance made no comments, the applicant shall submit evidence as indicated above, with the notes reflecting the absence of comment, attendance, or both.

A copy of all items noted from items A to H above have been provided within the Zoning application binders.

5. Failure of a property owner to receive notice shall not invalidate the Neighborhood Review Meeting proceedings.



GERBER

ARCHITECT

LLC.

50.45. Type 3.

1. Except for Street Vacation application, the decision making authority for all Type 3 applications shall be the Planning Commission. For Street Vacation application, the decision making authority shall be the City Council. [ORD 4532; April 2010]

2. Once an application has been determined or deemed complete, the Director shall provide written notice a minimum of twenty (20) calendar days before the decision making authority's decision to [ORD 4782; April 2020]:

A. The applicant and the property owner.

B. The NAC Chair in which the subject property is located and to any other NAC Chair whose boundaries are within five hundred (500) feet of the subject property. [ORD 4397; August 2006]

C. The Chair of Washington County's Community Participation Organizations (CPO) in which the subject property is located and the Chair of any other CPOs whose boundaries are within five hundred (500) feet of the subject property. [ORD 4782; April 2020]

D. Owners of property within five hundred (500) feet of the property that is the subject of the application. The most recent property tax assessment rolls of the Washington County Department of Assessment and Taxation shall be used for determining the property owner of record. The failure of a property owner to receive notice does not invalidate the decision.

E. [ORD 4462; January 2008] Washington County Department of Land Use and Transportation.

3. The written notice of the pending application shall include the following information:

A. The case file number for the application.

B. A description of the site reasonably sufficient to inform the reader of its location including map and tax lot number, and if available, site address, site zoning, and name of the NAC in which the proposal is located.

C. A map depicting the subject property in relation to other properties.

D. The nature of the application and the proposed use. In the case of a zone change, the nature of the uses which could be authorized.

E. A listing of the applicable approval criteria by Development Code section number.

F. When and where information about the application may be examined and the name and telephone number of the City representative to contact about the application.

G. A statement that a meeting of the Facilities Review Committee will occur on a specified date with the applicant to discuss technical issues associated with the application and the date of such meeting.

H. The date, time and location of the hearing before the decision making authority, and a statement that the hearing will be conducted in accordance with the adopted rules of procedure.

I. A statement that the decision will be made after the hearing closes.

J. A statement that failure to raise an issue in a hearing, by testifying in person or by letter, or failure to provide statements or evidence with sufficient specificity to afford the decision making authority an opportunity to respond to such issue, precludes appeal to the Land Use Board of Appeals on that issue.

K. A statement that a copy of the staff report will be available for inspection at no cost at least seven (7) calendar days before the hearing, and a copy will be provided at reasonable cost.



GERBER

ARCHITECT

LLC.

L. A statement that a copy of the pre-application conference comments, all documents and evidence submitted by or on behalf of the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost.

4. Within approximately seven (7) calendar days after the application has been determined to be or deemed complete and in no case less than twenty (20) calendar days before the decision making authority's initial hearing, the Director shall publish in a newspaper of general circulation in the City of Beaverton a summary of the application, a date by which public comment on the application should be submitted to the Director, if applicable, the date of the Facilities Review Committee meeting with the applicant, and the place, date, and time of the decision making authority's hearing on the application under review. [ORD 4404; October 2006]

5. In addition to the provisions of Sections 50.45.2, 50.45.4, and 50.45.8, the following noticing timelines shall apply for the following applications:

A. If the proposal is a Quasi-Judicial Zoning Map Amendment application (Section 40.97.15.1.), the Director shall send the notice outlined in Section 50.45.3. by certified mail to the owner of property as shown on the current records of the Washington County Department of Assessment and Taxation which are subject to the proposed zone change at least thirty (30) days prior to the public hearing.

B. For any Zoning Map Amendment application which includes all or part of a mobile home or manufactured dwelling park, as defined in ORS 446.003, the Director shall mail the notice outlined in Section 50.45.3. to each existing mailing address for tenants of the mobile home or manufactured dwelling park at least twenty (20) days but not more than forty (40) calendar days before the date of the initial hearing on the application. The applicant for such a zone change shall pay the costs of such notice, which shall be in addition to fees otherwise applicable to the application.

C. For any Zoning Map Amendment application, notice shall be provided to the Department of Land Conservation and Development (DLCD), Metro, and Washington County, using the required inter-agency notice, at least thirty-five (35) calendar days prior to the initial hearing. [ORD 4782; April 2020]

6. In addition to the noticing procedural requirements contained in Sections 50.45.2. through 50.45.4., a Street Vacation proposal shall be subject to the following procedures:

A. The newspaper notice of the proposed ordinance for street vacation described in Section 50.45.4. shall be published for at least two consecutive weeks prior to the public hearing.

B. A copy of the hearing notice described in Section 50.45.3. shall be made available in City Hall and the City Library.

C. At least fifteen (15) calendar days before the hearing for the street vacation, the applicant shall post a signboard, provided by the City at cost, at each terminus of the proposed street vacation. The sign shall contain the legend with minimum two inch (2") high letters "NOTICE OF STREET VACATION", the case number, the telephone number where City staff can be contacted for more information, and a statement that includes the date, time and place of the hearing of the City Council before whom the public may testify. The applicant is responsible for assuring that the sign is posted for a continuous period of at least fifteen (15) days.



GERBER

ARCHITECT

LLC.

7. In addition to the noticing procedural requirements contained in Sections 50.45.2 through 50.45.4, an application for the demolition of a historic building or structure shall be subject to the following procedures:

A. The applicant has advertised such building for sale and/or removal from the site, with such advertisement to run once per week over two consecutive weeks, no less than seven days apart, in a newspaper of general circulation in the City of Beaverton.

B. The applicant has posted a sign on the property for a continuous period of at least thirty (30) calendar days prior to the hearing. The sign shall be provided by the City and be posted in a prominent and conspicuous place within ten feet of a public street abutting the premises on which the building is located, and shall contain the legend "THIS HISTORIC BUILDING TO BE DEMOLISHED", together with a statement that includes the date, time and place of the hearing of the decision making authority before whom the public may testify. The applicant is responsible for assuring that the sign is posted for a continuous period of at least thirty (30) days.

D. If after 30 calendar days no party interested in purchasing or moving the property has come forward to the property owner, the City, or both, the decision making authority shall hold a hearing.

E. None of the preceding procedures listed in Section 50.45.7.A. through .D. shall apply to the demolition of a historic building or structure if the Building Official has ordered the removal or demolition of such building because the Building Official has determined the building or structure to be dangerous to life, health or property.

8. Not less than twenty (20) calendar days before the decision making authority's hearing, the applicant shall post at least one (1) signboard provided by the Director for that purpose. The signboard shall be posted in a conspicuous place visible to the public on or in the vicinity of the property subject to the application. The signboard shall state with minimum two (2)-inch high letters the case number; the telephone number where City staff can be contacted for more information. In the case of Non-Discretionary Annexation Related Zoning Map Amendments and Discretionary Annexation Related Zoning Map Amendments processed by the City, no site posting shall be required. [ORD 4659; June 2015]

9. All documents and evidence relied upon by the applicant shall be submitted to the City and made available to the public at least seven (7) days prior to the hearing. Documents and evidence relied upon by the applicant which is submitted later than seven (7) days prior to the hearing shall be received, provided however, upon request of any interested person, the decision making authority shall continue the hearing to a date and time certain which is not less than seven (7) days later and permit persons to present and rebut new evidence, argument or testimony in response to the documents and evidence submitted by the applicant later than seven days prior to the hearing.

10. Within approximately twenty eight (28) calendar days after the application has been determined to be or deemed complete, the Director shall convene the Facilities Review Committee to review applicable technical aspects of the application with the applicant, if the application is subject to Facilities Review Committee review. [ORD 4404; October 2006]

11. Within approximately thirty five (35) calendar days after the application has been determined to be or deemed complete, the applicant shall submit to the Director an affidavit certifying where and when the notices were posted.



12. Within approximately seven (7) calendar days after the Facilities Review Committee meeting, the Facilities Review Committee shall forward a written report to the Director. [ORD 4404; October 2006]

13. Approximately twenty-one (21) calendar days after the Facilities Review Committee meeting, the decision making authority's initial hearing on the application shall take place. [ORD 4404; October 2006]

14. At least seven (7) calendar days before the date of the initial hearing on the application, the Director shall make available to the public a copy of the staff report for review and inspection, and shall provide a copy of the staff report and recommendation to the decision making authority and to the applicant and property owner. The Director shall provide a copy of the staff report to the public at reasonable cost upon request.

15. The 120 calendar day timeline specified in Section 50.25.8. may be extended for a specific amount of time at the written request of the applicant. The total time to extend the final decision may not exceed 245 calendar days from the date of the original 120-day period. [ORD 4782; April 2020]

16. Hearings before the Planning Commission shall be conducted in accordance with Sections 50.55. through 50.58. of this Code. Hearing before the City Council shall be conducted in accordance with Sections 50.85. through 50.88. of this Code. Hearings shall be recorded on audio only or audio and video tape. [ORD 4532; April 2010]

17. At the conclusion of the hearing on each application, the decision making authority shall take one of the following actions:

A. Continue the hearing to a date, time, and location certain, which shall be announced by the Chair. Notice of date, time and location certain of the continued hearing is not required to be mailed, published, or posted, unless the hearing is continued without announcing a date, time, and location certain, in which case notice of the continued hearing shall be given as though it was the initial hearing.

B. Deny the application, approve the application, or approve the application with conditions.

1. If the decision making authority takes action pursuant to Section 50.45.16.B., the decision making authority shall announce a brief summary of the basis for the decision, and that a land use order will be issued as provided in Section 50.45.17.; provided, the proceedings may be continued for the purpose of considering such land use order without taking new testimony or evidence.

2. Provisions for holding a record open or continuing a hearing set forth in ORS 197.763 (6) shall apply under this Ordinance in a manner consistent with state law.

C. In the case of Street Vacation, Quasi-Judicial Zoning Map Amendment, Discretionary Annexation Related Zoning Map Amendment applications, if the Council intends to adopt an ordinance to vacate a street or change a zoning designation, the City Attorney shall prepare same. An ordinance shall thereafter be adopted pursuant to the City Charter. The City Council shall adopt or approve written findings which demonstrate that the approval complies with applicable approval criteria.



GERBER

ARCHITECT

LLC.

18. After the public record closes, a written decision in the form of a land use order shall be prepared regarding the application. The land use order shall include:

- A. A listing of the applicable approval criteria by Development Code section number.
- B. A statement or summary of the facts upon which the decision making authority relies to find the application does or does not comply with each applicable approval criterion and to justify any conditions of approval. The decision making authority may adopt or incorporate a staff report or written findings prepared by any party to the proceeding into the land use order to satisfy this requirement.
- C. A statement of conclusions based on the facts and findings.
- D. A decision to deny or to approve the application and, if approved, any conditions of approval necessary to ensure compliance with applicable criteria.

19. Within approximately seven (7) calendar days from the date that the decision making authority adopts a land use order, the Director shall cause the order to be signed, dated, and mailed to the applicant and the property owner. The land use order shall be accompanied by a written notice which shall include the following information: [ORD 4462; January 2008]

- A. Except for a Street Vacation application, a statement that the decision is final but may be appealed as provided in Section 50.70. within ten (10) calendar days after the date of the signed notice is dated and mailed. The appeal closing date, which is ten (10) days after the date the signed notice is dated and mailed, shall be set forth in boldface type. The statement shall generally describe the requirements for filing an appeal.
- B. In the case of a Street Vacation application, a statement that the decision is final, but may be appealed to the Land Use Board of Appeal as provided in ORS 197.805 through ORS 197.860.
- C. A statement that the complete case file is available for review. The statement shall list when and where the case file is available and the name and telephone number of the City representative to contact for information about the case.

20. [ORD 4462; January 2008] At the same time the land use order is mailed to the applicant and property owner, a written notice containing the same information listed in Section 50.45.18.A. through .C. shall be mailed to the NAC Chair in which the subject property is located and other persons who appeared orally or in writing before the public record closed on the subject matter. In addition to the information listed in Section 50.45.18.A. through .C., the written notice will provide a Web page address on which the land use order may be viewed and downloaded.

- A. Except for a Street Vacation application, a statement that the decision is final but may be appealed as provided in Section 50.70. within ten (10) calendar days after the date of the signed notice is dated and mailed. The appeal closing date, which is ten (10) days after the date the signed notice is dated and mailed, shall be set forth in boldface type. The statement shall generally describe the requirements for filing an appeal.
- B. In the case of a Street Vacation application, a statement that the decision is final, but may be appealed to the Land Use Board of Appeal as provided in ORS 197.805 through ORS 197.860.
- C. A statement that the complete case file is available for review. The statement shall list when and where the case file is available and the name and telephone number of the City representative to contact for information about the case.

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

CHAPTER 60 – SPECIAL REQUIREMENTS



Chapter 60 – SPECIAL REQUIREMENTS

60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES

[ORD 4332; January 2005]

As noted in the Pre-Application Conference Worksheet for Design Review **Standards** and requirements are noted “see corresponding Standards.”

60.05.05. Purpose. The following design principles, standards and guidelines shall be met by new development and redevelopment where applicable, throughout the City. [ORD 4584; June 2012]

60.05.10. Design Principles. The following design principles are general statements to guide the development of the built environment, the appearance of that development, and the effect of that development on the existing surroundings. The design guidelines and standards implement these principles. [ORD 4584; June 2012]

1. Building Design and Orientation. Design buildings that enhance the visual character of the community and take into account the surrounding neighborhoods, provide permanence, and create a sense of place. In Residential, Commercial and Multiple Use districts, design buildings that contribute to a safe, high quality pedestrian-oriented streetscape.

The original Service & Sales buildings are oriented in a way that is pedestrian friendly. Historically, automobile sales & service operations utilized large parking lots as outdoor showrooms where customers could freely peruse inventory options.

The Service building is being enhanced with an addition on the back side away from Canyon to create more service bays, and two additions, one on each side of the existing building that provides for indoor auto check ins. These additions will move the main elevation to the South, closer to Canyon’s sidewalk, creating a modernized frontage.

The Sales building addition will be on the back side of the existing showroom, away from Canyon Road. It will create customer-centric sales offices and enlarge the indoor showroom.

We are proposing to maintain this model as it encourages pedestrian traffic to and around the site. This brings the development closer to alignment with the modernized code of mixed use.

2. Multiple Use District Building Orientation and Design. Locate buildings so they are conveniently and safely accessible from on-site and off-site sidewalks and streets, and so buildings near the edge of a right of way provide a high quality, pedestrian oriented streetscape, contribute to safety by offering “eyes on the street” and promote pedestrian safety and use. Provide a pedestrian-friendly environment through building and site design treatments that may vary in nature and degree depending on the character of the urban area, the characteristics of the street, and the type of use and development proposed.

The Original Service building is located near Canyon Road, providing a public presence and access convenience; it is also setback far enough to allow for all new car inventory to be showcased along Canyon Road. These additions will move the auto and



GERBER

ARCHITECT

LLC.

pedestrian entries closer to the Canyon Rd. right of way. We will create a pedestrian passageway connecting the Canyon Rd. sidewalk to the Service entrances as well as a new delineated pedestrian walkway connecting the Service and Sales buildings to ensure safe passage.

The Sales building addition is on the back side of the building, away from Canyon Rd. This allows people to safely walk throughout the lot to look at the new inventory. We are proposing to maintain this model since it encourages pedestrian traffic. For safety, we propose moving the 115th Ave opening 120 feet off Canyon Rd towards the Sales area. This will allow us to significantly expand the auto entrance to allow for city service. At the entrance, we propose a passageway that connects to the delineated pedestrian path.

3. Circulation and Parking Design. Provide integrated multi-modal circulation and parking improvements that are safe and convenient, connect to surrounding neighborhoods and streets, and serve the needs of development.

The Service and Sales building are separated by the sales & service parking lot. The front lot along Canyon Rd will be reconfigured to meet TVF&R access requirements, to improve the 115th intersection by abandoning an existing driveway apron, and to improve the public r-o-w along Canyon. In addition, we propose widening the Canyon Rd. sidewalk and replacing the trees. There will be vegetation areas among the parking spaces and around the new Sales addition.

4. Landscape, Open Space, and Natural Areas Design. Create landscape areas that contribute to the aesthetics of the community, conserve, protect, enhance or restore natural features and the natural environment, provide an attractive setting for buildings, and provide safe, interesting outdoor spaces for residents, customers, employees, and the community. Whenever possible, utilize native vegetative species which are disease and drought tolerant.

The Service and Sales building are separated by a sales & service parking lot. It has not been updated in many years. The parking lot is being modified to upgrade automobile, fire truck and delivery truck access; pedestrian paths are being added along the private drive and within the lot; landscape strips and planting areas within the lot are being integrated; lot lighting is being supplied by below grade on-site electrical lines.

5. Lighting Design. Provide exterior lighting for buildings, parking lots, pedestrian pathways, vehicular areas, pedestrian plazas, public open spaces to ensure public safety and convenience, and to minimize excessive illumination on environmentally sensitive areas, adjoining properties, and streets.

The Service and Sales building parking hardscapes will be modified with additional vegetation areas that have new lot lighting in the front parking and new inventory lot. The new pedestrian path will be illuminated by surface mounted site lighting.



60.05.15 Building Design and Orientation Standards. (Per Pre-App Notes, Guidelines are to be used)

*Per Pre-Application notes/comments: Proposal will also be subject to the City's Design Review Design Principles, Standards, and Guidelines (Section 60.05). Applicable **Design Guidelines** include those pertaining to a "Conditional Use" within a "Multiple Use" zone, for a commercial building abutting two Major Pedestrian Routes (Class 2).*

60.05.35 Building Design and Orientation Guidelines.

1. Building articulation and variety. [ORD 4584; June 2012]

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)

The DRBC Plans show how this item will be addressed by future development.

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)

The original Service building utilized a primary two-story Rotunda, setting off the front portion of the building along Canyon Rd. The main public service elevations complemented the rotunda using curved soffits, canopies, and a curved primary corner of the parts department.

The new one-story additions will infill the space on each side of the Rotunda, creating indoor check-ins for short & long term auto servicing. This will move the majority of the South service building elevation closer to Canyon Rd. while maintaining space for auto circulation and new inventory storage.

The Sales building main elevation facing Canyon is articulated for a large scale presence from adjacent areas, and a pedestrian scale when approaching the renovated exterior finishes and the enlarged showroom beyond the storefront.

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)

The Service buildings new massing will create a horizontal elevation along Canyon Rd. It will be broken up vertically, utilizing and emphasizing the Rotunda. The two-story design creates volume and an interior presence, while the vertical soffit enhances messaging.

The rotunda also sets off the fully glazed overhead doors on each side of the auto check-in entry. The overhead doors and adjacent man doors will be protected by horizontal projections with a soffitted finish above.

The Sales building will utilize the existing design with a similar material break-up. A horizontal silver band will carry across upper portion of the elevation to vertical silver bookend returns at each end of the main South elevation. The silver band creates a soffitted covered area below where the storefront set within white stucco finish at the walls along the pedestrian level leading to the main entry.



GERBER

ARCHITECT

LLC.

At the main entry is a vertical monument clad in a natural stone tile with a custom designed pattern. (DID Graphics)

The side and back elevations will utilize the aluminum storefront and stucco finish from base of wall to top of parapets. The flashings and stucco control joints will be used to break up and subtly tie into the primary finish break up on the main south elevation.

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) [ORD 4531; April 2010]

The Service building is oriented towards Canyon Road. It was originally set back from Canyon Road to allow for new inventory presentation along the road and auto circulation around and in the Service building. The scale will be broken up by one-story additions on each side of the two-story rotunda to promote a pedestrian scale along Canyon Rd.

The Sales building is oriented towards Canyon but setback (so many feet). Its original purpose was pedestrian friendly as explained prior.

