

WRITTEN STATEMENT CODE PROVISIONS

CHAPTER 20 LAND-USE

SECTION	REQUIREMENT	PROJECT RESPONSE
20.20.10.	<p>3. RC-E ZONE: DOWNTOWN REGIONAL CENTER - EAST DISTRICT</p> <p>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.</p>	<p>THE PROJECT IS ADDING MORE RETAIL AND RESTAURANT AREA TO THE EXISTING BEAVERTON TOWN SQUARE SHOPPING CENTER THAT IS ORIENTED TO THE SAME LOWER USES AND AUTOMOBILE ORIENTED USES. THE PEDESTRIAN LINKAGES ARE BEING IMPROVED ALONG THE BEAVERTON-HILLSDALE HIGHWAY BY INCREASING THE SIDEWALK TO 10'-0" WIDE AND IMPROVING THE ADA CURB CUTS CONNECTED TO THE CROSSWALKS.</p>
20.20.15.	<p>SITE DEVELOPMENT STANDARDS SUPPORT IMPLEMENTING DEVELOPMENT CONSISTENT WITH THE CORRESPONDING ZONING DISTRICT.</p> <p>ALL SUPERSCRIPOT NOTATIONS REFER TO APPLICABLE REGULATIONS OR CLARIFICATIONS AS NOTED IN FOOTNOTES BELOW. [ORD 4584; JUNE 2012] [ORD 4706; MAY 2017]</p> <p>A. PARCEL AREA</p> <p>1. MINIMUM: NONE 2. MAXIMUM: NONE</p> <p>C. FLOOR AREA RATIO (FAR)</p> <p>1. MINIMUM: 0.3 3. MAXIMUM: 1.00</p> <p>D. LOT DIMENSIONS</p> <p>1. MINIMUM WIDTH: NONE 2. MINIMUM DEPTH: NONE</p> <p>E. YARD SETBACKS</p> <p>1. FRONT MINIMUM: 0 2. FRONT MAXIMUM ON MAJOR PEDESTRIAN ROUTE: 20' SEE DESIGN REVIEW DESIGN STANDARD SPECIFIED IN SECTION 60.05.35.6 4. SIDE MINIMUM: NONE 5. SIDE MAXIMUM: NONE 6. REAR MINIMUM: NONE</p> <p>F. BUILDING HEIGHT</p> <p>1. MINIMUM: 22' 2. MAXIMUM: 80'</p>	<p>THERE ARE NO RESTRICTIONS ON THE PARCEL AREA.</p> <p>THE NEW FAR OF THE SITE INCLUDING THE PROPOSED NEW BUILDING WILL BE 0.25 FAR. DESIGN REVIEW BUILD-OUT CONCEPT PLAN (DRBCP) WILL DEMONSTRATE HOW THE NEXT DEVELOPMENT PHASE WILL ACHIEVE THE MINIMUM REQUIREMENT OF 0.30 FAR. SEE THE DRBCP SITE PLAN FOR FUTURE COMPLIANCE BY ADDING AN ADDITIONAL 25,900 SF IN A FUTURE PHASE. SEE SHEET A-803</p> <p>THERE ARE NO RESTRICTIONS ON THE PARCEL DIMENSIONS.</p> <p>NO SETBACKS REQUIRED BECAUSE THERE ARE NO ABUTTING RESIDENTIAL ZONES OR PROPERTIES. THE FRONT SETBACK FROM BEAVERTON-HILLSDALE HWY IS LESS THAN OR EQUAL TO THE REQUIRED 20' MAXIMUM.</p> <p>THERE ARE NO RESTRICTIONS TO THE SIDE AND REAR SETBACKS.</p> <p>THE BUILDING HEIGHT VARIES FROM 22' TO 27' HIGH. SEE SHEET A-201 FOR BUILDING ELEVATION DIMENSIONS</p>
20.20.20.	<p>LAND USES</p> <p>THE FOLLOWING LAND USES ARE PERMITTED (P), ALLOWED WITH A CONDITIONAL USE (C) APPROVAL, OR PROHIBITED (N) AS IDENTIFIED IN THE FOLLOWING TABLE FOR THE MULTIPLE USE ZONING DISTRICTS. ALL SUPERSCRIPOT NOTATIONS REFER TO APPLICABLE USE RESTRICTIONS SECTION 20.20.25. [ORD 4576; JANUARY 2012] [ORD 4578; MARCH 2012] [ORD 4706; MAY 2017]</p> <p>COMMERCIAL:</p> <p>6. EATING AND DRINKING ESTABLISHMENTS: PERMITTED 14. A. RETAIL TRADE: PERMITTED</p>	<p>ONLY THE COMMERCIAL USES THAT ARE BEING PROPOSED ARE LISTED BELOW AND COMMENTED ON.</p> <p>RESTAURANT AND RETAIL TRADE ARE PROPOSED FOR THE USES OF THE PROJECT. ONLY PERMITTED USES AND ACTIVITY WILL BE PROPOSED WITHIN THE RETAIL AREAS.</p>
20.25.10.	<p>FLOOR AREA RATIO (FAR)</p> <p>E. PLANNED UNIT DEVELOPMENT AND DESIGN REVIEW BUILD-OUT CONCEPT PLAN</p> <p>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.</p>	<p>THE PROJECT WILL USE THE DRBCP PROCESS TO DEMONSTRATE HOW THE SITE WILL ACHIEVE THE MINIMUM FAR IN FUTURE PHASES. IN THE NEXT FUTURE PHASE A NEW BUILDING OF 25,900 SF WILL BE ADDED TO BRING THE LONG TERM SITE REQUIREMENT TO 0.30 FAR. SEE THE ENCLOSED PLAN ON SHEET A-803 THAT GRAPHICALLY SHOWS THE LONG TERM PLAN.</p>

END OF CHAPTER 20

CHAPTER 40 APPLICATIONS

SECTION	REQUIREMENT	PROJECT RESPONSE
40.03.	<p>FACILITIES REVIEW COMMITTEE CONSISTENT WITH SECTION 10.95.3 OF THIS CODE, THE FACILITIES REVIEW COMMITTEE SHALL REVIEW TYPE 3 LAND USE APPLICATIONS.</p>	<p>THE PROJECT WILL BE REVIEWED WITH A TYPE 3 APPLICATION.</p>
	<p>1. ALL CONDITIONAL USE, DESIGN REVIEW TWO, DESIGN REVIEW THREE, AND APPLICABLE LAND DIVISION APPLICATIONS:</p>	
	<p>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).</p>	<p>THE PROPOSED DEVELOPMENT IS CONSISTENT AND WILL COMPLY WITH ALL APPLICABLE PROVISIONS OF CHAPTER 20 (LAND USES). SEE SPECIFIC POINTS IN THE CHAPTER 20 COMMENTS ABOVE. THE PROJECT IS NOT A CRITICAL OR ESSENTIAL FACILITIES DEVELOPMENT AND SO NO REQUIREMENTS FOR THOSE TYPES OF PROJECTS.</p>
	<p>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.</p>	<p>THE PROPOSED DEVELOPMENT AND DEDICATIONS ARE CONSISTENT WITH ALL APPLICABLE PROVISIONS OF CHAPTER 60. SEE SPECIFIC POINTS IN THE CHAPTER 60 COMMENTS WITHIN THE FOLLOWING PAGES.</p>