The fenestration on the main elevation will be updated by breaking up the metal panel soffit band and bookends. With the inset aluminum store front and stucco below, it will be proportioned to create a large scale presence. It will break down into a pedestrian scale at the building in relatable sizes. This transition to pedestrian scale and interior occurs at the man doors adjacent to a vertical stone clad monument,

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) [ORD 4542; June 2010]

The Service building is within ~47' of the original rotunda; the new East addition is within ~44' and the West addition is within ~77'. The curved counter for parts is still ~89' from the property line along Canyon Road. The whole exterior finish assembly facing the existing and future pedestrian routes will be upgraded.

The service check-in additions will be one-story and utilize ACM panels above the storefront, at the pedestrian level, to maintain an outside connection for

undercover check-in. The ACM will be articulated to provide space for signage and create weather protection above the overhead doors.

The Sales building will maintain the ~386' from the Canyon Road property line. The main entry elevation, which faces Canyon Road, is having its fenestration renovated to meet Subaru's Corporate branding. The renovated finishes will be articulated to provide a large scale presence from afar, while breaking up and sizing the new finishes to a pedestrian scale. The architectural features will be minimized to provide a focus on the latest products within the enlarged showroom.



F. Building elevations visible from and within 100 feet of an adjacent street where the principle use of the building is manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities in an Industrial zoning district, 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 should be avoided. (Standards 60.05.15.1.B and C)

The Service building is within 100 feet of Canyon Road, 250' from 115th intersection; it is architecturally articulated per item E above.

The Sales building is not within 100 feet of an adjacent street, but it is architecturally articulated per item E above.

2. Roof forms. [ORD 4584; June 2012]

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)

The original Service building utilized a couple of roof forms, such as a flat roof over the rotunda and parts areas and a bowstring trussed roof over the main service space. Screening parapets hid these from the public.

The original overhang and soffits along the South elevations, on either side of the rotunda, are being replaced by a ribbed metal siding; the one-story indoor service check-in additions will be below. These lower additions will also utilize flat roofs, screened by articulated parapets and soffits to break up the scale.

The Sales building addition will tie into the existing flat roof to the North. The existing parapets on the East and West elevations will continue onto and around the addition. The main elevation is more involved/ornate and designed to have the upper silver soffit band be similar in height to the parapets beyond and screen the roof and roof mounted equipment from adjacent areas.

B. Flat roofs should include a roofline that provides visual interest such as cornice treatments. (Standard 60.05.15.2.C) [ORD 4782; April 2020]

The Service & Sales building rooflines are treated with parapets and decorative silver metal panels, soffited at the primary elevations exposed to the adjacent streets. This conceals the existing flat roofs and roof top equipment. The parapet caps will be a shaped accent color that creates a visual line.

C. Additions to existing structures which involve the addition of new roof area should respect the roof form and material of the existing structure. (Standard 60.05.15.2.D)

The original Service building utilized a couple roof forms, a flat roof over the rotunda and parts areas, and a bowstring trussed roof over the main service space. Neither was seen from the streets by use of screening with parapets, overhangs, & soffits.



GERBER

ARCHITECT

LLC.

The original overhang & soffits along the South elevations on either side of the rotunda are being replaced by a ribbed metal parapet with the one-story indoor service check-in additions below. These lower additions will utilize flat roofs too, which will be screened by articulated parapets & soffits to break up scale and screen the addition roofs and original roofs beyond.

The Sales building addition will tie into the existing flat single sloped to the North. Existing parapets on the East & West elevations will continue onto and around the addition. The main elevation is more involved/ornate and designed to have the upper silver soffit band be similar in height to the parapets beyond and screen the roof and roof mounted equipment.

3. Primary building entrances.

A. The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3) [ORD 4531; April 2010]

The Service building additions will provide new man doors on each side, with canopies above the overhead doors for weather protection. This gives a covered path from the Canyon sidewalk to the man doors adjacent to the public space in the rotunda.

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

60.05.35. 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)

The Service and Sales buildings will be utilizing materials and colors in line with the Subaru Corporate branding requirements. The metal siding, silver metal panels, and blue metal accents are being detailed and constructed to the same standards as "high end" architecture similar to ZGF hospital at the end of 217.

B. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C) [ORD 4531; April 2010]



GERBER

ARCHITECT

LLC.

The Service buildings will be utilizing materials and colors in line with the Subaru Corporate branding requirements, which do not include masonry. The prominent original rotunda will act similar to the sales stone tower, but it works best clad in metal panel system.

The Sales building will also be utilizing materials and colors in line with the Subaru Corporate branding requirements, which includes a vertical tower element clad in stone tile to accentuate the sales entry.

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

The Service buildings will be utilizing two-story massing, raised parapets and signage/soffiting to screen all roof top equipment.

The Sales building will also be utilizing raised parapets to screen roof top equipment. The primary South elevation will raise its articulated silver banding higher than the side and back elevations to ensure screening from Canyon/115th intersection.

6. Building location and orientation in Commercial and Multiple Use zones. [ORD 4584; June 2012] [ORD 4706; May 2017]

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) [ORD 4462; January 2008] [ORD4531; April 2010] [ORD 4706; May 2017]

The Service building is oriented towards Canyon Rd. with the South and East elevations being embellished with Subaru Corporate colors, materials, and finishes for a clean presentation to the auto and pedestrian traffic from Canyon Road & 115th.

The original rotunda was located 43' from South PL but the service access doors were set back 100'. The new indoor service check-in additions will move the South service elevation closer to Canyon Rd, while maintaining space for auto circulation and new inventory for display at the SW corner of the property.

The Sales building will also utilize materials and colors in line with the Subaru Corporate branding requirements, which includes a vertical tower element clad in stone tile to accentuate the sales entry.

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]



GERBER

ARCHITECT

LLC.

The Service and Sales buildings were originally located away from the corner so the new car inventory would be prominently presented at the SE corner of the lot to entice pedestrian and auto traffic to stop and shop or cruise and peruse.

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]

The Service building's main auto and pedestrian entries are oriented towards Canyon Road. The parts department elevation and secondary entry face 115th intersection.

The Sales building entrance is oriented towards Canyon Road but adjacent to the private drive that ties into 115th intersection. The sales entry will now have pedestrian walkways designated along the private drive from 115th and on the site to safely connect the Sales building entry to the Service building entries.

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) [ORD 4706; May 2017]

The Service building's entries are oriented towards Canyon Road. The parts department elevation and secondary entry face 115th intersection.

The Sales building entrance is oriented towards Canyon Road but set back from it, and adjacent to the private drive that ties into 115th intersection. The buildings are not located in close proximity to the adjacent streets due to its historic use.

7. Building scale along Major Pedestrian Routes. A. Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single family dwellings are permitted. (Standards 60.05.15.7.A and B) [ORD 4542; June 2010]

The Sales and Service buildings are being upgraded to define the character and image of the brand, while providing a quality formal-looking site and facilities. The scale of the buildings have been designed to present a large scale presence, while refined smaller scale detailing will provide the breakup into pedestrian scale.

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) [ORD 4531; April 2010]

The Service building's main south elevation along Canyon Road is comprised of a two-story rotunda with a one-story indoor service check-in addition on each side.. The location of the additions and scale being used would create a closer sense of enclosure along Canyon road as intended by the Dev Code.



The Sales building is set back from Canyon Road. It is a single story structure but the main elevation is comprised of horizontal and vertical articulation to make the transition to the pedestrian scaled entry and the enlarged indoor show room beyond. The East elevation is adjacent to the private drive that ties into the intersection at 115th and Canyon. Its setback from the South PL will allow for future road & r-o-w improvements.

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

A. Excluding residential only development, ground floor building elevations should be pedestrian oriented and treated with windows, display areas or glass doorway openings to the extent possible and where appropriate to the design and use of the building. This guideline particularly applies to ground floor building elevations situated along Major Pedestrian Routes. (Standard 60.05.15.8.A) [ORD 4531; April 2010]

The Service building's main South elevation along Canyon Road is comprised of a two- story rotunda with a one-story indoor service check-in additions on each side. The ground floor portion of the elevation will utilize fully glazed overhead doors for auto access, a storefront with man doors for public pedestrian entry, and space out front for auto and pedestrian circulation.

The Sales building's main South elevation will be articulated with textured stucco and bands of storefront for maximum exposure of the showroom to and from the adjacent streets and sales lot.

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

The Service building's main South elevation along Canyon Road will incorporate canopies above the auto overhead doors, the man doors adjacent to the rotunda, and around the base of the rotunda to create continuous weather protection of pedestrians and automobiles needing to check in for service.

The sales building will utilize a silver soffitted upper band projected out from the plane of the storefront below to create a continuous exterior covered space for pedestrian weather protection.

9. Compact Detached Housing design. [ORD 4584; June 2012]

A. Building elevations facing streets, shared courts, and common greens should include pedestrian oriented design elements and other design features that provide articulation, variety, interest and quality. (Standards 60.05.15.9.A, B, C, G, H, I, J, K, and L) [ORD 4576; January 2012]

B. [ORD 4576; January 2012] Alleys and shared courts are the preferred option to serve garages, and should be provided on all lots except where topography or other identified physical constraints preclude their use. (Standards 60.05.15.9.D and K)

C. Garage openings should not be a dominant feature within shared courts. (Standards 60.05.15.9.D, E, and F) [ORD 4576; January 2012]



GERBER

ARCHITECT

LLC.

D. [ORD 4576; January 2012] The impact of curb cuts and driveways along shared courts and streets should be minimized. (Standard 60.05.15.9.E) [ORD 4542; June 2010]

These Housing Development Code sections do not apply to the current use of the site, but have been considered during design and documentation of the Design Review Build-out Concept Plans.

10. Ground floor elevations on eligible residential-only buildings. [ORD 4758; March 2019]

A. Eligible residential-only buildings are buildings which are located within the portions of the RC-OT zoning district where the maximum standard height is 40 feet, as described in footnote 17 of Section 20.20.15 and illustrated in Figure A. Residential-only buildings in this area may exceed the density but should avoid long, uninterrupted blank walls and incorporate pedestrian oriented design features on the ground floor to generate ground floor pedestrian interest. This guideline particularly applies to ground-floor building elevations visible from a public street, Major Pedestrian Route, public park, public plaza or public open space. One or more of the following methods shall be used to provide ground-floor pedestrian interest:

1. The primary use(s) on the ground floor should generate frequent human usage and incorporate sufficient glazing to allow high levels of visibility through window glazing into the building.
2. Provide ground-floor units with the following:
 - a. Direct and convenient access to the street.
 - b. Design features that provide a transition between public spaces and ground-floor residential units to distinguish between the public and private realms.
 - c. Ample levels of glazing to ensure articulation on the façade, daylighting of interior spaces and visibility into the street.
3. Other methods of avoiding long, uninterrupted blank walls and incorporating pedestrian-oriented design features on the ground floor to generate pedestrian interest as approved by the Planning Commission.

These Housing Development Code sections do not apply to the current use on the site, but have been considered during design and documentation of the Design Review Build-out Concept Plans.

As noted in the Pre-Application Conference Worksheet for Design Review **Standards** and requirements are noted “see corresponding Standards.”

60.05.40 Circulation and Parking Design Guidelines.

1. Connections to public street system. The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1) [ORD 4531; April 2010]

The South, main portion of the lot will be reconfigured to improve automobile and pedestrian access to and from the Subaru Service and Sales buildings and the abutting streets. A driveway access that was located too close to the 115th intersection, per City standards, has been abandoned and relocated; it will align with their service court, which improves access for TVF&R equipment, garbage trucks, delivery box trucks and semi-trucks loaded with new inventory.



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

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

During the development and reconstruction of the Service Annex building, a service court was retained between the original service and parts buildings. This space allows for automobiles to travel to and from the open service bays, the check-in, and pick-up areas while creating a screened interior space that allows for back-of-house operations screened from the R-O-W.

The garbage and recycling storage currently within the service court, has been relocated behind the service annex within a new enclosure. Adequate garbage truck access has been provided. See sheet C0.00 for site truck turning templates.

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

The new loading area for box truck parts delivery during normal working hours is located at the East end wall of the service annex, which is also raised to flush out with the original service building and meet the local regulations that allow building within the 100 year flood plain requirements.

The covered walkway along the front of the service annex ends at the auto lot, East end. This raised walk adjacent to the original ramped drive aisle provides a convenient place for box trucks to off-load with Tommy gates onto the raised end of the service annex/sidewalk. This area is adjacent to the Annex lobby where a cargo lift has been installed to easily access the 2nd floor parts storage area.

The private drive, that aligns with 115th, allows space for off-loading auto inventory from a large semi-truck pulling autohauling trailer with extended ramp system. These deliveries are currently scheduled at 2:00 am in the morning and will proceed doing so in the future.

3. Pedestrian circulation.

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

There is not a pedestrian connection from the Canyon Road sidewalk through and to the back of the lot, nor is there a pedestrian path from the 115th intersection along the East property line due to the private drive and lack of an official r-o-w. Also, the original parking lot layout did not address on-site pedestrian connections between the Sales and Service buildings.

To meet current standards, a designated pedestrian walkway will be incorporated. It is essentially a "L" shaped path, with the short leg along the front of the renovated Sales building while the long leg carries along the New Car Delivery entry, through to the Service Annex pedestrian access and ending at the parts department public entrance.

The Regional Center Major Pedestrian Route map (BDC Section 60.05.55.1) notes a Class 2 Major Pedestrian Route is identified crossing through the site.



GERBER

ARCHITECT

LLC.

The new on-site pedestrian path incorporated being noted above is an immediate solution to meeting this requirement due to the lack of public right of way along the existing private drive.

This new on-site path will also provide connections to the Canyon Road right of way and extended sidewalk along 115th/private drive. Pedestrian crossing striping will be incorporated on-site where the pedestrian paths cross drive aisles. It also is being located in such a way that a continuous through site pedestrian path can be created as shown on the D.R.B.C. Plan.

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

The original parking lot layout did not address on-site pedestrian connections. The site reconfiguration will allow for more pedestrian connections to abutting pedestrian facilities and streets.

The Service building will connect to Canyon Road by way of a designated and code compliant walkway from the new pedestrian path along the front of the Service building to the Sales building at the back of the lot.

The Sales building will be connected from the end of the new on-site pedestrian walkway along the front of the sales building to 115th intersection by way of a designated walkway along the private drive that leads to 115th and Canyon Road.

The designated walkway will allow for new auto inventory to be parked along the private drive aisle while still providing a pedestrian connection.

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

The Service building's primary and secondary entrances are connected by the on-site pedestrian walkway. It also connects Canyon Road r-o-w to this interior pedestrian path, since there is not a bonified r-o-w along the private drive portion of 115th.

The Sales building entry will be connected to Canyon by way of a walkway along the front of the sales building to a designated walkway along the private drive that leads to 115th and Canyon Road.

The new driveway at 115th will create another pedestrian access to the service and sales buildings.

D. Pedestrian connections to streets through parking areas should 60.05.20.3. C through E)

The new driveway at 115th will create another pedestrian access to the service building across the service and sales parking lot by way of added crosswalk striping and landscaping islands to the new pedestrian walkway along the Service/parts building.



GERBER

ARCHITECT

LLC.

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

The Canyon Road sidewalk will be widened by 2' to meet the current 10' width standards by adding concrete into the landscaping strip, which is a sloped transition to the lower parking lot. There will be a direct connection from the new Canyon sidewalk to the on-site pedestrian walkway that connects various entries.

The designated walkway along the private drive will connect the Sales entry to the 115th and Canyon Road sidewalk and cross walks.

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

The on-site pedestrian connections will be designated with crosswalk striping at cross traffic paths and a walkway inset into the paved lot with a code compliant slip resistant finish.

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)

The Subaru Sales and Service buildings will continue to utilize the historical open lot sales model, which relies on maximum exposure of new inventory to the adjacent streets and sidewalks. Screening of the lot would be prohibitive to the business, but the improved landscape strips along Canyon Road will allow for replanting of street trees to current standards as the existing street trees planted to 1997 standards have grown and bulged the sidewalk, creating tripping hazards.

5. Parking area landscaping. Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)

The Subaru Sales and Service buildings will continue to utilize the historical open lot sales model, which relies on maximum exposure of new inventory to the adjacent streets and sidewalks.

New landscaping islands are being incorporated into the parking lot to break up the pavement but tree canopies within the parking lot are being minimized. Trees within the parking lot create visual barriers to the new auto inventory and the falling leaves, debris and sap affect the new paint on the new auto inventory.

As viewed from adjacent sidewalks and streets, the lower shrubs and ground cover will visually soften the hard scape within the lot while still allowing maximum exposure of the new inventory.

6. Off-Street parking frontages in Multiple Use zones. [ORD 4462; January 2008]
[ORD 4584; June 2012]

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)



GERBER

ARCHITECT

LLC.

The Service parking area will occur to the East of the main service building or within the various service buildings.

The Sales building still utilizes the open lot sales model, which occurs primarily between the existing Sales building and Canyon Road. The East end wall of the Sales building is located adjacent to the private drive that connects to the 115th and Canyon Road intersection, but significantly set back from Canyon Road.

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)

The Sales and Service parking areas will continue to function as historically planned and utilized, which maintains a predominant sales lot at the corner of Major Pedestrian routes. The site is being improved to break up and soften the sales lot, which will come closer to being in compliance with this item. The DRBC Plans address this item in a compliant manner.

7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones. [ORD 4584; June 2012]

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

The CARR Subaru lot is bordered by Canyon Road to the South, 115th Intersection at the Southeast corner, Private drive to the East (which is maintained by CARR Subaru), a landscape screen along the Max line at the Northeast corner, a natural resource/creek corridor at the Northwest corner, a swale between the West PL and the back of the adjacent box store development, and the Original Service building & New Service Annex bordering another portion of the adjacent retail store complex for the most of the Southwest PL.

The sidewalk along Canyon Road, which was dedicated and constructed around 1997, is currently only 8' wide with a sloped landscaping strip between it and the new auto inventory display parking. The existing street trees maintained during the 1997 upgrades, some of which are planted within the sidewalk and creating bulging concrete tripping hazards, will be replaced.

The site improvements proposed include widening the sidewalk to 10', while retaining the landscaping strip with new street trees and existing street trees in tree wells. Mid lot, an existing driveway access has been retained, where new, delineated walkways are being incorporated to create a new pedestrian connection to the front of the renovated Service buildings.

The new Canyon Road sidewalk will tie into the 115th intersection, while maintaining the ADA compliant crosswalk. The sidewalk will carry around to the North-South Subaru private drive. An extra wide driveway access apron located too close to the intersection by ODOT standards will be abandoned to create a new standard sized access apron beyond, aligning with the service court. An inset sidewalk detail is being proposed along the private drive to create a safer pedestrian path for access to the service and sales portions of the lot while allowing CARR Subaru to utilize the spaces adjacent to present new auto inventory.



GERBER

ARCHITECT

LLC.

The back of the lot is being used for inventory storage and not intended for pedestrian use. The Natural corridor at the NW corner does allow for pedestrian activity through and near the back lot.

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

The renovated Service building will create a covered and delineated pedestrian path along the primary Southern exterior elevation, closer to Canyon Road and connected with a pedestrian crossing from the widened sidewalk.

The Subaru Sales building will create a covered pedestrian path along the primary South exterior elevation. It is still too far from Canyon Road per current Dev Code standards. There are new on-site pedestrian paths from Service/Canyon and a path along the private drive to provide a defined path to the Sales primary elevation as well as allow pedestrians to peruse the new car inventory.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial and Multiple Use zones. [ORD 4584; June 2012]

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) [ORD 4531; April 2010]

In order to improve on-site vehicle circulation, the front display and service parking lot is being revised with new landscape islands at ends of parking runs and designated pedestrian paths and crosswalks.

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

Continuous parking aisles will be broken up by introducing a new drive aisle that aligns with the service drive/court. Where possible, landscape islands have been added to the ends of the parking runs.

9. Parking structures in Multiple Use zones. [ORD 4584; June 2012] Active ground floor uses should be incorporated in parking structures, particularly on street level elevations facing Major Pedestrian Routes. (Standard 60.05.20.9) [ORD 4531; April 2010]

A parking structure with the service and sales uses fully contained is not cost effective at this time. The DRBC Plans have taken this into consideration in their design/layout.

As noted in the Pre-Application Conference Worksheet for Design Review **Standards** and requirements are noted "Applicable only where change to parking and pedestrian improvements proposed."



GERBER

ARCHITECT

LLC.

60.05.45 Landscape, Open Space and Natural Areas Design Guidelines.

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)
- 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)

- 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)
- 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)
- E.

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)
- 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)

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

- A. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D)

The Landscaping has softened the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standards 60.05.25.5.A, B, and D) see L1-L2 Planting Plans

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

There are no Plazas and common areas

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

Use of native vegetation has been emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B) see L3 Enhancement Plan

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

Existing mature trees and vegetation have been retained and incorporated, when possible, into the site design of development. (Standards 60.05.25.5.A and B) see -L2 Planting Plans, L3 Enhancement Plan



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

. A diversity of tree and shrub species have been provided in required landscaped areas. (Standard 60.05.25.5) see L1-L2 Planting Plans

4. Common Greens. [ORD 4584; June 2012]

A. Common greens should be designed to provide access for only pedestrians and bicycles to abutting properties. Common greens should also serve as a common open space amenity for residents. (Standard 60.05.25.6)

B. The size of the common green right-of-way should be sufficient to accommodate expected users and uses. The size must take into consideration the characteristics of the site and vicinity, such as the pedestrian system, structures, natural features, and the community activities that may occur within the common green. (Standard 60.05.25.6.A.1)

C. When a public pedestrian connection is desired, it should be designed as a distinct feature to distinguish it from an adjacent common green. (Standards 60.05.25.6.A.2 and 3)

D. Common greens should not provide access to parking. (Standard 60.05.25.6.A.4)

[ORD 4542; June 2010]

Common Greens are not being provided at this time due to need for maximizing paved surfaces for parking of service customer vehicles or new inventory being presented.

The DRCBP build-out plan takes this into account in the layout and connections thru and over the vegetated corridor and to Hall Creek Trail.

5. Shared Courts.

A. Shared courts should safely accommodate pedestrians and vehicles within the same circulation area and provide safe access to abutting properties. Special paving and other street elements should be designed to encourage slow vehicle speeds and to signify the shared court's intended use by pedestrians as well as vehicles. (Standards 60.05.25.7.A and B)

(Standards 60.05.25.7.A and B)

B. The size and length of a shared court should be sufficient to accommodate expected users and uses. The size and length should take into consideration the characteristics of the site and vicinity, such as the pedestrian system, structures, traffic safety, natural features, and the community activities that may occur within the shared court. (Standards 60.06.25.7.A and .B)

[ORD 4542; June 2010]

Shared Courts are not being provided at this time due to need for maximizing paved surfaces for parking of service customer vehicles or new inventory being presented. The DRCBP build-out plan takes this into account in the layout and connections thru and over the vegetated corridor and to Hall Creek Trail.

Shared Courts are not being provided at this time due to need for maximizing paved surfaces for parking of service customer vehicles or new inventory being presented. The DRCBP build-out plan takes this into account in the layout and connections thru and over the vegetated corridor and to Hall Creek Trail.

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

Retaining walls over six feet height or greater than 50 feet in length are not being utilized at this time.



7. Fences and walls.

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

B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E) [ORD 4576; January 2012]

The garbage enclosure will be utilizing a fence type construction and will be attractive wood and galvanized steel located behind the elevated Annex building foundation.

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

No Residential property lines to be addressed.

9. Integrate water quality, quantity, or both facilities. Aboveground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11) [ORD 4576; January 2012]

The majority of the existing lot is paved. The proposed improved lot is providing interior planting beds in front lot closest to Canyon Road while improving the vegetated corridor.

10. Natural areas. Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12) [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4584; June 2012]

Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees have been preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12) [ORD 4531; April 2010] [ORD 4576; January 2012] [ORD 4584; June 2012]) see -L2 Planting Plans, L3 Enhancement Plan

11. Landscape buffering and screening.

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

A natural landscape buffer has provided landscape screening, by a riparian zone and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13) [ORD 4531; see -L2 Planting Plans, L3 Enhancement Plan

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

There are no potential conflicts of use exist between adjacent zoning districts,



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

Landscape buffering consists of a variety of trees, shrubs and ground covers; see -L2 Planting Plans, L3 Enhancement Plan

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

[ORD 4576; January 2012] [ORD 4584; June 2012]

The landscape buffer along Canyon Road is being narrowed to provide a 10' sidewalk.

The landscape strip cannot be widened to the North without compromising site circulation between it and the rotunda.

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

1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)

New pole and building mounted fixtures are proposed to improve the safety of the new interior pedestrian path.

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)

New pole and building mounted fixtures are being proposed compliment the modern design and fenestration improvements of the development.

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)

The proposed lighting layout has been studied, and shows the proposed fixtures minimize direct and indirect glare. See included Photometric Study on Li-1& Li-2.

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. [ORD 4531; April 2010]

New pole and building mounted fixtures being proposed are intended to comply with the CoB Technical Lighting Standards.

As noted in the Pre-Application Conference Worksheet for Design Review **Standards** and requirements are noted "see corresponding Standards."

60.05-1. Technical Lighting Standards.

A. Types of Lighting. The Technical Lighting Standards shall apply to bollard luminaire, pole-mounted luminaire, and non-pole-mounted luminaire.

New pole and building mounted fixtures being proposed are intended to comply with the CoB Technical Lighting Standards.

B. Areas to Be Applied. The roadways, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks of all new developments and building entrances shall be lighted in



GERBER

ARCHITECT

LLC.

conformance to the technical lighting standards. These standards are not intended to apply to public street lighting.

New pole and building mounted fixtures being proposed are being applied to the reconfigured parking lot, access drives, vehicle maneuvering areas, interior pathways, and improved sidewalk along Canyon Road.

C. Conformity of Lighting Plans to this Section. All lighting plans submitted to the City shall comply with the standards of this table.

New pole and building mounted fixtures being proposed by lighting consultant are intended to be in compliance with the standards of the table. See CoB Dev Code.

D. Standards. The following standards are required of all exterior lighting:

1. When a bollard luminaire, or pole-mounted luminaire, or nonpole-mounted luminaire has total cutoff of an angle greater than ninety (90) degrees, the minimum required interior illumination, the maximum permitted illumination at the property line, and the maximum permitted height of Luminaires shall be as shown on Table 60.05-1.
2. When a bollard luminaire, or pole-mounted luminaire, or nonpole-mounted luminaire has total cutoff of light at an angle less than ninety (90) degrees and is located so that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five (5) feet above the ground at the point where the cutoff angle intersects the ground, then the minimum permitted interior illumination, the maximum permitted illumination within five (5) feet of any property line, and the maximum permitted height of Luminaires is also shown on Table 60.05-1.

New pole mounted fixtures being proposed by lighting consultant are intended to be in compliance with the standards of the table noted.

E. General Provisions. Notwithstanding any other provision of this Section to the contrary:

1. Design Standards for Residential, Commercial, Industrial and Multiple use Districts:
 - a. No flickering or flashing lights shall be permitted.
 - b. No bare bulb lights shall be permitted for single-family attached development and multi-family attached development.
 - c. No strobe lights shall be permitted.
 - d. Light sources or Luminaires shall not be located within areas identified for screening or buffering except on pedestrian walkways.
2. Special Design Standard for Residential Districts. No exterior neon lights shall be permitted.
3. Special Design Standard for Commercial and Multiple use Districts. Exterior neon lights shall only be permitted when incorporated into the architectural design of a building.

Not applicable as proposed by lighting consultant has taken this into account within their proposed study drawings. .

F. Exemption for Specified Public Outdoor Recreation Uses:

1. Because of their unique requirements for nighttime visibility, public ball diamonds, public playing fields, and public tennis courts only, inclusive of facilities located on school district properties, are exempted from the exterior lighting standards of Sections D.1 through D.2 above. These outdoor recreational uses must meet all other requirements for this Section and of the Code.
2. The outdoor recreational uses specified above shall not exceed a maximum permitted post height of eighty (80) feet.
3. The outdoor recreational uses specified above may exceed a total cutoff angle of ninety (90) degrees, provided that the luminaire is shielded to prevent light and glare



spillover to adjacent properties. The maximum permitted illumination at the property line or, if required, the interior buffering line, shall not exceed two (2) foot-candles.
Not applicable for this use.

Table 60.05-1. (continued)

Zoning District Type	Minimum Required Illumination (internal) in Foot-candles	Maximum Permitted Illumination (internal) in Foot-candles	Maximum Permitted Illumination at property line in Foot-candles	Maximum Permitted Height of Luminaires
Multiple Use:	>90	>90	None	Pole-mounted Luminaires (inclusive of above grade base and light fixture): <ul style="list-style-type: none"> ◆ 15 feet for on-site pedestrian ways for all development types. ◆ 20 feet for on-site vehicular circulation areas for residential only and multiple use with residential. ◆ 30 feet for on-site vehicular circulation areas for multiple use non-residential development and non-multiple use/non-residential development. ◆ 15 feet for the top deck of non-covered parking structures for all development types. Wall-mounted Luminaires for the lighting of pedestrian or vehicular circulation areas: <ul style="list-style-type: none"> ◆ 20 feet above building finished grade for residential only and multiple use with residential development. ◆ 15 feet above building finished grade for multiple use non-residential development and non-multiple use / non-residential development.
Residential only	0.7	None	0.5 (all)	
Multiple Use with residential	0.7	None	None	
Multiple Use with non-residential development	1.5	1.5	1.0	
Non-multiple use / non-residential development	1.5	1.5	1.0	



60.10. FLOODPLAIN REGULATIONS

60.10.05 Purpose Regulations governing development within floodplains are intended to recognize the need to protect the health, safety and welfare of the community, and maintain the functions and values of floodplains through control of development within the floodplain area so as to minimize public and private issues due to flooding. The preservation of these natural features and topography in a floodplain management is a primary purpose of these regulations. However, in the administration of these regulations the existing pattern of manmade improvements must in some areas be recognized as a constraint on achieving this purpose. The provisions of this Section are designed to: [ORD 4155; May 2001]

1. Protect human life, health, and property; [ORD 4155; May 2001]
2. Minimize expenditure of public money, costly repairs of flood damage, and costly flood control projects; [ORD 4155; May 2001]
3. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
4. Minimize prolonged business interruptions;
5. Minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in areas of special flood hazard;
6. Help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;
7. Make information is available upon request to potential buyers that property is in an area of special flood hazard; [ORD 4155; May 2001]
8. Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions. [ORD 3563; May 1987]
9. Maintain the functions and values of floodplains, such as allowing for the storage and conveyance of stream flows through existing and natural flood conveyance systems. [ORD 4155; May 2001]

Noted. Floodplain regulations will be followed with the proposed development.

60.10.10. Floodplain Designation.

1. Consistent with Clean Water Services Design and Construction Standards, the floodplain is the flood management area and shall include those areas identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for Washington County, Oregon and Incorporated Areas," with amendments, dated October 19, 2018, with accompanying Flood Insurance Rate Maps (FIRM), is hereby adopted by reference and declared to be a part of this ordinance. The City of Beaverton shall notify the U.S. Department of Homeland Security's Federal Emergency Management Agency as soon as possible, but no later than six months after the date such information becomes available, of any changes to the base flood elevation, by submitting technical or scientific data. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and flood plain management requirements will be based upon current data. The Flood Insurance Study and revisions are on file with the City Engineer and the City Recorder. [ORD 3563; May 1987] [ORD 4130; December 2000]. When base flood elevation data has not been provided in accordance with this section, the City Engineer shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state, or other source in order to administer City of Beaverton Code Section 9.05.060, subsections A and D, relating to site development.



GERBER

ARCHITECT

LLC.

For all development applications, the best available information as determined by the City Engineer shall be used in the determination of the floodplain limits. [ORD 3563; May 1987] [ORD 4337; January 2005] [ORD 4388; May 2006] [ORD 4692; November 2016] [ORD 4744;

October 2018]

Noted. A floodplain BFE of 182.9 NAVD-88 has been provided by the City of Beaverton for this site. No change to the floodplain is proposed.

2. When interpretation is requested by a property owner, or designee concerning the exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions), or if a development application is received for a site where a floodplain is unclear or lacks an established elevation, the City Engineer shall require the concerned person or applicant to provide a detailed hydraulic data report prepared in accordance with standard engineering practice by a registered engineer with background in the area of hydrology and hydraulics. This report shall include, but is not limited to, water profiles and discharge rates for the channel and the hydrology for the tributary areas. The report must document the base flood elevation and specific limits of inundation within a floodplain designated on a FIRM map in Zone A or in Zone AO or along a stream corridor beyond the FIRM studied limits.

After review of the available data and the report, the base flood elevation shall be established by the City Engineer. [ORD 4744; October 2018]

All applicable floodplain regulations for preservation flood conveyance and flood storage of sites and building elevation requirements shall be determined from the base flood elevation as established by the City Engineer. A person dissatisfied with the City Engineer's decision may appeal that decision in the same manner as provided in Beaverton Code Section 9.05.091. [ORD 3563; May 1987] [ORD 4155; May 2001] [ORD 4392; July 2006]

Not applicable. Existing floodplain defined.

3. The degree of flood protection required by this ordinance is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Large floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This ordinance does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This ordinance shall not create liability on the part of the City, any officer or employee thereof, or the Federal Insurance Administration, for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder. [ORD 3563; May 1987] [ORD 4744; October 2018]

Noted

4. Uncontained areas of hazardous materials, as defined by the Department of Environmental Quality, are prohibited in the floodplain. Any storage or placement of materials in the floodplain that would obstruct the flow of water or reduce the available flood holding capacity of a site is prohibited. [ORD 3441; May 1985] [ORD 4093; April 2000] [ORD 4155; May 2001]

Noted. Hazardous materials will not be stored or placed within the floodplain.

60.10.15. Development in Floodway.

1. Development in the floodway is prohibited, with the following exceptions, pursuant to the site development ordinance, which requires hydrological and hydraulic analyses demonstrating the Proposed encroachment would not increase flood levels during the base flood discharge; [ORD4744; October 2018]



GERBER

ARCHITECT

LLC.

-
- A. Stormwater outfall pipes and other drainage; improvements;
 - B. Bridges;
 - C. Culverts;
 - D. Public utility lines;
 - E. Trails or bike paths;
 - F. Roads and other uses identified on the City's Transportation Plan; and
 - G. Stream habitat restoration, including vegetated corridor enhancement. [ORD 4744; October 2018]
 - H. Grading associated with A through G above. [ORD 4744; October 2018]

Noted. No encroachments noted A. – F. or H. are proposed with this development. The vegetated corridor has been found to be deficient and enhancement is proposed. However, work will be limited to removal of invasive species and replanting as required. No fill or grading will be performed in the VC in order to perform the required enhancement work.

60.10.20. Commercial and Industrial Uses in the Floodway Fringe. All commercial and industrial uses, if allowed in the primary zone are allowed in the floodway fringe if the proposed development:

1. Meets the requirements of Beaverton Code Section 9.05;
The proposed development meets the requirements of Section 9.05 regarding the Floodway Fringe.
2. Meets the requirements of the City Engineering Design Manual and Standard Drawings;
The proposed Site Development Permit drawings will meet the City Engineering Design Manual and Standard Drawings prior to approval by the City.
3. Meets the requirements of the Clean Water Services District Design and Construction Standards Manual based on affirmative statements in documentation from CWS; and [ORD 4224; August 2002] [ORD 4392; July 2006]
The proposed development will meet the Clean Water Services District Design and Construction Standards Manual. Documentation from CWS can be obtained during SD Permit review.
4. Has been reviewed and approved by the appropriate City approval authority as meeting the requirements and standards of this ordinance.
The proposed development will be reviewed and approved by the City of Beaverton and we anticipate that it will be found to meet the requirements and standards of this ordinance.

60.25. Off-Street Loading Requirements

60.25.05. Applicability. No building or structure subject to the off-street loading requirements of this section shall be erected, nor shall any such existing building or structure be altered so as to increase its gross floor area to an amount exceeding 25% more than its existing gross floor area, without prior provisions for off-street loading space in conformance with the requirements of this section.

The Subaru Sales and Service building additions and renovations will equate to 25% more than existing gross floor area, therefore the off-street loading requirements are being addressed.

60.25.10. Loading Berth Design. Required off-street loading space shall be provided in berths which conform to the following minimum specifications:

1. Type A berths shall be at least 60 feet long by 12 feet wide by 15 feet high, inside dimensions with a 60-foot maneuvering apron.
Not applicable.



2. Type B berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30 feet maneuvering apron.

Per the chart reference below, we are using a Type B berth.

60.25.15. Number of Required Loading Spaces. The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as a use which is most similar.

	USE	AGGREGATE FLOOR AREA (SQ. FT.)	BERTHS REQUIRED	TYPE
1.	Freight terminals, Industrial plants, Manufacturing or wholesale establishments, Warehouses.	12,000 - 36,000	1	A
		36,001 - 60,000	2	A
		60,001 - 100,000	3	A
		each additional 50,000 or fraction thereof	1 additional	A
2.	Auditoria, Motel, Convention Halls, or Sports Arenas. [ORD 3293; November 1982]	25,000 - 150,000	1	B
		150,001 - 400,000	2	B
		each additional 250,000 or fraction thereof	1 additional	B
3.	Hospitals, Residential Care Facilities. [ORD 4036; April 1999]	10,000 - 100,000	1	B
		over 100,000	2	B
4.	Department stores, retail establishments, funeral homes, restaurants, and commercial establishments not otherwise specified.	7,000 - 24,000	1	B
		24,001 - 50,000	2	B
		50,001 - 100,000	3	B
		each additional 50,000 or fraction thereof	1 additional	B
5.	Hotels, Extended Stay Hotels or Office Buildings. [ORD 3958; June 1996] [ORD 4584; June 2012]	25,000 - 40,000	1	B
		40,001 - 100,000	2	B
		each additional 100,000 or fraction thereof	1 additional	B
6.	Schools	over 14,000	1	B
7.	<u>Concurrent different uses.</u> When any proposed structure will be used concurrently for different purposes, final determination of loading requirements will be made by the decision making authority but in no event shall the loading requirements be less than the total requirement for each use based upon its aggregate floor area.			

60.25.20. Loading Facilities Location.

1. The off-street loading facilities required for the uses mentioned in this Code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required offstreet loading space be part of the area used to satisfy the off-street parking requirements.

The proposed Type B loading berth has been located on the same lot as the proposed development.



2. No space for loading or unloading vehicles shall be so located that a vehicle using such loading space projects into any public street. Loading space shall be provided with access to any alley, or if no alley adjoins the lot, with access to a street. Any required front, side or rear yard may be used for loading unless otherwise prohibited by this Code.

The proposed Type B loading berth has been relocated behind Annex 1 adjacent to a drive aisle and accessible from the relocated entry along 115th/Private Drive. See Civil drawing C0.00 for Truck Turning Exhibits.

60.25.25. Loading Determination. Off-Street loading requirements be modified pursuant to Section 40.50. (Loading Determination)

60.30. OFF-STREET PARKING

60.30.05 Off-Street Parking Requirements. Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05 to 60-30-20.

1. Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.

The Subaru Sales and Service lot provides employee and customer parking and the display of new auto inventory. The majority of new vehicle stock will be stored behind the Sales building.

2. Vehicle Parking. Vehicle parking shall be required for all development proposed for approval after November 6, 1996 unless otherwise exempted by this ordinance. The number of required vehicle parking spaces shall be provided according to Section 60.30.10.5.