	<p>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.</p>	<p>ADEQUATE MEANS WILL BE PROVIDED TO ENSURE MAINTENANCE AND REPLACEMENT OF THE PRIVATE COMMON FACILITIES AND AREAS. BEAVERTON TOWN SQUARE HAS A MAINTENANCE AND REPLACEMENT PROGRAM THROUGH THEIR DEVELOPMENT OFFICES ON SITE AND PREFORM REPLACEMENT AND MAINTENANCE AS NEEDED. BTS CONTRACTS PROFESSIONALS FOR THOSE SERVICES AND AREAS. LANDSCAPING INCLUDING THE COMMON AREAS, ROADWAYS AND PARKING AREAS ARE MAINTAINED WEEKLY, REPAIRED AND REPLACED AS NEEDED. BTS CAN PROVIDE A LIST OF OUR CONTRACTORS FOR THOSE SERVICES.</p>
	<p>F. THERE ARE SAFE AND EFFICIENT VEHICULAR AND PEDESTRIAN CIRCULATION PATTERNS WITHIN THE BOUNDARIES OF THE DEVELOPMENT.</p>	<p>THE DEVELOPMENT PROVIDES SAFE AND EFFICIENT VEHICULAR AND PEDESTRIAN CIRCULATION WITHIN THE SITE. ALL PEDESTRIAN ROUTES ARE ON LIT SIDEWALKS OR DESIGNATED PATHWAYS THROUGH THE PARKING LOT. CROSSWALKS ARE DESIGNATED IN PLACES WHERE THE PEDESTRIAN PATHWAY AND VEHICLES CROSS. CODE REQUIRED DIMENSIONS FOR DRIVE AISLES ARE A MINIMUM OF 24'-0" FOR TWO -WAY TRAFFIC AND 20'-0" FOR ONE-WAY TRAFFIC. SEE SITE CIRCULATION DIAGRAMS FOR FIRE ACCESS PLAN FS-1, TURNING MOVEMENT PLAN C4.0, AND THE PEDESTRIAN PATHWAYS PLAN A-803.</p>
	<p>G. THE DEVELOPMENT'S ON-SITE VEHICULAR AND PEDESTRIAN CIRCULATION SYSTEMS CONNECT TO THE SURROUNDING CIRCULATION SYSTEMS IN A SAFE, EFFICIENT, AND DIRECT MANNER.</p>	<p>THE DEVELOPMENT CONNECTS TO THE REST OF BEAVERTON TOWN SQUARE THROUGH THE PARKING AREAS AND PEDESTRIAN WALKWAYS AND SIDEWALKS USING THE EXISTING DEVELOPMENT FRAMEWORK. NEW LIGHTING PROVIDES REQUIRED LUMENS AT SIDEWALKS AND WALKWAYS OF THE NEW DEVELOPMENT. ALSO THE NEW PROJECT CONNECTS TO SIDEWALKS ALONG SW BEAVERTON-HILLSDALE HIGHWAY BY NEW PATHWAYS IN A SAFE AND DIRECT MANNER.</p>
	<p>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.</p>	<p>THE PROJECT IS DESIGNED WITH ADOPTED CITY CODES AND STANDARDS. THE BUILDING IS FULLY SPRINKLED AND SERVED BY ADEQUATE FLOW. A TVF&R PERMIT HAS BEEN FILED AND APPROVED.</p>
	<p>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.</p>	<p>THE PROJECT IS DESIGNED WITH ADOPTED CITY CODES AND STANDARDS. BUILDING AND SITE LIGHTING FOR PROVIDING ADEQUATE PROTECTION FROM HAZARDOUS CONDITIONS WITHIN THE DEVELOPMENT. SEE SHEET LT-100 FOR THE LIGHTING DESIGN.</p>
	<p>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.</p>	<p>GRADING OF THE DEVELOPMENT SITE IS DESIGN TO ACCOMMODATE THE PROPOSED USE AND MITIGATE THE EFFECTS ON THE NEIGHBORING PROPERTIES AND PUBLIC FACILITIES/SYSTEMS. SEE C1.0 AND C2.0 FOR SPECIFIC GRADING AND DRAINAGE DESIGN.</p>
	<p>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.</p>	<p>SITE DESIGN AND BUILDING DESIGN PROVIDE CONTINUOUS, UNINTERRUPTED ACCESS ROUTES PER ADA REQUIREMENTS. NEW ADA CURB CUTS AND EXPANSION OF THE SIDEWALK WIDTH ON BEAVERTON-HILLSDALE HIGHWAY. SEE A-102 FOR THE SPECIFIC ACCESS ROUTES.</p>
	<p>L. THE APPLICATION INCLUDES ALL REQUIRED SUBMITTAL MATERIALS AS SPECIFIED IN SECTION 50.25.1. OF THE DEVELOPMENT CODE. [ORD 4265; OCTOBER 2003]</p>	<p>ALL REQUIRED MATERIALS ARE PROVIDED FOR APPLICATION COMPLETENESS. SEE DESIGN REVIEW SUBMITAL CHECKLIST AT THE BEGINNING OF APPLICATION.</p>

SECTION	REQUIREMENT	PROJECT RESPONSE
40.20.	DESIGN REVIEW	
	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]	THE APPLICATION DEMONSTRATES THE DESIGN OF THE EXTERIOR BUILDING AND SITE.
	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] C. ALL USES LISTED AS PERMITTED AND CONDITIONAL USES IN ALL COMMERCIAL, INDUSTRIAL, AND MULTIPLE USE ZONING DISTRICTS. D. SITE GRADING.	THE EXTERIOR OF THE PROJECT WILL BE REVIEWED FOR DESIGN REVIEW THREE APPLICATION (BECAUSE OF THE NEED TO APPLY THE DRBCP) FOR PERMITTED USES (RETAIL TRADE AND EATING AND DRINKING ESTABLISHMENTS). SITE GRADING WILL BE THE OTHER FOCUS OF THE DESIGN REVIEW AND SEE SHEETS C1.0 FOR THE SITE GRADING OF THE DEVELOPMENT AND ITS COMPLIANCE.
	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: B. PROPOSED NEW FREE-STANDING BUILDING(S) WITHIN AN EXISTING DEVELOPMENT WILL BE SUBJECT TO ALL APPLICABLE DESIGN STANDARDS.	THE NEW DEVELOPMENT WILL ADDRESS ALL APPLICABLE DESIGN STANDARDS FOR SECTION 40.20.15.3.A.6 DESIGN REVIEW THREE, APPLYING TO NEW FREE-STANDING BUILDINGS WITHIN AN EXISTING DEVELOPMENT, BUT NOT REACHING THE MINIMUM FAR OF 0.30 (SEE 40.20.10.5).