The auto parking calculations and layout is shown on site parking plan A1.2 with a copy of just the calculation table included.

3. Bicycle Parking. [ORD 3965; November 1996] Bicycle parking shall be required for all multi-family residential developments of four units or more, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual. [ORD 4397; August 2006] [ORD 4107; May 2000]

The bicycle parking calculations and layout is shown on Parking plan A1.2 with a copy of just the calculation table included.

60.30.10 Number of Required Parking Spaces. Except as otherwise provided under Section 60.30.10.11, off-street vehicle, bicycle, or both parking space shall be as follows:

1. Parking Calculation. Parking ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.

The proposed development utilized the Land Use Subaru Sales and Service buildings



2. Parking Categories.

A. Vehicle Categories. Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the Regional Center which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro's Regional Transportation Functional Plan. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

B. Minimum number of required parking spaces. For each listed land use, the City shall not require more than the minimum number of parking spaces calculated for each use.

The auto parking calculations and layout is shown on site parking plan A1.2, copy of the calculation table included. The vehicle categories from Table 60.30.10.6 for Parking District 5 were utilized within the calculations. Since vehicle service or sales is prohibited in this zone, it is not included in the Regional Center Parking tables but Retail & Service Commercial Uses were the primary uses.

1. Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service or one-half mile walking distance of light rail station platforms that have 20-minute peak hour transit service.

The Parking Zone A is applicable due to the close proximity of the bus transit stops and light rail station platforms.

2. Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, or that have a greater than 20 minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both.

The Parking Zone B is not applicable due to the close proximity of the bus transit stops and light rail station platforms.

3. Dual parking zones. If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A parking ratios. Specifically exempted from this requirement are parcels located within the Regional Center—East zoning district. In the cases in the Regional Center—East zoning district where parcels are bisected by the boundary of Parking Zones A and B, the applicable maximum parking ratios may be averaged, and that average may be applied over the whole parcel. [ORD 4107; May 2000]

The Parking Zone B is not applicable due to the close proximity of the bus transit stops and light rail station platforms.



GERBER

ARCHITECT

LLC.

4. Regional Center Parking Districts 1, 2, 3, 4, and 5. Located within the boundary of the Regional Center are five (5) parking districts. Within these five districts, the parking requirements of Section 60.30.10.5.A. do not apply. The required number of parking spaces for Regional Center Parking Zones 1, 2, 3, 4, and 5 shall be governed by Section 60.30.10.6. [ORD 4471; February 2008] [ORD 4584; June 2012] [ORD 4686; July 2016]

The vehicle categories from Table 60.30.10.6 for Parking District 5 were utilized within the calculations. Since vehicle service or sales is prohibited in this zone, it is not included in the Regional Center Parking tables but Retail & Service Commercial Uses were utilized as the primary uses.

C. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.

The Land Use Categories from Table 60.30.10.5.B were utilized within the calculations. Auto service is the primary use utilized with Retail and Storage as the secondary. See Site Parking plan, A1.2, for calculations & distribution.

1. Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.

Per the calculation table on A1.2, there are a total of 6 short term bicycle parkingspaces. A staple type bike rack for two bikes, is incorporated near the sales entry at the end of the onsite pedestrian path.

Two staple style bike racks are incorporated near the Service Parts entry, adjacent to the onsite pedestrian path.

2. Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover long term bicycle parking.

Per the calculation table on A1.2, there are a total of 6 long term bicycle parkingspaces required.

A wall mounted type bike rack for two bikes, is incorporated indoor near the sales entry at the edge of the indoor showroom.

Two wall mounted style bike racks are incorporated within the 1st floor publicspace within the rotunda.

3. Bicycle parking shall be designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings. [ORD 4302, June 2004]

The short term parking spaces near the sales and service entries will be designed, located, and lighted to the city standards.

The long term parking spaces located inside the public entries will be designed, located, lighted, and covered per city standards.

4. Bicycle parking in the Old Town Parking Zones 1 and 2 shall be governed by the bicycle parking requirements listed in Section 60.30.10.5. [ORD 4471; February 2008] *Not applicable since the site is located outside of Old Town.*



3. Ratios. In calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 shall be rounded up to the nearest whole number. In calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 shall be rounded down to the nearest whole number. [ORD 3965; November 1996]

Per the calculation table on A1.2, the ratios generated fractions which were rounded up per this requirement.

4. Uses Not Listed. For uses not specifically mentioned in this section, the requirements for off-street parking facilities for vehicles and bicycles shall be determined with a Parking Requirement Determination (Section 40.55.1.). [ORD 4224; August 2002]

The vehicle categories from Table 60.30.10.6 for Parking District 5 were utilized in the calculations. Since vehicle service or sales is prohibited in this zone, it is not included in the Regional Center Parking tables but Retail & Service Commercial Uses were utilized as the primary uses. We are submitting a Parking Determination Application as part of our zoning submittals.

5. Parking Tables. The following tables list the required minimum and maximum vehicle (Table 60.30.10.5.A) and bicycle parking requirements (Table 60.30.10.5.B) for listed land use types. The vehicle parking table excludes uses located in Regional Center zoning districts (See Table 60.30.10.6). [ORD 4584; June 2012] [ORD 4782; April 2020]

REGIONAL CENTER PARKING DISTRICTS MAP

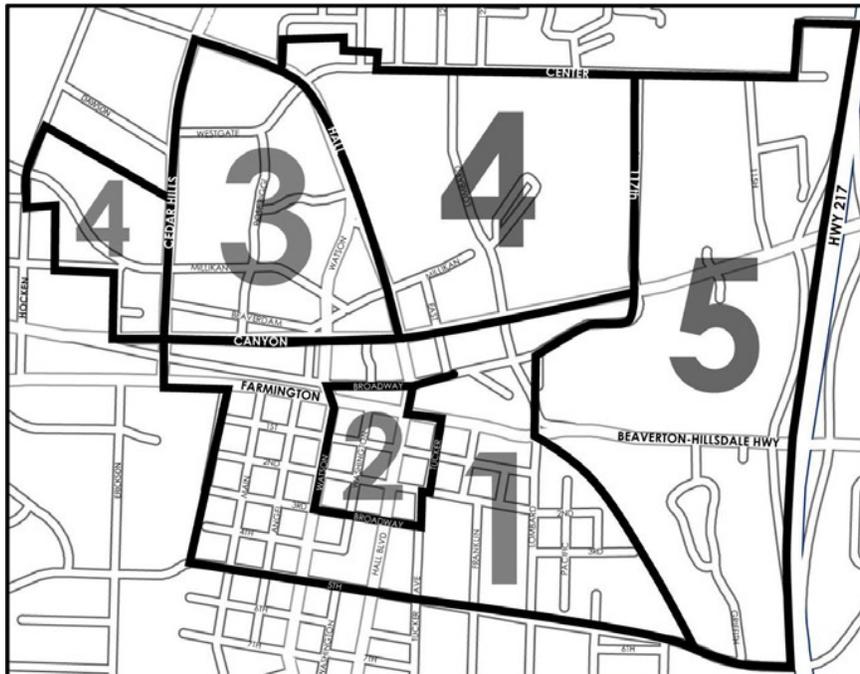




Table 60.30.10.5.B - PARKING RATIO REQUIREMENTS FOR BICYCLES

Land Use Category	Minimum Required Bicycle Parking Spaces	
	Short Term	Long Term
Commercial Uses - continued		
Eating, Drinking Establishments	2 spaces or 1 space per 4,000 sq. ft. of floor area	2 spaces or 1 space per 4,000 sq. ft. of floor area
Mortuaries	Not required	1 space
Automotive Service, Minor	2 spaces or 1 space per 5,000 sq. ft. of floor area	2 spaces or 1 space per 5,000 sq. ft. of floor area
Truck, trailer, and automobile rental	Not required	2 spaces
Temporary Living Quarters	Not required	1 space per 50 guest units
Places of Assembly		
Auditoria, meeting facilities	1 space per 10,000 sq. ft. of floor area	2 spaces
Places of Worship	1 space per 10,000 sq. ft. of floor area	2 spaces
Social or Fraternal Organizations	2 spaces, or spaces to meet the combined requirements of the uses being conducted	2 spaces, or spaces to meet the combined requirements of the uses being conducted

[ORD 4584; June 2012]

- Notes:
1. Parking ratios are based on number of spaces per 1,000 square feet of gross floor area unless otherwise noted.
 2. Refer to Section 60.30.10.4. for uses not listed in Section 60.30.10.5.
 3. In calculating the required number of bicycle parking spaces, fractions equal or more than 0.5 shall be rounded up to the nearest whole number. Fractions less than 0.5 shall be rounded down to the nearest whole number.
 4. Where an option is provided under bicycle parking, whichever standard results in the greater number of bicycle parking spaces is the minimum number required. "Not required" means that the provision of bicycle parking is at the option of the property owner.



Table 60.30.10.5.B - PARKING RATIO REQUIREMENTS FOR BICYCLES

Land Use Category	Minimum Required Bicycle Parking Spaces	
	Short Term	Long Term
Industrial		
Manufacturing	Not required	2 spaces, or 1 space per 20,000 sq. ft. of floor area
Storage warehouse, wholesale establishment, rail or trucking terminal, vehicle or trailer storage.	Not required	2 spaces, or 1 space per 80,000 sq. ft. of floor area

- Notes:
1. Parking ratios are based on number of spaces per 1,000 square feet of gross floor area unless otherwise noted.
 2. Refer to Section 60.30.10.4. for uses not listed in Section 60.30.10.5.
 3. In calculating the required number of bicycle parking spaces, fractions equal or more than 0.5 shall be rounded up to the nearest whole number. Fractions less than 0.5 shall be rounded down to the nearest whole number.
 4. Where an option is provided under bicycle parking, whichever standard results in the greater number of bicycle parking spaces is the minimum number required. "Not required" means that the provision of bicycle parking is at the option of the property owner.



6. Regional Center Parking Tables. The following tables list the required minimum and maximum vehicle parking requirements for land use types in the Regional Center. Within the boundary of the Regional Center—Old Town (RC-OT), Regional Center—Transit-Oriented (RCTO), and Regional Center—East (RC-E) are five (5) parking districts.
 [ORD 4584; June 2012] [ORD 4686; July 2016]

Table 60.30.10.6 - PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES
 IN THE REGIONAL CENTER

Land Use Category	Required Parking Spaces			Maximum Permitted Parking Spaces	
	Parking Districts 1, 2, and 3	Parking District 4	Parking District 5	Zone A	Zone B
Commercial Uses					
Retail, including shopping centers	0	3.0	3.0	5.1	6.2
Offices, Administrative Facilities	0	2.7	2.7	3.4	4.1
Bank, Financial Institutions	0	3.0	3.0	5.4	6.5
Service Businesses	0	3.0	3.0	5.1	6.2
Rental Businesses, including vehicle and trailer rental	0	2.7	2.7	3.5	4.1
Medical, Dental Clinics	0	3.9	3.9	4.9	5.9
Mortuaries (per seat, maximum occupancy)	0	0.25	0.25	0.5	0.75
Eating, Drinking Establishments					
Fast Food with drive-through service.	0	5.0	10.0	12.4	14.9
Other eating, drinking establishments.	0	5.0	10.0	19.1	23.0
Temporary Living Quarters (per guest room)	0	1.0	1.0	1.25	1.5
Places of Assembly					
Places of Worship (per seat at maximum occupancy)	0.25	0.25	0.25	0.6	0.8
Auditoria, meeting facilities; Social or Fraternal Organizations (per seat, maximum occupancy)	0.25	0.25	0.25	0.5	0.5
Educational Institutions: College, University, High School, Commercial School (spaces / number of FTE students and FTE staff)	0.2	0.2	0.2	0.3	0.3
Educational Institutions: Middle School, Elementary School (spaces / number of FTE staff)	1.0	1.0	1.0	1.5	1.5
Nursery Schools, Day or Child Care Facilities (spaces / number of FTE staff)	0.8	0.8	0.8	2.0	2.0



7. Exceeding Parking Ratios. More parking spaces for motor vehicle and bicycle parking may be required as a condition of a Conditional Use. Variation from the specified minimum or maximum number of required motor vehicle and bicycle parking spaces may be approved by the City subject to Section 40.10.15.2. (Major Adjustment) of this Code. However, if surplus parking is located in a parking structure, the parking ratios may be exceeded without requiring an approval of a Major Adjustment for parking. Any surplus parking may be designed to any of the City standards for off-street parking lot design. The Facilities Review Committee may recommend approval of parallel parking spaces or other non-standard designs for surplus parking in any zone. [ORD 4224; August 2002] [ORD 4498; January 2009] [ORD 4659; June 2015]

The maximum number of parking spaces on the site per Per Tabel 60.30.10.6 for Zone A is still being exceeded in order to accommodate the staff, customer, and serviced auto parking, as well as new auto inventory display parking and new auto inventory storage parking.

8. Residential Parking Dimensions. For all residential uses, any required parking space shall not be less than 8 1/2 feet wide and 18 1/2 feet long. (See also Section 60.30.15. (Off-Street Parking Lot Design) for other standards.) [ORD 4312; July 2004]

The Residential Parking Dimensions have been incorporated into the DRCBPlans.

9. Parking Space Calculation.

A. Multiple Uses. In the case of multiple uses, the total requirements for off-street vehicle and bicycle parking facilities shall be the sum of the requirements for the various uses computed separately.

The auto and bicycle parking calculations utilize the sum of the requirements for the various uses computed separately.

B. Spaces which only meet the requirements of one establishment may serve more than one establishment on the same parking lot, provided that sufficient evidence is presented which shows that the times of peak parking demand for the various establishments do not coincide, and that adequate parking will be available at all times when the various establishments are in operation.

The auto parking space distribution per the calculations shows the totals can be accommodated. The additional parking spaces for the sales lot allows for over run of the number of autos utilizing the lot throughtout a typical work day.

10. Location of Vehicle Parking.

A. All required off-street parking spaces shall be provided on the same property as the use requiring the spaces, with the following exceptions:

1. By approving a Parking Determination application for Shared Parking, the decision making authority may permit the required off-street parking spaces in Residential, Commercial, and Industrial zoning districts to be located on any property within 500 feet of the property where the use requiring the parking is located: and, in Multiple Use zoning districts, on any lot within any distance. [ORD 4107; May 2000] [ORD 4224; August 2002] [ORD 4462; January 2008] [ORD 4706; May 2017] [ORD 4757; March 2019]



2. By approving a Temporary Displaced Parking application, the decision making authority may permit parking displaced by development to be located off site temporarily, in accordance with the provisions of Section 40.80.15.5.

[ORD 4757; March 2019]

The auto parking spaces required per the calculations will be provided on site.

B. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.

The parking lot being proposed provides clear drive aisles for maneuvering safely without entering a street r-o-w or alley.

C. In R10, R7, R5 and R4 zones parking and loading spaces may be located in side and rear yards and may be located in the front yard of each dwelling unit only if located in the driveway area leading to its garage. [ORD 4584; June 2012]

Residential zones noted are not applicable to this site.

D. Parking in the front yard is allowed for each dwelling unit in the driveway area leading to its garage. Also, one additional space shall be allowed in that area in front of the required side yard and closest to the driveway subject to the following conditions:

1. The owner of the lot upon which the space is sought shall enter into a written agreement allowing the space with the owner of the property on that side closest to the proposed additional space. This agreement shall be binding on the successors in interest to the property of both parties and shall be recorded with the Washington County Department of Records and Elections.

2. Notwithstanding the agreement of the property owners, the additional space shall not be allowed if it creates a traffic sight obstruction.

3. The additional space shall be hard surfaced.

Residential zones noted are not applicable to this site.

11. Reductions and Exceptions. [ORD 3358; March 1984] Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5. and 60.30.10.6. may be granted in the following specific cases: [ORD 4471; February 2008] [ORD 4584; June 2012]

A. Vehicle Parking Reduction for Transit Amenities. [ORD 3965; November 1996] Any existing use or proposed use on an existing transit route may apply for and the City may reduce the number of required vehicle parking spaces by either five percent or ten percent through provision of a pedestrian plaza. The property owner shall initiate the request for parking space reduction through the City application process.

1. A five percent (5%) credit may be approved if:[ORD 4584; June 2012]

a. The pedestrian plaza is adjacent to a transit route with transit service currently available and is within 1/4 mile of a major transit stop on that route. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop,



- b. The pedestrian plaza is open to the public,
- c. The pedestrian plaza is at least 200 square feet exclusive of connecting walkways,
- d. A bench, landscaping and trash receptacle is provided as part of the pedestrian plaza. (Landscaping shall not exceed 50 percent of the total area.), and
- e. The property owner provides a parking analysis demonstrating to the City's satisfaction that the vehicle parking demand for the existing or proposed use will be met with the reduction in place.

- 2. A ten percent (10%) credit may be approved if: [ORD 4584; June 2012]
 - a. The pedestrian plaza is adjacent to a transit route with transit service currently available and is within 1/4 mile of a major transit stop on that route. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop,
 - b. The pedestrian plaza is open to the public,
 - c. The pedestrian plaza is at least 300 square feet exclusive of connecting walkways,
 - d. A transit shelter (if required by Tri-Met and the City), landscaping and trash receptacle is provided as part of the pedestrian plaza. (Landscaping shall not exceed 50 percent of the total area.), and
 - e. The property owner provides a parking analysis demonstrating to the City's satisfaction that the vehicle parking demand for the existing or proposed use will be met with the reduction in place.
- 3. Provision of pedestrian plazas shall be coordinated with Tri-Met through the City's application process and shall be constructed to Tri-Met and City standards.

B. Reduction for Transportation Management Association Participation. [ORD 4107; May 2000] The minimum number of off-street parking spaces may be reduced by as much as ten percent (10%), if the applicant agrees to participate in a Transportation Management Association program approved by the City for the area within which the project is located. [ORD 4584; June 2012]

C. Reduction for Combination of Uses with Shared Parking. [ORD 4107; May 2000] The minimum number of off-street parking spaces may be reduced by as much as thirty percent (30%) subject to all of the following: [ORD 4584; June 2012]

- 1. The combination of uses will permit shared parking sufficient to justify a reduction in the parking standard and the design of the site and parking, and conditions of operation of parking agreed to by the applicant, will promote parking patterns and parking use consistent with the permitted reduction;
- 2. The probable long-term occupancy of the building or use, based upon its design, will not generate additional parking demand; and
- 3. The applicant agrees to participate in a Transportation Management Association approved by the City for the subarea within which the project is located.