	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.	PROJECT WILL USE A DESIGN REVIEW BUILD-OUT CONCEPT PLAN TO DEMONSTRATE HOW THE TOWN CENTER WILL MEET THE MINIMUM 0.3 FAR WITH FUTURE DEVELOPMENT. A PLAN AND NARRATIVE WILL BE INCLUDED IN THE DRBCP, COMPLIANCES WITH ANY DESIGN STANDARDS AND/OR GUIDELINES IN THE CURRENT PHASE OF DRBCP AND NOT DEFERRED TO FUTURE PHASES OF THE DRBCP.

SECTION	REQUIREMENT	PROJECT RESPONSE
40.20.15.	APPLICATION	
	<p>3. DESIGN REVIEW THREE</p> <p>A. THRESHOLD. AN APPLICATION FOR DESIGN REVIEW THREE SHALL BE REQUIRED WHEN AN APPLICATION IS SUBJECT TO APPLICABLE DESIGN GUIDELINES AND ONE OR MORE OF THE FOLLOWING THRESHOLDS DESCRIBE THE PROPOSAL: 6. PROJECTS PROPOSED UTILIZING THE OPTIONS DESCRIBED IN SECTION 40.20.10.5</p> <p>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]</p> <p>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. (SEE THE THRESHOLD REQUIREMENTS IN RESPONSE ABOVE). 2. ALL CITY APPLICATION FEES RELATED TO THE APPLICATION UNDER CONSIDERATION BY THE DECISION MAKING AUTHORITY HAVE BEEN SUBMITTED. 3. FOR PROPOSALS MEETING DESIGN REVIEW THREE APPLICATION THRESHOLDS NUMBER 1 THRU 6, THE PROPOSAL IS CONSISTENT WITH ALL APPLICABLE PROVISIONS OF SECTION 60.05.35 THROUGH 60.05.50 (DESIGN GUIDELINES). 5. 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. 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]</p> <p>D. SUBMISSION REQUIREMENTS. AN APPLICATION FOR A 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.</p>	<p>THIS PROJECT ONLY MEETS THE 40.20.15.3.A.6 THRESHOLD REQUIREMENT TO BE REVIEWED FOR A DESIGN REVIEW 3 APPLICATION 1. DOESN'T MEET THE 50,000 GROSS SQUARE FEET REQUIREMENT. 2.DOESN'T MEET THE 30,000 GROSS SQUARE FEET REQUIREMENT. 3.DOESN'T MEET BECAUSE IT IS NOT AN ADDITION. 4. DOESN'T MEET BECAUSE NOT AN ADDITION IN INDUSTRIAL ZONE. 5.DOESN'T MEET BECAUSE IT IS CONSIDERED A BUILDING. 6. MEETS THIS CONDITION BECAUSE OF UTILIZING A DRBCP TO DEMONSTRATE FUTURE FAR MINIMUM STANDARD. 7. DOESN'T MEET BECAUSE NOT A PARK. 8. DOESN'T MEET THE DESIGN REVIEW COMPLIANCE LETTER THRESHOLDS. 9. DOESN'T MEET THE MINIMUM FAR STANDARD.</p> <p>THE PROJECT WILL BE PRESENTED TO THE PLANNING COMMISSION FOR DESIGN REVIEW. THE APPLICATION CONTAINS ALL THE REQUIRED PROJECT INFORMATION.</p> <p>1. THE PROJECT MEETS THE THRESHOLD REQUIREMENT 40.20.15.6 BECAUSE OF USING A DRBCP. 2. REQUIRED FEES ARE SUBMITTED WITH APPLICATION. 3. SEE RESPONSE TO MEETING APPLICABLE DESIGN GUIDELINES IN THE CHAPTER 60 RESPONSES BELOW. 4. NOT APPLICABLE 5. THE PROPOSAL COMPLIES WITH THE GRADING STANDARDS IN SECTION 60.15.10. 6. FOR THE DRBCP PROPOSAL, SHEET A-803 DEMONSTRATES HOW THE MINIMUM FAR WILL BE ACHIEVED. 7. DOESN'T APPLY 8. DOESN'T APPLY 9. THE APPLICATIONS WILL BE SUBMITTED TO THE CITY IN PROPER SEQUENCE.</p> <p>ALL SUBMISSION REQUIREMENTS ARE INCLUDED IN THIS APPLICATION THAT WERE REVIEWED IN THE PRE-APPLICATION CONFERENCE.</p>

END OF CHAPTER 40

CHAPTER 60 SPECIAL REQUIREMENTS

SECTION	REQUIREMENT	PROJECT RESPONSE
DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES [ORD 4332; January 2005]		
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 BUILDING DESIGN AND MATERIALS WILL CONTRIBUTE TO THE HIGH QUALITY ENVIRONMENT AT BEAVERTON TOWN SQUARE THROUGH THE USE OF QUALITY COMMERCIAL MATERIAL SYSTEMS. THE ORIENTATION OF THE BUILDING ADDRESSES BOTH THE STREET AND INTERNAL ENVIRONMENTS. NO BACK OF THE BUILDING IN THE DESIGN. PEDESTRIAN SIDEWALKS ARE EXPANDED AND DIRECT, LANDSCAPED CONNECTION ARE MADE TO BUILDING ENTRIES.
	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 BUILDING ORIENTATION STRENGTHENS THE STREETScape ALONG BEAVERTON HILLSDALE HWY. THROUGH MATERIALS, ACCESS AND ENTRIES. ALL PATHWAYS ARE ACCESSIBLE AND APPROPRIATELY LIT FOR PEDESTRIAN SAFETY. A HIGH DEGREE OF TRANSPARENCY AND AREAS FOR ACTIVATION ENCOURAGE "EYES ON THE STREET" FOR ALL SIDES OF THE BUILDING.
	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 CIRCULATION AND PARKING INTEGRATE TO THE BTS SITE CREATING A SAFE AND CONVENIENT PATHWAYS FOR VEHICLES, BICYCLES AND PEDESTRIANS. SEE SITE DIAGRAMS FOR TRUCK ACCESS, FIRE TRUCK ACCESS AND PEDESTRIAN CONNECTIONS. BIKE PARKING FOR SHORT TERM AND LONG TERM IS PROVIDED CLOSE TO THE BUILDING (LONG TERM UNDER WEATHER PROTECTION).
	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.	LANDSCAPE DESIGN PRESERVES THE CONTINUITY OF THE SITE WITH NEW LANDSCAPING FEATURING NATIVE LOW WATER USE VEGETATIVE SPECIES. PLANTERS AROUND THE BUILDING PROVIDE SETTINGS FOR THE USERS TO EXPERIENCE THE VARIETY OF LANDSCAPING. SEE LANDSCAPE DESIGN PLAN FOR SPECIFIC DESIGN, LOCATIONS AND SPECIES OF PLANTINGS.
	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 LIGHTING DESIGN PROPOSED WILL PROVIDE LIGHTING TO ENSURE PROPER AND SAFE EXTERIOR AREAS AND MINIMIZE EXCESSIVE ILLUMINATION. SEE LIGHTING DESIGN PLANS FOR LOCATIONS, TYPES AND ILLUMINATION LEVELS PROPOSED.
BUILDING DESIGN AND ORIENTATION STANDARDS		
1. BUILDING ARTICULATION AND VARIETY		
60.05.15.	<p>BUILDINGS VISIBLE FROM AND WITHIN 200 FEET OF AN ADJACENT PUBLIC STREET SHALL HAVE A MINIMUM PORTION OF THE STREET-FACING ELEVATION(S) AND THE ELEVATION(S) CONTAINING A PRIMARY BUILDING ENTRANCE OR MULTIPLE TENANT ENTRANCES DEVOTED TO PERMANENT ARCHITECTURAL FEATURES DESIGNED TO PROVIDE ARTICULATION AND VARIETY. THESE PERMANENT FEATURES INCLUDE, BUT ARE NOT LIMITED TO WINDOWS, BAYS AND OFFSETTING WALLS THAT EXTEND AT LEAST EIGHTEEN INCHES (18"), RECESSED ENTRANCES, LOADING DOORS AND BAYS, AND CHANGES IN MATERIAL TYPES. CHANGES IN MATERIAL TYPES SHALL HAVE A MINIMUM DIMENSION OF TWO FEET AND MINIMUM AREA OF 25 SQUARE FEET. THE PERCENTAGE OF THE TOTAL SQUARE FOOTAGE OF ELEVATION AREA IS: [ORD 4584; JUNE 2012] 2. FIFTY (50) PERCENT IN COMMERCIAL ZONES WHERE GLAZING IS LESS THAN THIRTY-FIVE (35) PERCENT PURSUANT TO SECTION 60.05.15.8.A.3.</p> <p>C. THE MAXIMUM SPACING BETWEEN PERMANENT ARCHITECTURAL FEATURES SHALL BE NO MORE THAN: 1. FORTY (40) FEET IN RESIDENTIAL ZONES, AND ALL USES IN COMMERCIAL AND MULTIPLE USE ZONES.</p>	<p>THE PROPOSED DESIGN HAS FIVE TENANT ENTRANCES LOCATED ON THE CLASS 2 MAJOR PEDESTRIAN ROUTE. THE ELEVATION DESIGN PROVIDES MULTIPLE WINDOWS INTO RETAIL AND RESTAURANT SPACES (WHICH ACCOUNTS FOR MORE THAN 50% OF THE LENGTH IN GLAZING) , AN OFFSETTING OF TWO WALLS. FOUR OTHER SOLID MATERIALS (BRICK, WOOD, PLASTER AND METAL) ARE USED ON THE STREET FRONT ELEVATION IN A MANNER TO BREAK DOWN THE LENGTH AND SCALE . THE CHANGES IN MATERIAL EXCEED THE MINIMUM 2'-0" DIMENSION REQUIRED.</p> <p>THE HORIZONTAL AND VERTICAL SPACING BETWEEN PERMANENT ARCHITECTURAL FEATURES IS IS LESS THAN FORTY FEET ON ALL ELEVATIONS.</p>
2. ROOF FORMS		
	C. ALL ROOFS WITH A SLOPE OF LESS THAN 4/12 PITCH SHALL BE ARTICULATED WITH A PARAPET WALL THAT MUST PROJECT VERTICALLY ABOVE THE ROOF LINE AT LEAST TWELVE (12) INCHES OR ARCHITECTURALLY TREATED, SUCH AS WITH A DECORATIVE CORNICE. [ORD 4584; JUNE 2012]	THIS PROJECT HAS A FLAT ROOF WITH PARAPET WALLS THAT ARE PROJECTING VERTICALLY ABOVE THE ROOF LINE MORE THAN 12 INCHES (AND UP TO 9'). THEY ARE VARIED TO MAKE THE BUILDING LOOK LIKE MULTIPLE BUILDINGS. THE VARIATION IN THE PARAPET HEIGHTS AND PROJECTIONS TIE INTO MATERIALS ON THE WALLS BELOW.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.05.15.	3. PRIMARY BUILDING ENTRANCES	
	A. PRIMARY ENTRANCES, WHICH ARE THE MAIN POINT(S) OF ENTRY WHERE THE MAJORITY OF BUILDING USERS WILL ENTER AND LEAVE, SHALL BE COVERED, RECESSED, OR TREATED WITH A PERMANENT ARCHITECTURAL FEATURE IN SUCH A WAY THAT WEATHER PROTECTION IS PROVIDED. THE COVERED AREA PROVIDING WEATHER PROTECTION SHALL BE AT LEAST SIX (6) FEET WIDE AND FOUR (4) FEET DEEP.	ALL ENTRANCES ARE COVERED WITH WEATHER PROJECTIONS. THE MINIMUM COVERED AREA IS 8FT WIDE AND 6 FT DEEP
	4. EXTERIOR BUILDING MATERIALS.	
	B. FOR CONDITIONAL USES IN RESIDENTIAL ZONES AND ALL USES IN COMMERCIAL AND MULTIPLE USE ZONES, A MAXIMUM OF THIRTY (30) PERCENT OF EACH ELEVATION THAT IS VISIBLE FROM AND WITHIN 200 FEET OF A PUBLIC STREET OR A PUBLIC PARK, PUBLIC PLAZA OR OTHER PUBLIC OPEN SPACE, AND ON ELEVATIONS THAT INCLUDE A PRIMARY BUILDING ENTRANCE OR MULTIPLE TENANT ENTRANCES MAY BE PLAIN, SMOOTH, UNFINISHED CONCRETE, CONCRETE BLOCK, PLYWOOD AND SHEET PRESSBOARD. THE REMAINING ELEVATION AREA FOR ALL APPLICABLE USES IN ALL APPLICABLE ZONES SHALL BE ARCHITECTURALLY TREATED. APPROPRIATE METHODS OF ARCHITECTURAL TREATMENT SHALL INCLUDE, BUT ARE NOT LIMITED TO, SCORING, CHANGES IN MATERIAL TEXTURE, AND THE APPLICATION OF OTHER FINISH MATERIALS SUCH AS WOOD, ROCK, BRICK OR TILE WALL TREATMENT.	LESS THAN 30 % OF THE SOUTH ELEVATION ALONG MAJOR PEDESTRIAN ROUTE IS CEMENT PLASTER WALLS. THE REMAINING ELEVATION AREA IS ARCHITECTURAL TREATMENT WITH DIFFERENT MATERIALS AND DESIGN. THE USE OF BRICK, WOOD, METAL AND GLAZING SYSTEMS IN AN ARCHITECTURAL DESIGN BREAKS DOWN THE SCALE OF THE BUILDING AND GIVES INTEREST.
	C. FOR CONDITIONAL USES IN RESIDENTIAL ZONES AND ALL USES IN COMMERCIAL AND MULTIPLE USE ZONES, PLAIN, SMOOTH, EXPOSED CONCRETE AND CONCRETE BLOCK USED AS FOUNDATION MATERIAL SHALL NOT BE MORE THAN THREE FEET ABOVE THE FINISHED GRADE LEVEL ADJACENT TO THE FOUNDATION WALL, UNLESS PIGMENT, TEXTURED, OR BOTH.	ALL EXPOSED CONCRETE FOUNDATION WALLS ARE BELOW THREE FEET IN HEIGHT.