D. Reduction for Special Needs Residential. The Director may, upon request, allow a reduction in the number of required off-street vehicle and bicycle parking spaces in housing developments for elderly or handicapped persons if such reduction is deemed appropriate after analysis of the size and location of the development, resident auto ownership, number of employees, possible future conversion to other residential uses and other similar relevant factors. [ORD 3108; April 1979] [ORD 4584; June 2012] [ORD 4584; June 2012]

E. Reduction for Substitution of Bicycle Parking. For uses located within a 1/4 mile radius of a transit stop, as measured from any portion of a parcel to the centerline of the nearest adjacent public right of way or the center of the station platform, the provision of bicycle parking may be used to reduce minimum vehicle parking requirements at a rate of two long-term bicycle parking spaces per vehicle space, but not more than five percent (5%) of the total number of required vehicle parking spaces. The property owner shall provide a parking analysis demonstrating that the vehicle parking demand will be met with the reduced number of vehicle spaces. Bicycle parking used to reduce vehicle parking spaces shall be covered long-term bicycle parking consistent with the Engineering Design Manual and Standard Drawings. [ORD 4365; October 2005] [ORD 4584; June 2012]

F. Exemption for Temporary Uses. Temporary uses authorized by this Code are exempt from bicycle parking requirements. [ORD 4584; June 2012]

12. Compact Cars. Compact car parking spaces may be allowed as follows:

A. For residential uses, required vehicle parking spaces shall be provided at standard size pursuant to Section 60.30.10.8. Parking in excess of the required parking may be provided as compact parking subject to Section 60.30.10.7. [ORD 4471; February 2008]

B. For uses other than residential uses, twenty percent (20%) of the required vehicle parking spaces for long term or designated employee parking lots may be compact spaces. The Facilities Review Committee may recommend allowing more than twenty percent (20%) of the required parking spaces to be used for compact car parking when the applicant shows that more compact car spaces are appropriate. [ORD 4224; August 2002]

C. The Facilities Review Committee may recommend allowing the required parking spaces for short term parking to include spaces for compact cars if the applicant shows that there will be adequate parking for non-compact cars and a method of enforcing the compact car parking is available. [ORD 4224; August 2002]

D. Compact car parking spaces shall be generally grouped together and designated as such. [ORD 3228; December 1981]

13. Carpool and Vanpool Parking Requirements. [ORD 3965; November 1996]

A. In industrial, institution, and office developments, including government offices, with 50 or more employee parking spaces, at least three percent of the employee parking spaces



shall be designated for carpool and/or vanpool parking. For the purposes of this section, carpool is defined as two or more persons per car, and vanpool is defined as five or more persons per van. The carpool/vanpool spaces shall be clearly marked and signed for reserved carpool and/or vanpool parking. The reserved carpool/vanpool parking time may be specified so that the reserved spaces may be used for general parking if the reserved spaces are not occupied after a specific time period, which shall be clearly posted on the sign.

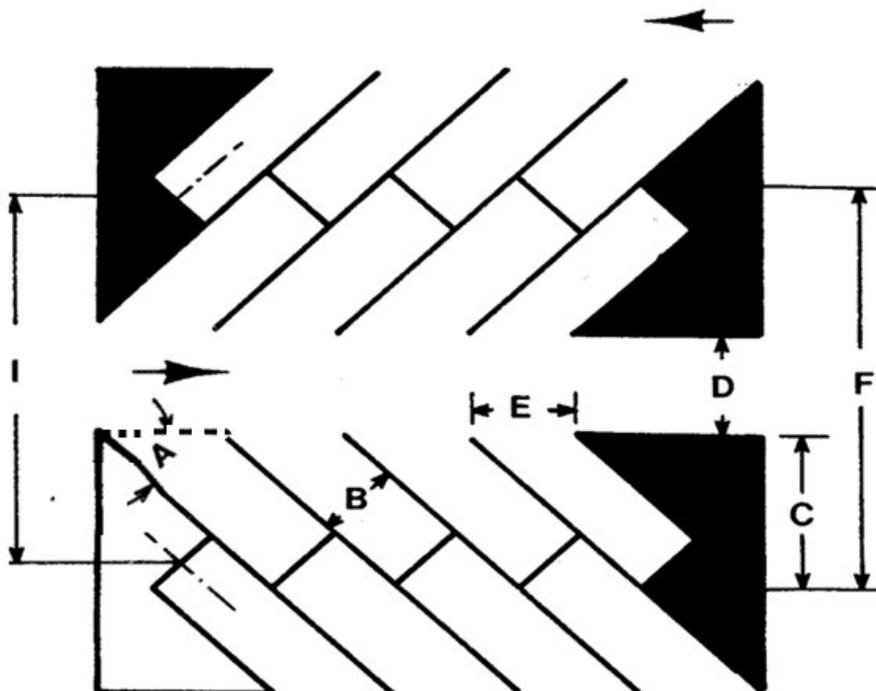
B. Location. Designated carpool/vanpool spaces shall be the closest employee motor vehicle parking spaces to the building entrance normally used by employees, except for the motor vehicle parking spaces designated for persons with disabilities, which shall be the closest to the building entrance. [ORD 4107; May 2000] [ORD 4302, June 2004]

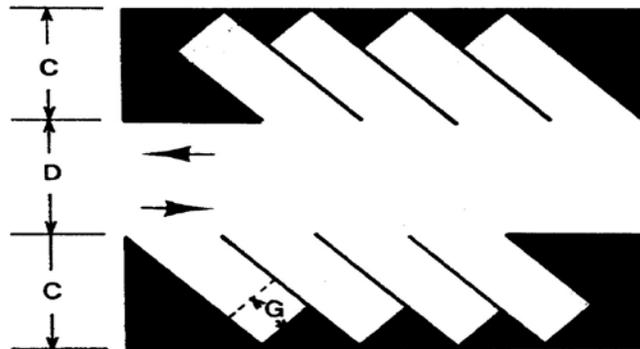
60.30.10.15 Off-Street Parking Lot Design All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:

The revamped sales and service parking lot design utilizes the code required dimensions within the following sections/tables.

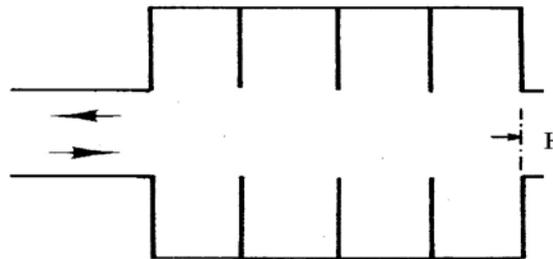
A	B	C	D	E	F	G	H	I
45 degrees	8.5	18.7	12.0	12.0	49.4	2.0	5.0	43.4
60 degrees	8.5	19.8	14.5	9.8	54.1	2.5	5.0	49.9
75 degrees	8.5	19.6	23.0	8.8	62.2	2.5	5.0	60.0
90 degrees	8.5	18.5	24.0	8.5	61.0	3.0	5.0	61.0
90 degrees*	7.5	15.0	24.0	7.5	58.0	2.0	5.0	58.0

*"Compact" Car (Section 60.30.10.12.)





ANGLE TWO-WAY



90° DEAD END TWO-WAY

60.30.20. Off-Street Parking Lot Construction. Every parcel of land hereafter developed for use as a parking area shall conform to the requirements of the Engineering Design Manual and Standard Drawings. [ORD 3293; November 1982] [ORD 4302, June 2004] [ORD 4332; January 2005]

60.30.25. Enforcement. The Director is authorized to suspend any permit if the usage of parking by the original use or temporary use or both increases beyond the capacity of the on-site parking or that the use is causing a nuisance to the public or surrounding properties. The Director shall notify the applicant of the Director's intent to suspend the permit and shall provide an opportunity for a hearing prior to suspension. However, in any case where the Director, or any Code Enforcement Officer designated by the Mayor, finds a serious danger to the public health or safety, the Director or Code Enforcement Officer may suspend the permit without a hearing. Upon suspension of a permit, the Director or Code Enforcement Officer may require that the temporary use or structure vacate the site within five working days or can require the use



to discontinue operation. The Director shall notify the applicant of the reasons for the action, and the Director shall afford the applicant the opportunity for a hearing within five days from the date of the suspension. The Director may reinstate a suspended permit upon a showing by the applicant that the cause of the suspension has been corrected. Appeal of any decision of the Director shall be pursuant to Section 50.75. of this Code. [ORD 4224; August 2002]

60.40. Sign Regulations.

Note: This section applicability to be verified with the existing building and pole mounted signage compared to the new signage being proposed by Subaru Corporate representative. The following sections are included for future reference.

60.40.05. Purpose.

The general purpose of this Chapter is to implement the Beaverton Comprehensive Plan, to protect the health, safety, property, and welfare of the public, and to ensure compliance with State and Federal constitutional protections to freedom of speech. To achieve these purposes, the text of this Chapter is to establish a regulatory framework for signs which will:

1. Provide a neat, clean, orderly, and attractive appearance to the community.
2. Provide for safe construction, location, erection, and maintenance of signs.
3. Prevent proliferation of signs and sign clutter and minimize adverse visual safety factors to travelers on public rights-of-way.
4. Provide for readily identifiable locations and addresses to persons travelling on public right-of-way.
5. Provide clear standards for regulating signs based on location, size, type, time, place, manner, aesthetics and number. [ORD 4708; May 2017]

60.40.07 Compliance.

1. No person shall erect, construct, enlarge, alter, repair, move, improve, remove, convert, demolish, equip, use or maintain any sign, or cause or permit the same to be done, contrary to or in violation of any of the provisions of Section 60.40 of this Code.
2. Except as provided in Section 60.40.10, no person shall erect, construct or alter a sign, or permit the same to be done, unless a sign permit has been issued by the city. A sign permit for the construction and continued use of a sign is subject to the terms and conditions stated in the permit and this Code.
3. An application for sign permit approval is subject to the procedures set forth in Section 40.60 (Signs) of this Code. The city may require as a condition of a sign permit that any and all unlawful sign(s) on the applicant's property be removed by a stated time.
4. The provisions of this Code shall not be construed to permit the erection or maintenance of any sign at any place or in any manner unlawful under any other federal, state, or local law. Where a part of the provisions of Section 60.40 conflict with a provision of any zoning, development, building, fire, safety or health ordinance or code, the more restrictive provision shall prevail.
5. If any section, subsection, paragraph, sentence, clause or phrase of this Code is declared invalid for any reason by a court having jurisdiction under State or Federal law, the remaining portions of this Code shall remain in full force and effect. [ORD 4708; May 2017]



60.40.10. Signs Exempt from Permits and Regulation. The following signs are exempt from regulation and do not require permits:

60.40.15. Signs not Subject to Permit but Subject to Regulation for Size, Dimensions, Location, Duration and Aesthetics. No permit is necessary before placing, constructing or erecting the following signs so long as any such signs conform to the following regulations:

60.40.20. Signs for which a Sign Permit is Required. The following new signs or proposals which alter the area, size, or dimensions of existing signs or sign structures are subject to all ordinance regulations, and permits are required prior to on-site construction, installation or placement of such signs or sign structures.

1. Fence Sign. Fence signs shall be subject to the same requirements as a freestanding sign and shall not exceed the height of the fence.
2. Freestanding Sign.
3. Wall Sign. [ORD 4139; January 2001]
4. Projecting Sign.
5. Athletic Field Signage (permanent oriented to face the field). Any number of signs, including but not limited to scoreboards, may be placed within existing athletic fields maintained by a public or private school or public park agency, provided that such signs are oriented to face the field of play and not to public right-of-ways or abutting properties. Athletic field signage may be indirectly visible from a public right-of-way or abutting private property so long as the message is not readable from the public right-of-way because of the placement or angle of the sign and may be subject to other restrictions under past Conditional Use approval, if applicable. Athletic field signage shall be limited to 85 square feet in size and shall be no higher than 15 feet above grade on which the sign is located. [ORD 4708; May 2017]
6. Awning Sign. [ORD 4708; May 2017]
7. Canopy Sign. [ORD 4708; May 2017]
8. Blade Sign. [ORD 4708; May 2017]
9. Electronic Message Center. Subject to the regulations as provided in Section 60.40.50 of this Code. [ORD 4708; May 2017]
10. Sign Associated with Drive-up Window Facility. One or more signs are allowed, in addition to other signs allowed by permit. Any one sign for this purpose shall not exceed 25 square feet in size and the total cumulative area of all signs shall not exceed 50 square feet. [ORD 4708; May 2017]

60.40.25. Signs Expressly Prohibited. The following signs are prohibited by this ordinance w/in City limits.

12. Other Prohibitions. In addition to 1 through 11 above, the following are prohibited:
 - A. Signs in vision clearance areas as established in Chapter 2 of the City Engineering and Design Manual.

60.40.30. General Size and Location Provisions

1. Size. The size of a sign shall be the entire area within any type of perimeter or border which encloses the outer limits of any writing, representation, emblem, figure, or character. The area of the sign having no such perimeter or border shall be computed by enclosing the entire area with a



parallelogram or a triangle of the smallest size sufficient to cover the entire area of the sign and computing the area of the parallelogram or a triangle. Where a sign has two or more faces, the area of all faces shall be included in determining the area of the sign. Conforming and/or nonconforming signs in existence at the time of the enactment of this ordinance shall be counted in establishing the permitted area or size of all new signs to be allowed on the property.

2. Height of Sign. The height of a sign shall be measured from the finished ground level, excluding mounds, berms, etc., to the top of the sign or the highest portion of the sign structure or frame, whichever is greater.

3. Finish Ground Level (Grade). The average elevation of the ground adjoining the structure of building upon which the sign is erected.

4. Location. Sign location shall comply with Section 60.55.35.3. (Intersection Standards) of this Code and shall be accurately represented on sign permit applications. [ORD 4708; May 2017]

5. Unless otherwise allowed by a specific Code provision, signs shall not be located within the public right-of-way. [ORD 4708; May 2017]

60.40.35. Signs in Commercial, Industrial, and Multiple Use Zones. In all commercial, industrial zones, and multiple use zones, as defined in Sections 20.10, 20.15, and 20.20, the following regulations apply:

1. Wall Sign. [ORD 4139; January 2001] Wall signs, as defined in Chapter 90, shall be allowed for each business and shall be subject to the following regulations:

A. Wall Sign Area Calculation Method. The total signage area allowed for exterior building walls shall be determined by measuring the exterior wall length and the exterior wall height of the Primary Building Wall. Wall length is then multiplied by wall height, where for calculation purposes height may not exceed 25 feet, and the product is then multiplied by twenty percent (20%). The resulting product represents the cumulative maximum face area allowed for all signs on the subject building. The maximum face area of any one wall sign is 120 square feet. [ORD 4708; May 2017]

B. Wall Sign Area Allocation to Primary and Other Building Walls. The total amount of face area allowed for wall signs under section 1.

A., above, may be allocated to building walls other than the Primary Building Wall at any percentage amount, provided the sum total for allocation purposes is equal or less than the total maximum face area as determined for the Primary Building Wall. For example, sign area may be allocated to an amount of ten percent (10%) of two building faces or five percent (5%) of four building faces. For buildings that have multiple tenants, the general allowance of 20% may be divided among the lessees in proportion to their lease frontages, or in another manner approved by the building owner in the case of a master sign program. (ORD 3374) (ORD 3494) [ORD 4708; May 2017]

C. Wall Sign Location. One hundred percent (100%) of the allowed wall sign area may be located on any portion of the exterior wall that is up to twenty-five (25) feet above finished grade and in no case may any portion of a wall sign be higher than one (1) foot below the top of the exterior wall to which it is attached. For exterior walls that are in excess of twenty-five (25) feet in height, twenty-five percent (25%) of the total allowed wall sign area may be located above the twenty-five (25) foot height and in no case may any portion of a wall sign be higher than one (1) foot below the top of the exterior wall to which it is attached.

D. Maximum Wall Sign Projection. The exposed face of the sign shall be in a plane approximately parallel to the face of said exterior wall and not projecting more than



sixteen (16) inches from the wall. This distance is inclusive of the electrical raceway component if proposed. This provision does not apply to Projecting Signs, Blade Signs, Awning Signs and Canopy Signs. [ORD 4708; May 2017]

E. Master Sign Program. For developments containing one or more businesses, a master sign program may be proposed by the property owner. Master sign programs shall contain the proposed colors, lettering styles, sizes and the location of wall and freestanding signs for tenants in the development. The general allowance of twenty percent (20%) of exterior wall area for wall signs will be used with the allowable square footage divided among lessees. It shall be the responsibility of the property owner to administer and control any aspect of a master sign program that is more restrictive than the City's sign regulations. Individual business signs which are part of a master sign program are subject to the permit application process.

2. Awning Sign. Signs may be placed on or incorporated into awnings and canopies that are part of the building architecture. Signs placed on awnings and canopies are inclusive of the total wall sign area calculation and limited to 25 feet in height as measured from the ground. All signs attached to awnings and canopies must conform to the latest edition of the International Building Code in meeting wind and dead load requirements and must be adequately maintained to prevent deterioration which could be a hazard to pedestrian traffic beneath the sign. Awning signs shall have an underneath clearance of eight (8) feet. [ORD 4708; May 2017]

3. Projecting Sign (Perpendicular to Building Wall). Buildings within the Commercial, Industrial, and Multiple Use zoning districts may have one projecting sign in-lieu of a freestanding sign. Projecting signs may project over private property, a public right-of-way, or both and shall be subject to the following:

A. Projecting signs may project no more than eight (8) feet or two thirds (2/3) of the width of the sidewalk or to within two (2) feet of the curb, whichever is less.

B. Projecting signs shall have a minimum clearance of eight (8) feet above the ground or sidewalk.

C. The maximum size of a projecting sign is 32 square feet per sign face. The total amount of projecting sign area shall not exceed 64 square feet.

D. Projecting signs shall not utilize guy wires for structural support. Bracket or arm supports shall be utilized so that the sign is positioned at least two inches away from the nearest wall. [ORD 4708; May 2017]

4. Blade Sign - Projecting. Buildings within the Commercial, Industrial, and Multiple Use zoning districts may attach blade signs perpendicular to building walls or to awnings. Blade signs are inclusive of the total wall sign area calculation and may project over private property, a public right-of-way, or both and shall be subject to the following:

A. Blade signs may project from the building elevation no more than five (5) feet or to within two (2) feet of a street curb, whichever is less.

B. Blade signs shall have a minimum clearance of eight (8) feet and a maximum clearance of twenty-five (25) feet above the ground or sidewalk.

C. The maximum size of a blade sign is nine (9) square feet.

D. Multiple blade signs per building are allowed and shall be limited to one (1) blade sign per tenant owned or leased space within the building and shall be separated by a minimum distance of ten (10) feet.

E. Blade signs shall not be internally illuminated.



F. Blade signs shall not utilize guy wires or cable lines for structural support. Bracket or arm supports shall be utilized so that the sign is positioned at least two inches away from the nearest wall. [ORD 4708; May 2017]

5. Freestanding Sign. Except as provided in Section 60.40.35(5)(l), one Freestanding sign shall be allowed per legal lot of record. Contiguous legal lots of record under one ownership shall be considered one lot for the purposes of calculating the number of freestanding signs allowed. (ORD 3494) [ORD 4058, August 1999] [ORD 4708; May 2017]

Commercial and Industrial Zoning Districts

	NS	CS	CC	GC	IND	OI-NC	OI
A. Number*	1	1	1	1	1	1	1
B. Size (Maximum sq. ft. for all faces combined)	64	64	64	64	64	64	64
C. Size (Maximum for any one face)	32	32	32	32	32	32	32
D. Height Maximum	8'	15'	8'	15'	8'	8'	8'

* Additional freestanding signs are possible based on lineal street frontage length. [ORD 4708; May 2017]

Multiple Use Zoning Districts [ORD 4058, August 1999] [ORD 4107; May 2000] [ORD 4265; September 2003]

	RC-TO, RC-OT, RC-E, OI-WS, C-WS TC-MU, TC-HDR, SC-MU, SC-HDR, SC-E, SC-S, SC-E1,2,3
E. Number*	1
F. Size (Maximum sq. ft. for all faces combined)	64
G. Size (Maximum for any one face)	32
H. Height Maximum	15'

* Additional freestanding signs possible based on lineal street frontage length. [ORD 4708; May 2017]

I. Number of Allowed Freestanding Signs based on Street Frontage Length. [ORD 4708; May 2017]

1. When the lineal frontage exceeds 300 feet, an additional freestanding sign shall be permitted for each 300 feet of lineal property frontage. In applying this standard, each freestanding sign must be at least 200 feet from any other freestanding sign on the same site along the lineal property frontage.