	5. ROOF-MOUNTED EQUIPMENT	
	A. ALL ROOF-MOUNTED EQUIPMENT SHALL BE SCREENED FROM VIEW OF ADJACENT STREETS AND ADJACENT PROPERTIES IN ONE OF THE FOLLOWING WAYS: 1. A PARAPET WALL 3. SETBACK FROM THE STREET FACING ELEVATIONS	THE ROOF-MOUNTED EQUIPMENT WILL BE SCREENED FROM VIEW BY PARAPET WALLS AND WILL BE SETBACK FROM THE STREET FACING ELEVATION, SO THE EQUIPMENT DOESN'T SHOW ABOVE THE PARAPET WALLS.
	B. THE VERTICAL MEASURING DISTANCE FOR REQUIRED SCREENING SHALL BE MEASURED AT FIVE (5) FEET ABOVE THE FINISHED OR EXISTING GRADE AT THE PROPERTY LINE OR R.O.W. ABUTTING THE DEVELOPMENT SITE'S FRONT YARD SETBACK FOR A DISTANCE OF 100 LINEAL FEET MEASURED OUTWARD FROM THE DEVELOPMENT SITE'S FRONT PROPERTY LINE. ONCE THE VERTICAL MEASURING DISTANCE IS ESTABLISHED FOR THE SITE'S FRONT YARD, THIS SAME VERTICAL MEASURING DISTANCE SHALL BE APPLIED TO ALL SIDES OF THE DEVELOPMENT SITE'S PERIMETER PROPERTY LINES.	THE MEASURING REQUIREMENTS WILL BE APPLIED AND USED TO DETERMINE THE SETBACK (IF NEEDED) FOR KEEPING ROOF-MOUNTED EQUIPMENT OUT OF THE SIGHTLINES FROM PUBLIC STREETS.
	6. BUILDING LOCATION AND ORIENTATION ALONG STREETS IN COMMERCIAL AND MULTIPLE USE ZONES	
	A. BUILDINGS IN MULTIPLE USE ZONES SHALL OCCUPY A MINIMUM PUBLIC STREET FRONTAGE AS FOLLOWS: 2. 35% OF THE STREET FRONTAGE WHERE A PARCEL ABUTS A CLASS 2 MAJOR PEDESTRIAN ROUTE.	BUILDING OCCUPIES 62% OF THE STREET FRONTAGE ALONG CLASS 2 MAJOR PEDESTRIAN ROUTE (220' OF 355' OF PROPERTY FRONTAGE).
	C. BUILDINGS SUBJECT TO THE STREET FRONTAGE STANDARD SHALL BE LOCATED NO FARTHER THAN 20 FEET FROM THE PROPERTY LINE. THE AREA BETWEEN THE BUILDING AND PROPERTY LINE SHALL BE LANDSCAPED TO STANDARDS FOUND IN SECTION 60.05.25.5.B. OR 60.05.25.5.C.	100% OF THE STREET FRONTAGE IS LOCATED WITHIN 20 FT FROM THE PROPERTY LINE (MAJORITY IS WITHIN 10'-6"). THE LANDSCAPE DESIGN IS IN COMPLIANCE WITH SECTION 60.05.25.B
	E. BUILDINGS SUBJECT TO THE STREET FRONTAGE STANDARD SHALL HAVE AT LEAST ONE PRIMARY BUILDING ENTRANCE ORIENTED TOWARD AN ABUTTING STREET OR PUBLIC PEDESTRIAN WAY. 1. A MINIMUM OF ONE PRIMARY BUILDING ENTRANCE SHALL NOT BE SETBACK MORE THAN 20 FEET FROM THE ABUTTING PUBLIC STREET OR PUBLIC PEDESTRIAN WAY.	THE BUILDING HAS A PRIMARY ENTRANCE ACCESSED FROM A PUBLIC PEDESTRIAN WAY ON ITS EAST FACADE. ALL RETAIL SPACES HAVE ENTRIES FROM THE PRIMARY STREET AND THE INTERNAL PARKING LOTS. ALL ENTRANCES OFF THE PUBLIC STREET ARE LOCATED WITHIN 20 FT FROM THE PUBLIC WAY AND CONNECTED DIRECTLY BY WALK WAYS.
	2. PEDESTRIAN CONNECTIONS TO STREET ORIENTED PRIMARY BUILDING ENTRANCES SHALL NOT CROSS VEHICULAR CIRCULATION AND PARKING AREAS.	NO PEDESTRIAN CONNECTIONS AND PATHWAYS CROSS VEHICULAR CIRCULATION AND PARKING AREAS TO REACH ENTRIES. SEE SHEET A-803
	F. SECONDARY ENTRANCES MAY FACE ON STREETS, OFF-STREET PARKING AREAS, OR LANDSCAPED COURTYARDS.	ENTRANCES ARE FACING OFF-STREET PARKING AREA AND STREETS.
	7. BUILDING SCALE ALONG MAJOR PEDESTRIAN ROUTES	
	A. THE HEIGHT OF ANY PORTION OF A BUILDING AT OR WITHIN 20 FEET OF THE PROPERTY LINE AS MEASURED FROM THE FINISHED GRADE AT THE PROPERTY LINE ABUTTING A MAJOR PEDESTRIAN ROUTE SHALL BE A MINIMUM OF TWENTY-TWO (22) FEET AND A MAXIMUM OF SIXTY (60) FEET.	STREET FRONTAGE ALONG THE MAJOR PEDESTRIAN ROUTE IS A MINIMUM OF 22 FT AND UP TO 26 FT FROM THE FINISH GRADE.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.05.15.	8. GROUND FLOOR ELEVATIONS ON COMMERCIAL AND MULTIPLE USE BUILDINGS	
	A. GROUND FLOOR ELEVATIONS VISIBLE FROM AND WITHIN 200 FEET OF A PUBLIC STREET, MAJOR PEDESTRIAN ROUTE, OR A PUBLIC PARK, PUBLIC PLAZA OR OTHER PUBLIC OPEN SPACE, AND ELEVATIONS THAT INCLUDE A PRIMARY BUILDING ENTRANCE OR MULTIPLE TENANT ENTRANCES, SHALL HAVE THE FOLLOWING MINIMUM PERCENT OF THE GROUND FLOOR ELEVATION AREA PERMANENTLY TREATED WITH WINDOWS, DISPLAY AREAS OR GLASS DOORWAY OPENINGS: 2. CLASS 2 MAJOR PEDESTRIAN ROUTES: 35% FOR THE PURPOSE OF THIS STANDARD, GROUND FLOOR ELEVATION AREA SHALL BE MEASURED FROM 3 FEET ABOVE GRADE TO 10 FEET ABOVE GRADE THE ENTIRE WIDTH OF THE ELEVATION.	THE STREET FRONTAGE ALONG THE MAJOR PEDESTRIAN ROUTE (SW BEAVERTON-HILLSDALE HIGHWAY) HAS MORE THAN 35 % OF THE GROUND FLOOR ELEVATION TREATED WITH WINDOWS, DISPLAY AREAS AND GLASS DOORWAYS.
	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 SHALL PROVIDE WEATHER PROTECTION TO THE FOLLOWING MINIMUM: 2. CLASS 2 MAJOR PEDESTRIAN ROUTES: 35%	THE STREET FRONTAGE ALONG MAJOR PEDESTRIAN ROUTE (SW BEAVERTON-HILLSDALE HIGHWAY) HAS 45 % COVERED WITH CANOPIES FOR WEATHER PROTECTION.
60.05.20.	CIRCULATION AND PARKING DESIGN STANDARDS	
	1. CONNECTIONS TO THE PUBLIC STREET SYSTEM	
	A. PEDESTRIAN, BICYCLE, AND MOTOR VEHICLE CONNECTIONS SHALL BE PROVIDED BETWEEN THE ON-SITE CIRCULATION SYSTEM AND ADJACENT EXISTING AND PLANNED STREETS AS SPECIFIED IN TABLES 6.1 THROUGH 6.6 AND FIGURES 6.1 THROUGH 6.23 OF THE COMPREHENSIVE PLAN TRANSPORTATION ELEMENT.	PEDESTRIAN CONNECTIONS ARE MADE WITH NEW SIDEWALKS FROM SW BEAVERTON-HILLSDALE HIGHWAY SIDEWALKS TO THE BUILDING ENTRIES (SEE SHEET A-803). BICYCLE AND MOTOR VEHICLES CONNECTIONS ARE MADE WITH EXISTING DRIVEWAYS AND PARKING LOTS OF THE BEAVERTON TOWN SQUARE. (SEE C4.0 AND FS-1 FOR TURNING MOVEMENT AND FIRE ACCESS PLANS)
	2. LOADING AREAS, SOLID WASTE FACILITIES AND SIMILAR IMPROVEMENTS	
	A. ALL ON-SITE SERVICE AREAS, OUTDOOR STORAGE AREAS, WASTE STORAGE, DISPOSAL FACILITIES, RECYCLING CONTAINERS, TRANSFORMER AND UTILITY VAULTS AND SIMILAR ACTIVITIES SHALL BE LOCATED IN AN AREA NOT VISIBLE FROM A PUBLIC STREET, OR SHALL BE FULLY SCREENED FROM VIEW FROM A PUBLIC STREET.	ALL THE LOADING, SOLID WASTE AND SIMILAR AREAS HAVE SCREENING ELEMENTS OF LANDSCAPING OR SCREEN WALLS TO MAKE THEM NOT VISIBLE FROM PUBLIC VIEW FROM A PUBLIC STREET OR SET AWAY FROM THE STREET ON THE OTHER SIDE OF THE BUILDING.
	C. SCREENING FROM PUBLIC VIEW FOR SERVICE AREAS, LOADING DOCKS, LOADING ZONES AND OUTDOOR STORAGE AREAS, WASTE STORAGE, DISPOSAL FACILITIES, RECYCLING CONTAINERS, TRANSFORMER AND UTILITY VAULTS AND SIMILAR ACTIVITIES SHALL BE FULLY SIGHT-OBSCURING, SHALL BE CONSTRUCTED A MINIMUM OF ONE FOOT HIGHER THAN THE FEATURE TO BE SCREENED, AND SHALL BE ACCOMPLISHED BY ONE OR MORE OF THE FOLLOWING METHODS: 1. SOLID SCREEN WALL CONSTRUCTED OF PRIMARY EXTERIOR FINISH MATERIALS UTILIZED ON PRIMARY BUILDINGS. 2. SOLID HEDGE WALL WITH A MINIMUM OF 95% OPACITY WITHIN 2 YEARS	SOLID SCREEN WALLS CONSTRUCTED AROUND THE RECYCLING AREA/ SOLID WASTE AREA WITH PRIMARY EXTERIOR MATERIAL OF ADJACENT BUILDING (SEE SHEET A-202). THE LOADING AREA WILL BE LOCATED WITHIN THE INTERNAL PARKING LOT ON THE INTERNAL SIDE OF THE BUILDING AWAY FROM THE PUBLIC STREET.
	D. SCREENING FROM PUBLIC VIEW BY CHAIN-LINK FENCE OR WITHOUT SLATS IS PROHIBITED	THE PROJECT WILL USE A SOLID WALL FOR THE SOLID WASTE / RECYCLING AREA.
	3. PEDESTRIAN CIRCULATION	
	B. A REASONABLY DIRECT WALKWAY CONNECTION IS REQUIRED BETWEEN PRIMARY ENTRANCES, WHICH ARE THE MAIN POINT(S) OF ENTRY WHERE THE MAJORITY OF BUILDING USERS WILL ENTER AND LEAVE, AND PUBLIC AND PRIVATE STREETS, TRANSIT STOPS, AND OTHER PEDESTRIAN DESTINATIONS.	DIRECT WALKWAY CONNECTIONS ARE MADE FROM THE PUBLIC STREETS. SEE SHEET A-803 FOR GRAPHIC.
	D. PEDESTRIAN CONNECTIONS THROUGH PARKING LOTS SHALL BE PHYSICALLY SEPARATED FROM ADJACENT VEHICLE PARKING AND PARALLEL VEHICLE TRAFFIC THROUGH THE USE OF CURBS, LANDSCAPING, TREES, AND LIGHTING, IF NOT OTHERWISE PROVIDED IN THE PARKING LOT DESIGN.	PEDESTRIAN CONNECTIONS THROUGH THE PARKING LOTS SHALL FOLLOW THE STANDARDS OF THE PARKING LOT DESIGN.
	E. WHERE PEDESTRIAN CONNECTIONS CROSS DRIVEWAYS OR VEHICULAR ACCESS AISLES A CONTINUOUS WALKWAY SHALL BE PROVIDED AND SHALL BE COMPOSED OF A DIFFERENT PAVING MATERIAL THAN THE PRIMARY ON-SITE PAVING MATERIAL.	THE WALKWAY WILL BE COMPOSED OF A DIFFERENT PAVING MATERIAL WHERE IT CROSSES DRIVE AISLES.