- a. Where lineal property frontage distance would allow four (4) or more signs (1200 lineal feet of property frontage), two (2) of the freestanding signs may be replaced with one (1) double face sign sixty-four (64) square feet per face and not more than twenty (20) feet in height. (ORD 3494)
- b. In the instance where multiple freestanding signs are allowed, projecting signs may be substituted for freestanding signs. If a freestanding sign and projecting sign are located on the same site, the separation standard of 300 feet only applies to freestanding signs. [ORD 4708; May 2017]

2. In the case of a through lot which has a distance of 200 feet or greater at its shortest measurement point between the streets, and the frontages are on streets which have a collector or higher status, a freestanding sign may be placed on each street frontage, so long as all freestanding signs on the lot are a minimum of 200 feet apart. (ORD 3494)

3. Signs associated with drive-through window operation are not subject to location and spacing standards applied to freestanding signs. [ORD 4708; May 2017]

J. Combined Freestanding Signs for Separate Properties. Two or more owners of adjacent separate properties zoned commercial or multiple use may combine their respective street or highway frontages and erect one (1) freestanding sign with combined square footage per face, but not to exceed the height limitation for the zone, or twenty (20) feet and not to exceed 64 square feet for a double-faced sign if the combined frontage exceeds 1200 feet. In applying this option, no other freestanding signs shall be permitted on the premises and agreement between property owners for this purpose shall be recorded for posterity. [ORD 4708; May 2017]

6. Downtown Regional Center Design and Material Standards In addition to the standards for sign number, size, height and placement identified in this section, signs located in Regional Center – Old Town (RC-OT) and Regional Center – Transit Oriented (RC-TO) zones are subject to the following design and materials standards:

A. Freestanding Signs Utilizing a Pole. All freestanding signs that are supported by pole(s) shall employ use of durable materials, including but not limited to, rock, brick, stone, tiles or combination thereof at the base of the pole for a minimum height of three feet and a minimum diameter of two feet. Similarly, all monument style freestanding signs with a single base for support shall apply the same material elements. If concrete is used as a base material, the exterior shall be architecturally treated to include scoring or texture. [ORD 4708; May 2017]

B. Projecting Signs, including Blade Signs. Projecting signs shall employ use of durable materials, including but not limited to, wrought iron and steel for support where attached to the wall of a building. Use of guy wires for sign support is prohibited. [ORD 4708; May 2017]

7. Signs at Entrances to Industrial Parks in Industrial Zones. Platted industrial land divisions may have a maximum of four (4) double-faced freestanding signs, at a maximum height of eight (8) feet, placed at primary vehicle entrances, at one per entrance, for the purpose of identifying the subdivision industrial parks. The sign face shall not exceed thirty-two (32) square feet. A sign shall be located at least 100 feet from any other permitted freestanding sign on the same lot. No sign may be located in a public right-of-way or in a vision clearance area specified in Chapter 2 of the City Engineering Design Manual. (ORD 3494) [ORD 4708; May 2017]



60.50. SPECIAL USE REGULATIONS.

Accessory Uses and Structures. (Other than Accessory Dwelling Units) [ORD 4048; July 1999]

1. Structures or uses incidental and subordinate to the uses allowed as Permitted and Conditional Uses in any zone are allowed as accessory uses and structures subject to the provisions of this section. [ORD 4462; January 2008] [ORD 4474; March 2008] [ORD 4498; January 2009]
The proposed Garbage Enclosure is incidental and subordinate to the uses.
2. All accessory buildings must comply with the following provisions:
 - A. Size. For lots ten thousand (10,000) square feet or less, the combined footprint of all accessory structures may not exceed five hundred (500) square feet. For lots greater than ten thousand (10,000) square feet, the combined footprint may not exceed seven hundred (700) square feet. However, regardless of size, the lot coverage by all accessory structures shall be no more than twenty five (25) percent of a rear yard area; [ORD 4474; March 2008]
The lot is greater than 10,000 sq ft, the footprint of the garbage enclosure is less than 700 sqft at 360 sq ft.
 - B. Height. Accessory structures shall not exceed one story and shall be no greater than fifteen (15) feet in height; [ORD 4474; March 2008]
The proposed enclosure is less than 7'.
 - C. They shall not be allowed in a required front yard;
The proposed enclosure is near an interior side yard.
 - D. They shall not be located within six (6) feet of main building for residential lots. Required separation distances for commercial, multiple use, and industrial zoned lots shall be determined by the applicable Building Code; [ORD 4224; August 2002] [ORD 4474; March 2008]
The proposed enclosure is located adjacent to the Service Annex back wall, which is a 2 hour rated fire wall and clad in metal siding.
 - E. Setbacks. A structure with a height of eight feet or less shall be located no closer than three (3) feet to any lot line nor built over an easement. For each foot of height, or fraction thereof, in excess of eight feet, the accessory structure shall be set back one additional foot from all lot lines; [ORD 3293; November 1982]; [ORD 4224; August 2002] [ORD 4474; March 2008]
The proposed enclosure is less than 7'.
 - F. They shall cause no encroachment upon or interference with the use of any adjoining property or public right-of-way;
The proposed enclosure will not interfere with adjoining property or public r-o-w.
 - G. Attached accessory structures. When an accessory structure is attached to the main structure, such accessory structure shall be considered as part of the main structure. Attached means wall to-wall or any permanent attachment, as determined by the Director; [ORD 4474; March 2008]
The proposed accessory enclosure is free standing and not attached to another structure.
 - H. They shall be built in accordance with the applicable building codes as determined by the Building Official. [ORD 3293; November 1982] [ORD 4474; March 2008]
See Arch sheet A1.00 for building code compliant garbage enclosure drawings/specs.
3. Examples of residential accessory uses. The following types of accessory structures or similar structures as determined by the Planning Director shall be permitted in districts where residential use types are allowed:
 - A. A greenhouse or hothouse;
 - B. A guesthouse may be maintained accessory to a dwelling, provided there is no kitchen space or cooking facilities in the guesthouse;
 - C. Pools;
 - D. Children's playhouses and structures;
 - E. Sheds;
 - F. Barns;
 - G. Gazebos;
 - H. Solar and wind energy systems;
 - I. Recreation room;



GERBER

ARCHITECT

LLC.

J. Laundry facilities;
K. Garage;
L. Accessory storage.
M. Pump House;
N. Fenced Dog Run;
O. Dog Houses;
P. Tennis and other game courts.
[ORD 4474; March 2008]

Not applicable, commercial use/zoning.

4. Non-residential accessory uses. Accessory uses customarily associated with the principal commercial or industrial use shall be permitted where these commercial and industrial use types are authorized. [ORD 4474; March 2008]

The garbage enclosure is customarily associated with the principal commercial uses of the district.

5. A conflict of interpretation concerning whether a use or structure is an accessory use or structure shall be resolved in accordance with the provisions of Section 10.20.

Duly noted.

6. A. The City Council may, by resolution, establish a list of uses found not to be accessory to specific Permitted Uses.

B. Prior to including a use on such list the City Council shall hold a public hearing and allow interested persons an opportunity to testify on the matter.

C. The City Council may delegate to the Planning Commission the authority to perform the functions authorized and required by this subsection. [ORD 4474; March 2008]

Duly noted.

60.55. TRANSPORTATION FACILITIES *Note: This section is being addressed by the Traffic Engineer.*

60.55.05 Purpose and Intent. It is the purpose and intent of this chapter to establish design standards and performance requirements for all streets, and other transportation facilities constructed or reconstructed within the City of Beaverton.

60.55.05 Purpose and Intent. It is the purpose and intent of this chapter to establish design standards and performance requirements for all streets and other transportation facilities constructed or reconstructed within the City of Beaverton.

60.55.10. General Provisions. [ORD 4302; June 2004]

1. All public and private transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the City shall condition the development to obtain permits required by the other agencies. [ORD 4782; April 2020]

2. In order to protect the public from potentially adverse impacts of the proposal, to fulfill and identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development. [ORD 4103; May 2000]

3. For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.

4. The decision-making authority may impose development conditions of approval per Section 10.65.1. of this code. Conditions of approval may be based on the Traffic Management Plan and Traffic Impact Analysis. Additional street, bicycle, and pedestrian connections may also be



GERBER

ARCHITECT

LLC.

required per 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements).

5. Dedication of right-of-way shall be determined by the decision-making authority.

6. Traffic calming may be approved or required by the decision-making authority in a design of the proposed and/or existing streets within the Area of Influence or any additional locations identified by the City Engineer. Traffic calming measures shall be designed to City standards.

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 land group shall not exceed the V/C ratio imposed by that jurisdiction. [ORD 4706; May 2017]

At a minimum, the impacts of development on a two-way or an all-way stop-controlled intersection shall be mitigated to a peak hour average control delay of no greater than 45 seconds per vehicle. If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio.

60.55.15. Traffic Management Plan. [ORD 4302; June 2004] Where development will add 20 or more trips in any hour on a residential street, a Traffic Management Plan acceptable to the City Engineer shall be submitted in order to complete the application. A residential street is any portion of a street classified as a Local Street or Neighborhood Route and having abutting property zoned R2, R4, R5, R7, or R10. [ORD 4584; June 2012]

60.55.20. Traffic Impact Analysis. [ORD 4103; May 2000] [ORD 4302; June 2004] For each development proposal that exceeds the Analysis Threshold of 60.55.20.2, the application for land use or design review approval shall include a Traffic Impact Analysis as required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.

1. Engineer Certification. The Traffic Impact Analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the State of Oregon.

2. Analysis Threshold.

A. A Traffic Impact Analysis is required when the proposed land use change or development will generate 300 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer. [ORD 4706; May 2017]

B. A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.

3. Study Area. The Traffic Impact Analysis shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow. The City Engineer may identify additional locations for study if existing traffic operation, safety, or



performance is marginal or substandard. Prior to report preparation, the applicant shall submit the proposed scope and analysis assumptions of the Traffic Impact Analysis. The City Engineer shall determine whether the scope and analysis assumptions are adequate.

4. Contents of the Traffic Impact Analysis Report. The Traffic Impact Analysis report shall contain the following information organized in a logical format:

- A. Executive Summary
- B. Description of Proposed Development
- C. Existing Conditions
- D. Traffic Forecasts
- E. Traffic Impacts
- F. Mitigation Identification
- G. Recommendations

A. Executive Summary. An Executive Summary of no more than three single-sided pages shall be included at the beginning of the Traffic Impact Analysis report. The Executive Summary shall summarize the analysis and conclusions and identify recommended transportation improvements.

B. Description of Proposed Development. The Traffic Impact Analysis shall provide a comprehensive project description including but not limited to the following:

- 1. Vicinity map.
- 2. Site plan.
- 3. Project phasing.
- 4. Time schedule.
- 5. Intended use of the site, including the range of uses allowed without additional land-use approvals.
- 6. Intensity of use.

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 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. [ORD 4706; May 2017]
 - c. Seasonal variations in traffic volumes shall be considered.
- 8. Existing intersection performance indicators including volume-to-capacity ratio and control delay.
- 9. Transit information including stop and shelter locations, route numbers, headways, passenger loading, pull outs, and times of service.
- 10. Bicycle ways, sidewalks, and accessways.



11. Collision data for the most recent three-year period for which collision data is available.

D. Traffic Forecasts. The Traffic Impact Analysis report shall provide forecasts of future traffic within the Area of Influence and any additional locations previously identified by the City Engineer. Traffic forecasts shall be provided for both the Buildout Year and the Long-Range Forecast Year. The report shall include complete documentation of trip generation calculations including Institute of Transportation Engineers (ITE) Trip Generation (latest published edition) use code(s) or an alternative basis of trip generation and the rationale for using the alternative.

1. Buildout Year Analysis. Buildout Year forecasts shall be Total Traffic at the time of anticipated completion and occupancy of each phase of the development and at the time of completion and occupancy of the entire development. The City shall provide traffic information on other developments to consider in the calculation of Added Traffic.

2. Long-Range Forecast Year Analysis. The Traffic Impact Analysis shall include an analysis of the potential worst case long-range impacts to the local transportation system identified in the City's Comprehensive Plan Transportation Element and the regional transportation system identified in Metro's Regional Transportation Plan. The forecast year shall be the forecast year of the Comprehensive Plan Transportation Element or an alternate year approved by the City Engineer. The Traffic Impact Analysis shall include a prediction of whether any phase of the proposed development will change the long range transportation needs identified in the Comprehensive Plan and the extent to which traffic from the proposed development contributes to the long-range improvement needs.

3. Traffic Forecast Analysis Assumptions.

a. Trip generation. Estimates of the proposed development's trip generation shall be made for peak period traffic. Selection of the peak period used in the analysis shall be justified and shall consider, at a minimum, the peak period for the proposed development and the peak period for surrounding streets. The City Engineer may require review of other time periods based on known or anticipated marginal or substandard traffic capacity or traffic safety. Trip generation estimates shall be based on ITE's Trip Generation (latest published edition). The City Engineer may approve different trip generation rates when trip generation rates are not available in ITE's Trip Generation or different rates are justified.

b. Trip distribution and assignment. Traffic generated by the proposed development shall be logically distributed and assigned to the street system within the Area of Influence and any additional locations previously identified by the City Engineer. Trip distribution and assignment shall be based on trip distribution information from Washington County, ODOT, or Metro, on analysis of local traffic patterns based on data less than 12 months old, or on alternative data approved by the City Engineer.

4. Intersection and Highway Interchange Analysis. Intersection and highway interchange analysis shall conform to the method for operations analysis described in the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve an alternative analysis method. The analysis shall document that the impacts of queuing from adjacent intersections or traffic restrictions has been addressed.

E. Traffic Impacts. The Traffic Impact Analysis shall evaluate access, safety, operation, capacity, circulation, level of service, and performance of the transportation system within the proposed development's Area of Influence and any additional locations previously identified by the City Engineer for both the Buildout Year and any phases thereof, and the Long-Range Forecast Year.



GERBER

ARCHITECT

LLC.

Performance analysis shall be based on the standards of Section 60.55.10.7.

1. Safety considerations shall be evaluated. Potential safety problems resulting from conflicting turning movements between and among driveways, intersections, and internal traffic shall be addressed. Distance to the nearest driveways on both sides of streets fronting the site and in both directions from site access points shall be shown. On-Site driveway stacking and queuing impacts shall be assessed. The potential for shared access with adjacent development shall be assessed.
2. Geometric design and operational improvements including but not limited to acceleration lanes, deceleration lanes, turning lanes, traffic signals, and channelization shall be considered, evaluated, and recommended when determined necessary by standards and practices adopted by ODOT, Washington County, the City or approved by the City Engineer.
3. Adequacy of sight distance shall be addressed at the proposed road access point(s) for both the existing road configuration and for the ultimate road configuration based on improvements planned for the development and improvements identified in the Comprehensive Plan Transportation Element. Sight distance shall meet City standards.
4. The analysis shall also identify and evaluate related impacts on bicycle, pedestrian, and transit access, circulation, and facilities.
5. Other, operational, circulation, safety, and capacity issues shall be evaluated and addressed as required by this code and by the City Engineer.

F. Mitigation Identification. In order to protect the public transportation system from potentially adverse impacts of the proposal, to fulfill an identified need for public services within the impacted area related to the development, or both, the Traffic Impact Analysis shall identify methods of mitigating on-site and off-site deficiencies for present and proposed phases of the development. The analysis shall make recommendations for improvements necessary for safe and efficient traffic flow and bicycle, pedestrian, and transit movement and access based on and roughly proportional to the identified impacts. Buildout Year, Long-Range Forecast Year, and project phasing impacts shall be considered. [ORD 4418, February 2007]

The traffic impact analysis shall discuss the estimated levels of impact, improvements, and mitigations, and shall demonstrate how the recommended mitigations are roughly proportional to the identified impacts. [ORD 4418, February 2007]

Mitigation shall be consistent with improvements identified in the Comprehensive Plan Transportation Element. At a minimum, the Traffic Impact Analysis shall consider ultimate rights-of-way and additional streets, bicycle, and pedestrian connections and extensions and intersection improvements that are identified in the Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 and connections required by Section 60.55.25. of this code. Mitigation measures may also include, but are not limited to, additional street connections and street extensions, turn lanes, signalization, signal modifications, installation of medians, shared access and other access management strategies, geometric improvements such as lane geometry improvements, and intersection realignments.

Where stop-controlled intersections do not meet the minimum performance standard of Section 60.55.10.7., an additional street connection or a street extension shall be considered as a potential mitigation measure.



60.55.25. Street and Bicycle and Pedestrian Connection Requirements.[ORD 4302; June 2004]

1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.

Canyon Road provides 4 lanes of traffic with a turn lane down the center. This large arterial road has one driveway access mid-block to the auto service side of the site. It provides convenient access for service patrons while providing access for TVF&R emergency vehicles to be able to access the East side of the adjacent commercial development.

The other site access point is adjacent to the modern 115th intersection with code compliant crosswalks and stop lights. It is located too close to the intersection to provide efficient and safe use of the light from the Subaru private drive. This driveway apron is being abandoned and relocated further North along the private drive making the area near the intersection clear for auto queuing while waiting on the stop light.

2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future potential street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.

CoB/ODOT has identified that the private drive & additional Canyon Road r-o-w dedications could be triggered by the proposed building & site development additions and renovations.

During Pre-Application conferences, coordination meetings, and correspondence with the CoB/ODOT, it was determined the above dedications would be postponed.

3. Where a future street or bicycle and pedestrian connection location is not identified in the Comprehensive Plan Transportation Element, where abutting properties are undeveloped or can be expected to be redeveloped in the near term, and where a street or bicycle and pedestrian connection is necessary to enable reasonably direct access between and among neighboring properties, the applicant shall submit as part of a complete application, a future connections plan showing the potential arrangement of streets and bicycle and pedestrian connections that shall provide for the continuation or appropriate projection of these connections into surrounding areas.

The building additions triggered on-site improvements, a portion of which necessitated a widening of the Canyon Road sidewalk from 8' to 10'. There will also be a pedestrian connection by way of an on-site walkway connecting from the Canyon Road sidewalk to the Service building entries.

Another portion of the site improvements necessitated relocating the driveway access apron on the private drive further North, as it is currently located too close to the Canyon Road/115th intersection. A designated pathway will be integrated along the private drive to the end of the Sales building beyond. At the new mid private drive access driveway apron, an on-site pedestrian connection is being created by way of walkways through the new landscape islands and designated pathways across the service and sales parking lot drive aisles.



GERBER

ARCHITECT

LLC.

4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.

The building additions triggered on-site improvements, a portion of which necessitated a widening of the Canyon Road sidewalk from 8' to 10'. There will also be a pedestrian connection by way of an on-site walkway connecting from the Canyon Road sidewalk to the Service building entries.

Another portion of the site improvements necessitated relocating the driveway access apron on the private drive further North, as it is currently located too close to the Canyon Road/115th intersection. A designated pathway will be integrated along the private drive to the end of the Sales building beyond. At the new mid private drive access driveway apron, an on-site pedestrian connection is being created by way of walkways through the new landscape islands and designated pathways across the service and sales parking lot drive aisles.

5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.

CoB/ODOT has identified the private drive and additional Canyon Road r-o-w dedications could be triggered by the proposed building and site development additions and renovations.

During Pre-Application conferences, coordination meetings, and correspondence with the CoB/ODOT, it was determined the above dedications would be postponed.

In the meantime, the 1997 r-o-w improvements along Canyon Road are being improved by widening the sidewalk to current 10 foot standards and removing/relocating the existing street trees that are causing bulging concrete tripping hazards. Also the South portion of the private drive is being upgraded to make it closer to standards for future road development.

6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.

As noted above, the bicycle and pedestrian connections being proposed will be connected to walkways along the East and South property lines, which will converge either at the stop light/crosswalk at 115th or the stop light further West on Canyon Road.

7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections may approach parking lots on adjoining properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.

A new on-site pedestrian path is being incorporated to connect the sales building entry to the New Car Delivery entry, and to the Service building entries. The path will connect to three adjacent walkway connections being added.



GERBER

ARCHITECT

LLC.

8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.

CoB/ODOT has identified that the private drive & additional Canyon Road r-o-w dedications could be triggered by the proposed building & site development additions and renovations.

During Pre-Application conferences, coordination meetings, and correspondence with the CoB/ODOT, it was determined the above dedications would be postponed.

9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.14. [ORD 4397; August 2006]

CoB/ODOT has identified that the private drive & additional Canyon Road r-o-w dedications could be triggered by the proposed building & site development additions and renovations.