	F. PEDESTRIAN WALKWAYS SHALL HAVE A MINIMUM OF FIVE (5) FOOT WIDE UNOBSTRUCTED CLEARANCE AND SHALL BE PAVED WITH SCORED CONCRETE OR MODULAR PAVING MATERIALS. IN THE EVENT THAT THE AMERICANS WITH DISABILITIES ACT (ADA) CONTAINS STRICTER STANDARDS FOR ANY PEDESTRIAN WALKWAY, THE ADA STANDARDS SHALL APPLY. [ORD 4531; APRIL 2010]	THE PEDESTRIAN WALKWAYS ARE DESIGNED FOR A MINIMUM OF 5'-0" WIDE.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.05.20.	4. STREET FRONTAGES AND PARKING AREAS	
	A. SURFACE PARKING AREAS ABUTTING A PUBLIC STREET SHALL PROVIDE PERIMETER PARKING LOT LANDSCAPING WHICH MEETS ONE OF THE FOLLOWING STANDARDS: 1. A MINIMUM SIX (6)-FOOT WIDE PLANTING STRIP BETWEEN THE RIGHT-OF-WAY AND THE PARKING AREA. PEDESTRIAN WALKWAYS AND VEHICULAR DRIVEWAYS MAY CROSS THE PLANTING STRIP. TREES SHALL BE PLANTED AT A MINIMUM 2 1/2 INCH CALIPER AT A MAXIMUM OF THIRTY (30) FEET ON CENTER. PLANTING STRIPS SHALL BE PLANTED WITH AN EVERGREEN HEDGE THAT WILL PROVIDE A 30-INCH HIGH SCREEN AND FIFTY (50) PERCENT OPACITY WITHIN TWO YEARS. THE MAXIMUM HEIGHT SHALL BE MAINTAINED AT NO MORE THAN THIRTY-SIX (36) INCHES. AREAS NOT COVERED BY TREES OR HEDGE SHALL BE LANDSCAPED WITH LIVE GROUND COVER. BUMPER OVERHANGS WHICH INTRUDE INTO THE PLANTING STRIP SHALL NOT IMPACT REQUIRED TREES OR HEDGE;	THE PARKING LOT ABUTTING THE SW BEAVERTON-HILLSDALE HIGHWAY HAS NEW LANDSCAPING AND A STORMWATER DETENTION AREA OF A MINIMUM OF 16'-0" WIDE THAT MEETS THE CITY REQUIREMENTS. SEE SHEET L-101
	5. PARKING AREA LANDSCAPING	
	A. LANDSCAPED PLANTER ISLANDS SHALL BE REQUIRED ACCORDING TO THE FOLLOWING: 1. RESIDENTIAL USES IN RESIDENTIAL ZONES, ONE FOR EVERY EIGHT (8) CONTIGUOUS PARKING SPACES. 2. ALL USES IN COMMERCIAL AND MULTIPLE USE ZONES, ONE FOR EVERY TEN (10) CONTIGUOUS PARKING SPACES. [ORD 4584; JUNE 2012]	THE PROJECT USES THE 2. COMMERCIAL REQUIREMENT. SEE SHEET L-101
	B. THE ISLAND SHALL HAVE A MINIMUM AREA OF 70 SQUARE FEET, AND A MINIMUM WIDTH OF 6 FEET, AND SHALL BE CURBED TO PROTECT LANDSCAPING. THE LANDSCAPED ISLAND SHALL BE PLANTED WITH A TREE HAVING A MINIMUM MATURE HEIGHT OF 20 FEET. IF A POLE-MOUNTED LIGHT IS PROPOSED TO BE INSTALLED WITHIN A LANDSCAPED PLANTER ISLAND, AND AN APPLICANT DEMONSTRATES THAT THERE IS A PHYSICAL CONFLICT FOR SITING THE TREE AND THE POLE-MOUNTED LIGHT TOGETHER, THE DECISION-MAKING AUTHORITY MAY WAIVE THE PLANTING OF THE TREE, PROVIDED THAT AT LEAST SEVENTY-FIVE (75) PERCENT OF THE REQUIRED ISLANDS CONTAIN TREES. LANDSCAPED PLANTER ISLANDS SHALL BE EVENLY SPACED THROUGHOUT THE PARKING AREA.	THE LANDSCAPE ISLANDS MEET THE REQUIRED MINIMUM AREA AND WIDTH. SEE SHEET L-101
	6. OFF-STREET PARKING FRONTAGES IN MULTIPLE USE ZONES	
	A. OFF-STREET SURFACE PARKING AREAS SHALL BE LOCATED TO THE REAR OR SIDE OF BUILDINGS. SURFACE PARKING AREAS LOCATED ADJACENT TO PUBLIC STREETS ARE LIMITED TO A MAXIMUM OF: 2. 65% ALONG CLASS 2 MAJOR PEDESTRIAN ROUTES	
	7. SIDEWALKS ALONG STREET AND PRIMARY BUILDING ELEVATIONS IN COMMERCIAL AND MULTIPLE USE ZONES	
	A. A SIDEWALK IS REQUIRED ON ALL STREETS. EXCEPT WHERE APPROVED THROUGH SIDEWALK DESIGN MODIFICATION (40.58), THE SIDEWALK SHALL BE A MINIMUM OF TEN (10) FEET WIDE AND PROVIDE AN UNOBSTRUCTED PATH AT LEAST FIVE (5) FEET WIDE. [ORD 4531; APRIL 2010] B. A SIDEWALK OR WALKWAY INTERNAL TO THE SITE IS REQUIRED ALONG BUILDING ELEVATIONS THAT INCLUDE A PRIMARY BUILDING ENTRANCE, MULTIPLE TENANT ENTRANCES OR DISPLAY WINDOWS. THE SIDEWALK SHALL BE A MINIMUM OF TEN (10) FEET WIDE AND PROVIDE AN UNOBSTRUCTED PATH AT LEAST FIVE (5) FEET WIDE AT BUILDING ENTRANCES, AND ALONG ELEVATIONS CONTAINING DISPLAY WINDOWS. SIDEWALKS SHALL BE PAVED WITH SCORED CONCRETE OR MODULAR PAVING MATERIALS. IF ADJACENT TO PARKING AREAS, THE SIDEWALK SHALL BE SEPARATED FROM THE PARKING BY A RAISED CURB. [ORD 4531; APRIL 2010]	A SIDEWALK IS PROVIDED ALONG SW BEAVERTON-HILLSDALE HIGHWAY AND SIDEWALKS ARE PROVIDED AROUND THE NEW BUILDING ACCORDING TO THE REGULATIONS STATED.
	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. PARKING LOT DRIVE AISLES THAT LINK PUBLIC STREETS AND/OR PRIVATE STREETS WITH PARKING STALLS SHALL BE DESIGNED AS PRIVATE STREETS CONSISTENT WITH THE STANDARD AS DESCRIBED UNDER SECTION 60.05.20.8.B., UNLESS ONE OF THE FOLLOWING IS MET: 1. THE PARKING LOT DRIVE AISLE IS LESS THAN 100 FEET LONG; OR 3. THE PARKING LOT DRIVE AISLE PROVIDES DIRECT ACCESS TO ANGLED OR PERPENDICULAR PARKING STALLS.	EXISTING ENTRIES TO THE BTS WILL BE USED TO ACCESS THE PROJECT AND FOLLOW THE STANDARDS.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.05.25.	LANDSCAPE, OPEN SPACE AND NATURAL AREAS DESIGN GUIDELINES.UNLESS OTHERWISE NOTED, ALL GUIDELINES APPLY IN ALL ZONING DISTRICTS.	