During Pre-Application conferences, coordination meetings, and correspondence with the CoB/ODOT it was determined the above dedications would be postponed.

As part of the on-site improvements, two new access ways will be created from the 115th private drive to Canyon Road by way of designated on-site paths. The pedestrian path along the private drive has been extended to the Sales building entry. Public vehicle access stops at the point of driveway access in front of the Sales building, but the private drive is able to be used for pedestrian and bicycle through traffic.

Note: In addition, the creek bed / natural corridor on the NW portion of the site provides a means for pedestrians to pass through.

An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.

A. Accessways shall be provided as follows:

1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.

2. If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006]

3. Where a street connection is not feasible due to conditions described in Section 60.55.25.14., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park. [ORD4397; August 2006]

4. The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.



GERBER

ARCHITECT

LLC.

5. In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.

6. Within the South Cooper Mountain Community Plan area, the City may require an accessway to connect from multiuse paths or trails to streets, multi-use paths, or trails. [ORD 4652; February 2015]

B. Accessway Design Standards.

1. Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.

2. Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations. [ORD 4332; January 2005]

10. Pedestrian Circulation. [ORD 4487; August 2008]

A. Walkways are required between parts of a development where the public is invited or allowed to walk.

New onsite walkways are being created and designated to allow public to walk.

B. A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.

A new walkway into the development is incorporated in the middle of the Canyon Road block. Two new walkways into the development are incorporated along the new walkway on the West side of 115th/Private drive -- one at the relocated driveway apron and the other at the East end of the sales office facade.

C. Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.

A new on-site pedestrian path is being incorporated to connect the sales building entry to the New Car Delivery entry, and to the Service building entries. The path will connect to 3 adjacent walkway connections.

D. Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.

A new on-site pedestrian path is being incorporated to connect the sales building entry to the New Car Delivery entry, and to the Service building entries. The path will connect to 3 adjacent walkway connections. Every attempt is made to minimize pedestrian crossings across the sales and service lot drive aisles, and to the extent they occur, passage ways will be clearly designated and marked.



GERBER

ARCHITECT

LLC.

E. Walkways shall be paved and shall maintain at least five (5) feet of unobstructed width. Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards. [ORD 4782; April 2020]

Walkways shall be paved in way to flush out with no more than ½" offset from the parking lot paving. This inset walkway allows for unobstructed travel by vehicles being serviced or set up for sale within the lot.

F. The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.

The new walkways will adhere to slope, cross-slope, textured surface, etc... per the current ADA standards..

G. On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.

The revamped sales and service parking lot will have new site lighting incorporated within the interior of the lot and along the pedestrian path with wall mounted fixtures or can lights within the overhangs at the building entries. The lighting consultant will ensure specified fixtures meet the full cut-off, required illumination, and over throw requirements.

11. Pedestrian Connections at Major Transit Stops. Commercial and institution buildings at or near major transit stops shall provide for pedestrian access to transit through the following measures:

A. For development within 200 feet of a Major Transit Stop:

1. Either locate buildings within 20 feet of the property line closest to the transit stop, a transit route or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;
2. Provide a transit passenger landing pad accessible to persons with disabilities if required by TriMet and the City;
3. Provide a reasonably direct pedestrian connection between the transit stop and building entrances on the site;
4. Where substantial evidence of projected transit ridership or other transit impacts is presented to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification, the City may require the developer to grant a public easement or dedicate a portion of the parcel for transit passenger bench(es), shelter, or both, and, if appropriate, the construction of a transit passenger bench, shelter, or both; and,
5. Provide lighting at the transit stop to City standards.



B. Except as otherwise provided in subsection A. of this section, for development within 300 feet of a Major Transit Stop, provide walkways connecting building entrances and streets adjoining the site, and pedestrian connections to adjoining properties, except where such a connection is impracticable pursuant to subsection 14. of this section.

12. Assessment, review, and mitigation measures (including best management practices adopted by local agencies) shall be completed for bicycle and pedestrian connections located within the following areas: wetlands, streams, areas noted as Significant Natural Resources Overlay Zones, Significant Wetlands and Wetlands of Special Protection, and Significant Riparian Corridors within Volume III of the Comprehensive Plan Statewide Planning Goal 5 Resource Inventory Documents and Significant Natural Resources Map, and areas identified in regional and/or intergovernmental resource protection programs.

“Assessment” for the purposes of this section means to assess the site specific development compatibility issues. Site-specific compatibility issues include but are not limited to lighting, construction methods, design elements, rare plants, and human/pet impacts on the resource. “Review” for the purposes of this section includes but is not limited to obtaining appropriate permits from appropriate resource agencies. Mitigation measures, including appropriate use restrictions, required by local, state, and federal agencies shall be completed as part of the construction project. If the project will irreparably destroy the resource, then the resource will take precedence over the proposed bicycle and pedestrian connection.

New pedestrian and bicycle connections are being incorporated within the development, which in turn will make connections to the nearby existing mass transit stops.

13. New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.

Not applicable, no residential rear lot lines.

14. Street and Bicycle and Pedestrian Connection Hindrances. Street, bicycle, and/or pedestrian connections are not required where one or more of the following conditions exist:

A. Physical or topographic conditions make a general street, bicycle, or pedestrian connection impracticable. Such conditions include but are not limited to the alignments of existing connecting streets, freeways, railroads, slopes in excess of City standards for maximum slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

B. Existing buildings or other development on adjacent lands physically preclude a connection now, and in the future, considering the potential for redevelopment;
or,

C. Where streets, bicycle, or pedestrian connections would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 1995, which preclude a required street, bicycle, or pedestrian connection.

Not applicable, new pedestrian and bicycle connections are being incorporated within the development.



GERBER

ARCHITECT

LLC.

60.55.30. Minimum Street Widths. [ORD 4302; June 2004] Minimum street widths are depicted in the Engineering Design Manual. [ORD 4418; February 2007]

The revamped sales and service lot will incorporate 24' wide 2-way and 1-way drive aisles with a 21' wide 1-way drive aisle. .

1. Any project-specific modifications of the standards contained in the Engineering Design Manual regarding the widths of features relating to the movement of vehicles, including but not limited to rights of way, travel lanes, parking lanes, bike lanes, driveway aprons, curb radii, or other such features shall be processed in accordance with the provisions contained in the Section 145 Design Modifications of the Engineering Design Manual. [ORD 4418; February 2007]
2. Any project-specific modifications of the standards of the Engineering Design Manual relating to the location and dimensions of required street landscaping and pedestrian features including, but not limited to, sidewalks, planter strips, street trees, street tree wells, street tree easements, or street furniture are subject to the procedures contained in Chapter 40 (Applications). The required application will depend on the scope of the proposed project and the type of application filed with the City. [ORD 4418; February 2007]
3. Street trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist. Proposed tree wells shall be designed to meet standards in the City Engineering Design Manual. [ORD 4782; April 2020]

The 3 items noted above have been factored into our design and proposals. .

60.55.35. Access Standards. [ORD 4302; June 2004]

1. The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved.

The revamped site circulation will maintain the to and from access from Canyon Road as well as improve access to and from 115th/private drive by relocating it further North, away from the 115th/Canyon Road intersection.

2. No more than 25 dwelling units may have access onto a closed-end street system unless the decision-making authority finds that identified physical constraints preclude compliance with the standard and the proposed development is still found to be in compliance with the Facilities Review criteria of Section 40.03. [ORD 4584; June 2012]

The DRBC Plans will factor this requirement into its design/layout.

3. Intersection Standards.

A. Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers. [ORD 4462; January 2008]

1. The sight clearance area requirements for Town Centers and Regional Centers shall be determined on a case-by-case basis by the decision-making authority. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists, and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual and Standard Drawings, and other applicable criteria. [ORD 4111; July 2000]



The relocated driveway access on 115th/private drive will greatly improve the sight clearances at the 115th/Canyon intersection. The driveway apron at Canyon Road will improve current sight clearances by way of relocated street trees, a wider sidewalk, and new low lying plantings within the adjacent planting strips.

2. The requirements specified in 60.55.35.3.A. may be lessened or waived by the decision-making authority if the project will not result in an unsafe traffic situation. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual, and other applicable criteria.

B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.

1. When a highway interchange within the City is constructed or reconstructed, a park and ride lot shall be considered.

Not applicable, the existing development is being slightly modified and will not affect the road system to a great extent.

C. Driveways.

1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.

The abandoned/relocated driveway access on 115th/private drive will greatly improve the sight clearances and space for queuing at the 115th/Canyon intersection.

2. Shared Driveway Access. Whenever practical, access to Arterials and Collectors shall serve more than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement.

Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.

Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area.

The 115th/private drive has been utilized by businesses located on the East side of the private drive for many years.

3. No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision making authority may approve access from a detached dwelling to an Arterial or Collector.



GERBER

ARCHITECT

LLC.

The abandoned/relocated driveway access on 115th/private drive will move quite a bit back from Canyon Road. The driveway apron at Canyon Road will be maintained for the convenience of service patrons as well as for easy access for TVF&R emergency vehicles to both the West and East side of 115th/private drive.

60.55.40. Transit Facilities. [ORD 4302; June 2004] Transit routes and transit facilities shall be designed to support transit use through provision of transit improvements. These improvements shall include passenger landing pads, access ways to the transit stop location, or some combination thereof, as required by TriMet and the City, and may also include shelters or a pad for a shelter. In addition, when required by TriMet and the City, major industrial, institution, retail, and office developments shall provide either a transit stop on site or a pedestrian connection to a transit stop adjacent to the site.

1. Transit Shelters. [ORD 4332; January 2005] All transit shelters and sidewalk furniture shall meet the following standards.

- A. The proposal is located entirely within the existing public right-of-way, public access easement, or property owned by a public agency.
- B. The proposal maintains an unobstructed path of travel of no less than six feet (6') unless a greater unobstructed path is required by this code for a specific sidewalk.
- C. The proposal is not located within eight feet (8') of a point of ingress or egress of an existing structure.
- D. The proposal is not located within a vision clearance area for a street, driveway, or other facility where vehicles regularly travel.
- E. The proposal is not located within twelve feet (12') of a window display area.
- F. The proposal does not consist of solid panels other than what is required to post transit schedules.

60.60. TREES AND VEGETATION. [ORD 4224; August 2002] [ORD 4348; May 2005]

60.60.05. Purpose.

Healthy trees and urban forests 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. In conjunction with processes set forth in Section 40.90. of this Code, this section is intended to help manage changes to the City's urban forest by establishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees. [ORD 4584; June 2012]

Duly noted. The native Landscape Architects proposed plantings, mitigation measures and vegetated corridor improvements meeting this code section have been provided within the resubmittal.

60.65. UTILITY UNDERGROUNDING. [ORD 4118; September 2000]

60.65.05. Purpose. The purposes and objectives of locating existing and proposed private utilities underground are to:

- 1. Implement the policies, goals, and standards of the City Council and the adopted Comprehensive Plan of the City of Beaverton.
- 2. Improve aesthetics of the community by reducing the number of utility poles and above ground wires.



GERBER

ARCHITECT

LLC.

3. Provide consistency in management of the City's rights-of-way.
4. Protect essential public services from natural and manmade accidental disruptions.
5. Improve public safety by reducing the possibility for injury from downed lines.
6. Allow fewer fixed obstructions in the public right-of-way.

60.65.10. Authority. The provisions of private utility undergrounding shall pertain to all activities subject to Design Review (Section 40.20.), as well as Land Divisions (Section 40.45.).

60.65.15. Regulation. All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway, and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding as a component of the roadway project, Washington County funded roadway projects, such as MSTIP projects, and Oregon Department of Transportation funded roadway projects. [ORD 4343; April 2005] [ORD 4363; September 2005]
2. The developer shall make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground;

The owners' representatives are coordinating with PG&E to abandon and remove the existing pole mounted transfer behind the original service building. A new larger electrical service will be relocated into a landscape island at the SW corner of the lot, adjacent to the Canyon Road R-O-W. This nearby service addition will provide the opportunity to bury underground the electrical feeds to the existing and new service building. The lot paving and lighting improvements will allow for overhead wiring to be removed and installed underground.

3. The City reserves the right to approve surface mounted facilities.

4. All underground public and private utilities shall be constructed or installed prior to the final surfacing of the streets; and

All the underground public and private utilities will be constructed prior to re-surfacing of the private drive and front parking lot.

5. Stubs for service connections and other anticipated private extensions at street intersections shall be long enough to avoid disturbing street surfaces and right-of-way improvements such as sidewalks and landscaping areas when service connections are made.

6. Unless otherwise specifically required in an existing franchise between the City and the particular private utility, or PUC rule, the applicant or developer responsible for initiating the requirement for placing overhead utilities underground is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.



GERBER

ARCHITECT

LLC.

7. If the private utility service provider requires an applicant, as a component of the applicant's placing private utilities underground, to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider shall be financially responsible for providing the means to provide such extra capacity.

60.65.20. Information on Plans. The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:

1. Easements for all public and private utility facilities;
2. The location of all existing above ground and underground public and private utilities within 100 feet of the site;
3. The proposed relocation of existing above ground utilities to underground; and
4. That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.35.3 of this Code.

60.65.25. Optional Fee In Lieu of the Undergrounding Requirement. If any of the following criteria are met as determined by the City, after receiving a recommendation from the Facilities Review Committee, at the applicant's option, applicant shall either immediately place the private utilities underground or pay a fee to the City toward future undergrounding in lieu of immediately placing private utilities underground. [ORD 4224; August 2002]

Criteria. An applicant may request an optional fee in-lieu of the undergrounding requirement by submitting a written request to the Director that addresses how one or more of the following criteria are met. The written request shall include the information required in Sections 60.65.20.2. and 3., shall identify the segment of the required utility undergrounding that meet the criteria below, and shall explain in narrative and graphic form how one or more of the criteria are met. [ORD 4224; August 2002]

1. Placement of private utilities underground would conflict with the current City of Beaverton Engineering Design Manual and Standard Drawings or the Clean Water Service's Design and Construction Manual, as applicable;
2. An improvement project(s), which would include placement of said private utilities underground, other than as a part of the proposed development, are funded in the City's or another public agency's current fiscal year budget, are under design, or are under construction, and the City has determined that utility undergrounding can be accomplished more efficiently as part of such other improvement project(s).

3. Excluding service connection(s) of private utility(s) to structure(s), the length of any one of the three private utilities within or contiguous to the subject property to be placed underground is less than the corresponding threshold distance outlined in Table 60.65.25.3. If any of the existing or proposed utilities meets the corresponding threshold, as specified in this criterion, then, at the option of the applicant, the applicant shall either pay a fee in-lieu for undergrounding all of said utilities that are not already underground or place all of said utilities underground. If any of the utilities exist and are deemed exempt from the undergrounding requirement, as specified in Section 60.65.15.1., only that exempt utility shall not be required to pay an in-lieu fee. All other existing utilities that share the location of the exempt utility shall either pay an in-lieu fee or be placed underground.



Table 60.65.25.3.

	Threshold	<u>Electric</u>	<u>Telephone</u>	<u>Cable Television</u>
A.	500 feet	Tap lines with at least 2 poles	Class 1 (0 to 300 conductors)	Service drops
B.	600 feet	Sub-feeder with at least 3 poles	Class 2 (301 to 600 conductors)	Feeder
C.	800 feet	Feeder with at least 5 poles	Class 3 (601+ conductors or fiber optic)	Trunk or fiber optic

60.65.30. Fees to be Paid In-Lieu of Undergrounding.

1. Applicants subject to the undergrounding in-lieu fee shall pay to the City an amount per linear foot of each private utility that is subject to underground relocation which is not placed underground. The amount of the fee shall be established by the City Council by resolution and shall be based on average costs of undergrounding by the private utility providers.
2. All in-lieu fees paid to the City shall be dedicated to future private utility undergrounding projects in which the City takes part. Any in-lieu fees paid on behalf of a particular property shall not have such property subject to future assessment or other City charge for the same work unless a credit is given for the fee having been paid.
3. By accepting an in-lieu fee, the City is not thereby assuming responsibility for placing overhead private utilities underground. In the event that an in-lieu fee has been paid to the City, the City shall credit all properties as to which the owner has paid in-lieu fees for undergrounding private overhead utilities against any future public assessment(s) or charge(s) in connection with such private utility undergrounding project(s).
4. All in-lieu fees shall be paid prior to the issuance of a Site Development Permit.

60.65.35. City to Establish Priorities. Any funds collected from the in-lieu undergrounding fees may be used by the City to offset the costs of undergrounding any private utilities as part of any project listed in the CIP, subject to the following priorities:

1. Collected in-lieu fees shall be used for private utility undergrounding project(s) that are within 2,500 feet of the site that paid the in-lieu fee
2. Private utility undergrounding project(s) that are within the 2,500 feet of sites where fees have been collected and where other public construction project(s), such as road improvements or other utility work have been identified, shall be ranked higher than projects where no in lieu fees have been collected and no construction projects have been identified for inclusion in the CIP.
3. Private utility undergrounding project(s) that are within the 2,500 feet of sites where fees have been collected for private utility undergrounding shall be ranked higher in priority than those where no in-lieu fees have been collected.

(Note: Existing utilities to the building being modified are currently underground and have been located and noted on MAGNESS Land Survey. Utilities to the modified automobile service building will remain underground and any additions or modifications to the new or existing utilities will be done in a manner compliant with the city and state codes.)

60.67. SIGNIFICANT NATURAL RESOURCES. [ORD 4157; May 2001]

60.67.05. Local Wetland Inventory. Prior to issuing a development permit, the Local Wetland Inventory map shall be reviewed to determine if the site proposed for development is identified as the location of a significant wetland.

1. Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant wetlands shall be subject to relevant procedures and requirements specified in Chapter 50, of this ordinance.



GERBER

ARCHITECT

LLC.

2. Upon City's determination that a site contains wetland as identified on the Local Wetland Inventory map, notice of the proposed development shall be provided to the Division of State Lands (DSL) in a manner and form prescribed by DSL pursuant to ORS requirements.

60.67.10. Significant Riparian Corridors. Prior to issuing a development permit, the list of Significant Riparian Corridors shall be reviewed to determine if the site proposed for development is identified as being listed corridor.

1. Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant riparian corridors, shall be subject to relevant procedures and requirements specified in Chapter 50 of this ordinance.

[ORD 4659; June 2015]

A CWS (Natural Resource Assessment) was done, approved, and an Enhancement Plan provided in the delineated vegetative corridor. ; see L3 Enhancement Plan

Received
Planning Division
11/05/2021



GERBER

ARCHITECT

LLC.

CARR SUBARU

AUTOMOBILE SALES AND SERVICE BUILDING ADDITIONS & RENOVATIONS

COMPREHENSIVE PLAN – GOAL COMPLIANCE



Comprehensive Plan – Goal Compliance The following Comprehensive plan goal responses were required in the Pre-App Conference Meeting Summary Notes as part of the new Auto Sales Conditional Use Application.

3.1 Land Use and Transportation Connections

Land use and transportation are inherently inter-related, as the transportation system is what connects different uses in different areas and moves people and goods between them. Development is strongly influenced by the transportation system that surrounds it, and land use and development can influence how attractive it is to travel by car, transit, bike, or on foot. While cars remain an important feature of daily life, a commitment to sustainability, livability, equity and resiliency means increasing the transportation options available and making it easier for people to meet daily needs without a car. That shift can't come from investments in the transportation system alone; land use patterns play an equal or greater role in shaping transportation options and choices. The policies below recognize and address the important relationship between land use and transportation.



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

Policies:



- a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.
- b) Encourage development and programs that reduce the need for vehicle use and ownership.
- c) Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections for all, regardless of ability or age, to and through the development, including to reach nearby points of interest.
- d) Apply land use designations and development regulations that support high-density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.
- e) Encourage increased intensity of development within Mixed Use, Commercial, and Employment areas that are located within a half-mile of high capacity transit stops or stations, such as MAX and WES.
- f) Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station.



- g) Encourage providing amenities for transit users at transit stops or stations, such as food carts and coffee stands, covered benches, trash/recycling receptacles, and lighting.
- h) Allow use of private parking lots near transit stops and stations for park-and-ride facilities during hours when the parking spaces are not needed for on-site uses.
- i) Encourage the use of innovative technologies that improve parking and transportation efficiency.
- j) Encourage use of structured, underground, and/or tuck-under parking for commercial, office, and multifamily development.
- k) Encourage shared parking agreements in all areas with significant volumes of surface parking lots.
- l) Accommodate automobile access and parking in an efficient manner that does not detract from the desirability of other modes.

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

a) *The reworking of the front lot, the sidewalk along Canyon, and the sidewalk at 115th intersection and private drive, designating on site pedestrian paths connected to r-o-w sidewalk adjacent to the site. These upgrades show emphasis being placed on pedestrian convenience and safety.*

b) *The long established nature of this use involves automobile sales and service. The suburb of Beaverton is a vehicle oriented city, and not traversed by pedestrians as main means of transportation. The need for vehicle ownership, use, and servicing will be required for at least the next 8 to 10 years, which meets Subaru's planned renovation standards and timelines. After this period of time, this property and its use will be re-evaluated.*

c) *The upgrades being proposed show the renovated development has been designed with the intent of providing safe, comfortable and direct pedestrian and bicycle connections for all abilities. Some of these upgrades include reworking of the front lot, widening the sidewalk along Canyon, improving the sidewalk at 115th intersection and private drive, relocating driveway access along the private drive/115th, and designating on site pedestrian paths and connecting them to the r-o-w sidewalk adjacent to the site.*

e) *The renovation of and additions to the Service and Sales buildings are creating an increased intensity of development and local employment opportunities within a half-mile of MAX & WES stops.*



k) This Subaru auto sales & service facility is one of the best and busiest in the region. Due to this and the nature of new auto sales, the auto service parking area is rarely vacant. A shared parking agreement at this time on this site is not possible.

l) Part of the idea behind the reorganization of the front parking lot is to improve vehicle access to the site by abandoning the access driveway apron that is currently located too close to the 115th intersection and relocating it further North away from potential congestion as well as integrating onsite pedestrian paths connecting building entrances and adjacent sidewalks to make access by other modes more desirable.

MIXED USE AREAS

- Downtown Regional Center
- Town Centers
- Station Communities
- Mixed Use Corridors



Section 3.6

3.6 Mixed Use Areas

The designations within this category (Downtown Regional Center, Town Center, Station Community, and Neighborhood Mixed Use) reflect the scale and character of different types of Mixed Use Areas, and their unique roles within the urban tapestry of the city.

The Downtown Regional Center serves as the central urban core of the city, serving the entire community and surrounding areas. With access to Highways 217, 8 and 10, plus two MAX stations and a commuter rail station, the Downtown Regional Center is highly connected to the community and the region. The Downtown Regional Center includes several distinct districts, each with their own personality, including the historic Old Town area.

Town Centers provide services to the surrounding community, roughly within a two- to three-mile radius. They tend to have one- to three-story development with a mix of housing and commercial uses.

Station Communities are focused around light-rail stations and show an on-going transition from older development that pre-dates the construction of light rail to newer development that is more transit-oriented and at a greater intensity.

Mixed Use Corridors tend to have a mix of housing and commercial uses that face the street and provide shops and services that primarily meet the needs of several adjacent neighborhoods.

Goals and policies that apply to all Mixed Use areas, as well as goals and policies specific to each type of Mixed Use Area are provided below.

3.6 Mixed Use Areas

CARR Subaru is located on the edge of the Downtown Regional Center. It has been in existence since the City of Beaverton became a city proper. It provides a classic way of car sales & service for the immediate area and also the NW region. Its use adds to the mix of uses in the DRC.

The DRBCPlan takes the DRC goals and requirement to account within its layout and design.



Image Credit: Rembold



Goal 3.6.1 Support pedestrian-oriented mixed use areas

The following policies apply to all Mixed Use areas.

Policies:

- a) Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.
- b) Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.
- c) Limit or prohibit auto-oriented commercial uses, including vehicle sales and services, drive-through uses, and uses requiring extensive outdoor storage, to enhance the pedestrian environment.
- d) Pedestrian-oriented design is a priority within mixed use areas. Pedestrian oriented design generally includes:
 - i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings and signage), and majority of parking located behind, above, or beneath development
 - ii. Residential buildings with windows and doors facing the street, and privacy provided through landscaping, grade changes, and modest setbacks
 - iii. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from fast-moving traffic (by using buffers such as curbside parking, landscaping, trees and street furniture)



Goal 3.6.1 Support pedestrian-oriented mixed use areas.

c) We appreciate the desire to limit auto-oriented uses within the area. However, the long established nature of this use involves automobile sales and service. The suburb of Beaverton is a vehicle oriented city, and not traversed by pedestrians. The need for vehicle use, ownership, and servicing will be required for at least the next 8 to 10 years. This renovation has been planned to meet Subaru's branding standards for that many years. At such time in the future, this property and its use can be re-evaluated.

Carr Subaru has been a responsible community partner for many years, and the fact this auto sales & service facility is one of the best and busiest in the region, speaks to the community's reliance on auto-oriented commercial use.

d) Pedestrian-oriented design has been incorporated into the reworking of the front parking lot, the architecture of the buildings, and the improvements along Canyon Road, 115th, and the private drive.

i. The commercial service buildings and 2 of the new additions are located near the Canyon Road sidewalk. They incorporate fully glazed overhead doors and aluminum storefront canopies that provide weather protection and break the façade down to pedestrian scale with detailing of the new finishes.

To locate the majority of the parking behind, above, or beneath the development is not feasible at this time; the Subaru Sales and Service operation will continue to utilize the historical open lot sales model, which relies on maximum exposure of new inventory to the adjacent streets and sidewalks from which pedestrians can freely peruse.

ii. The DRCB Plan takes this comprehensive plan goal into account.

iii. The sidewalk along Canyon Road, which was dedicated and constructed back during a 1997 renovation, is being widened to the current 10' width standard. The existing landscape strip will become narrower but will still provide the transition from sidewalk level to the adjacent lot level. Also the street trees that are currently planted within the sidewalk have created bulging concrete tripping hazards and will be replaced or improved with tree grates.

The sidewalk at 115th is being extended to the soon to be abandoned driveway apron, and a new, delineated walkway will continue North along the private drive and the edge of the sales lot. These adjacent walkways are being connected to on-site pedestrian paths delineated from the parking lot to protect pedestrians from the automobiles on and around the site. In addition, new landscaping islands are being incorporated into the parking lot to help buffer pedestrians from on-site vehicular traffic.



Image Credit: Diego Díaz

Goal 3.6.2 Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton

The following policies apply to the Downtown Regional Center, in addition to policies under Goal 3.6.1. In addition, more detailed planning for the Downtown Regional Center, including the Downtown Design District and East Downtown, is provided through the Community Plan in Volume V.

Policies:

- a) Tailor development regulations to the unique character and aspirations for the distinct areas within the Downtown Regional Center, taking into account form, scale, rhythm, and uses, through specialized zoning, overlay zones, or similar tools while also ensuring strong connections between these areas and throughout the Downtown Regional Center.
- b) Celebrate and enhance the diversity, cultural and natural history, and geographic importance of the city to establish an overall sense of place that is uniquely Beaverton.
- c) New development, redevelopment, and public investments in this area should prioritize transit and multimodal street networks to create a welcoming environment that increases social interaction, commerce, creativity and fun.
- d) Encourage higher intensity development near MAX and WES stations, creating mixed-use station communities that locate housing, jobs, and services near transit.
- e) Ensure that redevelopment intensifies land use, with less land dedicated to surface parking and more land occupied by multistory buildings along walkable streets.
- f) Implement programs and incentives that facilitate relocation of uses with land-intensive development patterns, such as large-format retail stores and car dealerships that have large surface parking lots, to more appropriate land use designations.
- g) The city should consider the potential of policies, incentives, and investments to cause physical or economic displacement of vulnerable residents and businesses, and identify strategies to prevent or mitigate displacement.



Image Credit: Diego Diaz



Image Credit: Rembold

- h) Encourage a variety of Downtown housing options to reach the critical mass of people needed to support downtown businesses and increase mixed-use vibrancy.
- i) Encourage an "18-hour" mix of uses, including retail, employment, civic, entertainment, and residential uses, that supports a diverse population that works, lives, and gathers downtown.
- j) Design places for people by promoting buildings and open spaces near sidewalks and streets that are interesting, enjoyable, and engaging for people passing by.
- k) Use a block-by-block approach to activate the ground floor of buildings and edges of public spaces to enhance street life, connecting pedestrians with activity along the street edge.
- l) Encourage buildings to include architectural features that are humanly scaled, especially at the ground floor of a building; and pedestrian-scaled places and streetscapes that are welcoming, safe, and enjoyable for people.
- m) Provide welcoming places to gather and linger outdoors, such as parks, plazas, or street seats, which contribute to the vibrancy of Downtown Beaverton and promote social interaction among community members.
- n) For public agency projects, improve access to public spaces for cultural, ethnic, and socioeconomic groups that historically have not benefited from these resources due to physical, geographic, or transportation-related barriers.
- o) Ensure that public realm improvements support the creation of a vibrant, pedestrian- and transit-oriented Downtown and provide amenities that spur development.
- p) Preserve, enhance and engage nature and natural systems, including Downtown's creeks and trees to promote flood control, wildlife habitat, beauty and improved health for all community members.
- q) Ensure that developments at highly visible "gateways" have design features (e.g. height, mass, and building orientation) that enhance awareness of the Downtown Regional Center and Downtown Design District.
- r) The Downtown Regional Center designation is intended for areas within central Beaverton that have been designated in collaboration with Metro as a Regional Center in the Metro Regional Framework Plan and 2040 Growth Concept.



GERBER

ARCHITECT

LLC.

Goal 3.6.2 Downtown Regional Center: Create and strengthen a vibrant downtown and central area for Beaverton.

b) This long established auto sales & service use represents an overall sense of place that is uniquely Beaverton, especially for the community's auto oriented way of life.

c) The renovation of this auto sales & service facility provides a convenient service to an area reliant on the automobile for those traveling to work and those recreating in and around the Beaverton area. This long established auto sales & service use represents an overall sense of place that is uniquely Beaverton, especially for the community's auto oriented way of life. The reworked front lot will create a more welcoming environment for pedestrian traffic and provide strong visual appeal worthy of a revitalized Beaverton.

h) The DRCBPlan provides a future design for onsite housing along 115th and the repurposing of the existing facilities into various retail and commercial uses will contribute to the mixed-use vibrancy of the DRC.

i) The DRCBPlan provides a future design for onsite housing along 115th and the repurposing of the existing facilities into various retail and commercial uses will encourage an 18-hour mix of uses that supports a diverse population that works, lives, and gathers downtown.



NEIGHBORHOODS

- Low Density Neighborhoods
- Standard Density Neighborhoods
- Medium Density Neighborhoods
- High Density Neighborhoods



Section 3.8

3.8 Neighborhoods

Neighborhoods generally prioritize residential uses and compatible non-residential uses, such as schools and public parks. The different designations within this category reflect different scales and densities among different types of Neighborhoods.

The city's existing Low and Standard Density Neighborhoods are mostly developed with subdivisions built in the second half of the 20th Century. Nearly all of the existing housing is single family detached. Streets were generally built with larger collector roads connecting between neighborhoods and many dead ends, loops, and curving streets within neighborhoods. Many subdivisions include protected open space, either in the form of parks or tracts preserved and owned by a homeowners association. Schools, religious institutions, and other civic uses are found throughout the neighborhoods, often on the larger roads.

Existing Medium and High Density Neighborhoods are developed with a mix of housing types but with an emphasis on multifamily housing.

Goal 3.8.1 Complete and livable Neighborhoods

The following policies apply to all Neighborhoods.

Policies:

- a) Regulate maximum residential density by zone to maintain a balance between planned land uses and infrastructure capacity.
- b) Regulate minimum residential density to ensure efficient use of residential land and meet regional housing needs.
 - i. Generally, the zoning code should require that residential development achieve at least 80% of the maximum density allowed in the applicable zoning district.
 - ii. Minimum densities should be calculated excluding significant natural resource areas and other constrained lands.
- c) Allow flexibility through lot size averaging and other tools to provide flexibility and housing variety while maintaining an overall density consistent with the Comprehensive Plan designation and zoning.



GERBER

ARCHITECT

LLC.

Goal 3.8.1 Complete and livable Neighborhoods

a) The DRCB Plan shows one example where the site will allow for a mixed use development that would assist in maximizing residential density within this RC-E zone and provide flexibility in design to try and maintain a balance between planned land uses and infrastructure capacity.

b) Future development of this RC-E site will allow for minimum residential density to be considered in the layouts.

c) Future development of this RC-E site will allow for flexibility through lot size averaging and other tools for considering a variety of housing while maintaining an overall density consistent with the Comprehensive Plan in effect at the time new development is being considered.



**Goal 3.8.3 Medium and High Density Neighborhoods:
Provide for a variety of housing types and higher
residential densities in areas with more amenities
and transit service**

The following policies apply to Medium and High Density Neighborhoods, in addition to policies under Goal 3.8.1.

Policies:

- a) Provide for a variety of housing types, with an emphasis on multifamily and attached single family housing.
- b) Establish zoning regulations that allow housing at generally the following residential densities, while allowing for flexibility as described under Goal 3.8.1:
 - i. Medium Density Neighborhoods: one unit per 2,000-5,000 square feet of residential land area
 - ii. High Density Neighborhoods: one unit per 1,000-2,000 square feet of residential land area
- c) Focus the highest density housing closest to transit, commercial services, parks, and/or other amenities, to provide convenient access to these amenities by as many households as possible.
- d) Provide direct and efficient pedestrian and bicycle connections to nearby retail and services, transit, parks, and/or schools.
- e) Ensure that the internal circulation system for larger developments creates direct and desirable pedestrian and bicycle routes and connects to adjacent local streets wherever possible.
- f) Allow for innovative housing types and designs that are consistent with the other policies for these neighborhoods to accommodate projected growth and meet the diverse housing needs of the community.



- g) Allow limited, small-scale retail and service uses that primarily serve the immediate neighborhood and are compatible with adjacent residential uses in terms of the amount of traffic created, noise, parking needs, and other quality of life issues.
- h) The Medium and High Density Neighborhood designations may be applied in areas that have walkable access to transit, commercial services, parks, and/or other amenities. The Medium Density Neighborhood may serve as a transition between Standard Density or Low Density Neighborhoods and higher density neighborhoods or commercial or mixed use designations.

Goal 3.8.3 Medium and High Density Neighborhoods: Provide for a variety of housing types and higher residential densities in areas with more amenities and transit service.

The following policies are being implemented in the phased mixed use Design Review Build-Out Concept Plans.

- a) *Townhouses are being proposed along the fully upgraded 115th street while repurposing the annex into a multi-family facility with other existing structures containing commercial retail space.*
- b) *Zoning regulations will be considered during future redevelopment of this RC-E site.*
- c) *With the housing being located along an improved 115th Avenue, a standard r-o-w pedestrian way will connect the back/North end of the site to the transit and commercial service located along and across Canyon Road and the housing across the MAX line to the North. The interior circulation will also encourage connections to adjacent properties by way of new and existing internal connections to the commercial development to the West.*
- d) *As noted above, the future pedestrian and bicycle connections to nearby retail and services, transit, parks, and schools.*
- e) *As with our proposed site modifications within our current zoning applications, the future development will ensure that the internal circulation system creates direct access to local streets as well as maintain desirable pedestrian and bicycle connections and pathways.*
- f) *The concept build-out plan allows for many variations of repurposed mixed-use and innovative housing types and ideas for projected growth and meet the diverse housing needs of the community.*
- h) *When the time comes for total redevelopment of this site, the Medium and High Density Neighborhood designations may be applied, especially due to its location in close proximity to walkable access to transit, commercial services, Police Department, Parks, and other amenities.*



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

Policies:

- a) Recognize that streets are important to community identity and provide a needed service. Implement Beaverton's public street standards that recognize the multi-purpose nature of the street right-of-way for a combination of utility, pedestrian, bicycle, transit, truck, auto uses, and railroad crossings.
- b) Provide a seamless and coordinated transportation system that is barrier-free, provides affordable and equitable access to travel choices, and serves the needs of people and businesses.

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

Actions:

- *Continue to coordinate with Washington County, Metro, Beaverton area schools, Oregon Department of Transportation, the cities of Tigard, Hillsboro, and Portland, Tualatin Valley Fire & Rescue, and the Tualatin Hills Park and Recreation District.*
- *Sidewalks will remain the responsibility of fronting property owners. The City shall consider funding sidewalk improvements when such improvements serve the greater public good (such as a transportation or safety purpose), and funding is available.*
- *Maintain the opportunity for resident groups to fund pedestrian and bicycle facilities through the local improvement district process.*

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

Actions:

- *Adjust parking lot design standards to be more pedestrian-friendly.*
- *Develop a performance measure for pedestrian facilities, and develop targets for different areas of the city. Consider factors such as long wait times at selected stop lights, closed crosswalks, noise and pollution, debris and obstacles on sidewalks, speed of traffic, and other factors reducing pedestrian friendliness.*

- e) Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and



town centers by identifying and developing improvements that address connectivity needs.

- f) Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle “cul-de-sacs” that require substantial out-of-direction travel for pedestrians and bicyclists.
- g) Identify specific areas within the City where pedestrian needs and the pedestrian experience should be given highest priority in the design of streets, parking, intersections, connectivity, signal controls, mapping and signing, and other transportation facilities.

Actions:

- *Complete the accessible pedestrian network.*
- *Provide safe direct access to transit, employment and activity centers.*
- *Provide safe crossings with pedestrian friendly design.*
- *Complete bikeway improvements to close the gaps in the bicycle network.*

- h) The permanent closure of an existing road in a developed neighborhood is not recommended and will be considered by the City only under the following circumstances: as a measure of last resort, when the quality of life in the neighborhood is being severely threatened by excessive traffic volumes or the presence of a traffic safety hazard; or, as part of a plan reviewed through the City’s land use, site development, and/or capital improvement process(es). Maintain existing neighborhood connectivity by avoiding closures of existing streets except when the closure is part of a larger plan for improvements to the neighborhood.

Actions:

- *Jay Street is recommended to remain open between 158th Avenue and Burlington Drive.*

- i) Design streets to accommodate transit while minimizing impacts to traffic flow.

Actions:

- *Improve transit service, pedestrian and bicycle facilities leading to transit waiting areas, and make the waiting areas themselves safe, comfortable, and attractive. Continue to work with TriMet, the Oregon Department of Transportation, and Washington County to develop and implement a transit shelter program, to place safe crossings at major transit stops, and to provide transit vehicle signal priority.*

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



GERBER

ARCHITECT

LLC.

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

a) We recognize the streets are important to the community identity and provide needed service. The Canyon Road r-o-w sidewalk along our site is being widened and street trees are being replaced to meet current codes in order to beautify our portion of Canyon Road. Also, the driveway on 115th/private drive is being extended further North along the private drive in order to improve the site access; in turn, an inset pathway will be incorporated on West side, which will bring the 115th/Canyon Road intersection closer to being in compliance with development code.

c) The site improvements incorporated into the proposed development will provide a safer, efficient, and accessible system of pedestrian ways within a traditional auto sales & service lot. The on-site pedestrian path will connect to the widened sidewalk along Canyon Road mid-block, with 2 other connections along 115th/Private Drive.

j) The site improvements incorporated in the proposed development include on-site pedestrian or bicycle paths connected to the improved and widened r-o-w sidewalk along Canyon Road, and new inset pathway along 115th/Subaru private drive.