	5. MINIMUM LANDSCAPE REQUIREMENTS FOR NON-RESIDENTIAL DEVELOPMENTS AND MIXED USE DEVELOPMENT.	
	A. A MINIMUM PORTION OF THE TOTAL GROSS LOT AREA SHALL BE LANDSCAPED: 2. ALL USES IN MULTIPLE USE DISTRICTS, TEN (10) PERCENT. 3. ENVIRONMENTALLY SENSITIVE AREAS SHALL BE COUNTED TOWARDS THE MINIMUM LANDSCAPE REQUIREMENT. ABOVE GROUND LANDSCAPED WATER QUALITY TREATMENT FACILITIES SHALL BE COUNTED TOWARD THE MINIMUM LANDSCAPE REQUIREMENT.	THE MINIMUM LANDSCAPED AREAS ARE MET WITH THE PROPOSED PLAN SEE SHEET L-101 REQUIRED LANDSCAPE TO MEET THE 10% MINIMUM EQUALS 6,476 SF, THE PROPOSED AREA EQUALS 11,894 SF. THE OVERALL SITE FOR BEAVERTON TOWN SQUARE IS APPROXIMATELY 514,000 SQUARE FEET WITH 52,000 SF OF THAT AS LANDSCAPED.
	B. THE FOLLOWING MINIMUM PLANTING REQUIREMENTS FOR REQUIRED LANDSCAPED AREAS SHALL BE COMPLIED WITH. THESE REQUIREMENTS SHALL BE USED TO CALCULATE THE TOTAL NUMBER OF TREES AND SHRUBS TO BE INCLUDED WITHIN THE REQUIRED LANDSCAPE AREA: 1. ONE (1) TREE SHALL BE PROVIDED FOR EVERY EIGHT HUNDRED (800) SQUARE FEET OF REQUIRED LANDSCAPED AREA. EVERGREEN TREES SHALL HAVE A MINIMUM PLANTING HEIGHT OF SIX (6) FEET. DECIDUOUS TREES SHALL HAVE A MINIMUM CALIPER OF 1.5 INCHES AT TIME OF PLANTING. 2. ONE (1) EVERGREEN SHRUB HAVING A MINIMUM MATURE HEIGHT OF FORTY-EIGHT (48) INCHES SHALL BE PROVIDED FOR EVERY FOUR HUNDRED (400) SQUARE FEET OF REQUIRED LANDSCAPED AREA. 3. LIVE GROUND COVER CONSISTING OF LOW-HEIGHT PLANTS, OR SHRUBS, OR GRASS SHALL BE PLANTED IN THE PORTION OF THE LANDSCAPED AREA NOT OCCUPIED BY TREES OR EVERGREEN SHRUBS. BARE GRAVEL, ROCK, BARK OR OTHER SIMILAR MATERIALS MAY BE USED, BUT ARE NOT A SUBSTITUTE FOR GROUND COVER PLANTINGS, AND SHALL BE LIMITED TO NO MORE THAN TWENTY-FIVE (25) PERCENT OF THE REQUIRED LANDSCAPE AREA.	SEE L-101 FOR THE PLANTING REQUIREMENTS AND ITS COMPLIANCE.
	C. A HARD SURFACE PEDESTRIAN PLAZA OR COMBINED HARD SURFACE AND SOFT SURFACE PEDESTRIAN PLAZA, IF PROPOSED SHALL BE COUNTED TOWARDS MEETING THE MINIMUM LANDSCAPING REQUIREMENT, PROVIDED THAT THE HARD-SURFACE PORTION OF THE PLAZA SHALL NOT EXCEED TWENTY-FIVE (25) PERCENT OF THE MINIMUM LANDSCAPING REQUIREMENT FOR CONDITIONAL USES IN RESIDENTIAL DISTRICTS, AND SHALL BE COMPRISED OF THE FOLLOWING: 1. BRICK PAVERS, OR STONE, SCORED, OR COLORED CONCRETE; AND, 2. ONE (1) TREE HAVING A MINIMUM MATURE HEIGHT OF TWENTY (20) FEET FOR EVERY THREE HUNDRED (300) SQUARE FEET OF PLAZA SQUARE FOOTAGE; AND, 3. STREET FURNITURE INCLUDING BUT NOT LIMITED TO BENCHES, TABLES, CHAIRS AND TRASH RECEPTACLES; AND, 4. PEDESTRIAN SCALE LIGHTING CONSISTENT WITH THE CITY'S TECHNICAL LIGHTING STANDARDS.	THE LANDSCAPE REQUIREMENTS ARE MET WITH THE (SOFT) PLANTED AREAS AND THE HARD SURFACE AREAS ARE NOT USED TO MEET THE REQUIREMENT.
	D. ALL BUILDING ELEVATIONS VISIBLE FROM AND WITHIN 200 FEET OF A PUBLIC STREET THAT DO NOT HAVE WINDOWS ON THE GROUND FLOOR SHALL HAVE LANDSCAPING ALONG THEIR FOUNDATION,	WINDOWS ARE LOCATED ON ALL ELEVATIONS VISIBLE FROM 200 FEET OF THE PUBLIC STREET.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.05.30.	LIGHTING DESIGN STANDARDS	
	1. ADEQUATE ON-SITE LIGHTING AND MINIMAL GLARE ON ADJOINING PROPERTIES	THE PROJECT MEETS THESE STANDARDS
	A. LIGHTING SHALL BE PROVIDED AT LIGHTING LEVELS FOR DEVELOPMENT AND REDEVELOPMENT IN ALL ZONING DISTRICTS CONSISTENT WITH THE CITY'S TECHNICAL LIGHTING STANDARDS.	PROJECT LIGHTING MEETS THE CITY'S STANDARDS.
	B. LIGHTING SHALL BE PROVIDED IN VEHICULAR CIRCULATION AREAS AND PEDESTRIAN CIRCULATION AREAS.	LIGHTING PROVIDED IN THE VEHICULAR AND PEDESTRIAN CIRCULATION AREAS.
	D. LIGHTING SHALL BE PROVIDED AT BUILDING ENTRANCES.	LIGHTING PROVIDED AT BUILDING ENTRANCES.
	E. CANOPY LIGHTING SHALL BE RECESSED SO THAT THE BULB OR LENS IS NOT VISIBLE FROM A PUBLIC RIGHT-OF-WAY.	CANOPY LIGHTING BULB OR LENS IS RECESSED TO NOT BE VISIBLE FROM PUBLIC RIGHT-OF-WAY.
	2. PEDESTRIAN-SCALE ON-SITE LIGHTING	
	A. POLE-MOUNTED LUMINAIRES SHALL COMPLY WITH THE CITY'S TECHNICAL LIGHTING STANDARDS, AND SHALL NOT EXCEED A MAXIMUM OF: 1. FIFTEEN (15) FEET IN HEIGHT FOR ON-SITE PEDESTRIAN PATHS OF TRAVEL. 3. THIRTY (30) FEET IN HEIGHT FOR ON-SITE VEHICULAR CIRCULATION AREAS IN NON-RESIDENTIAL ZONING DISTRICTS. 5. THE HEIGHT OF THE POLES FOR ON-SITE PEDESTRIAN WAYS AND ONSITE VEHICULAR CIRCULATION AREAS SHALL BE MEASURED FROM THE SITE'S FINISHED GRADE. 7. THE POLES AND BASES FOR POLE-MOUNTED LUMINAIRES SHALL BE FINISHED OR PAINTED A NON-REFLECTIVE COLOR.	THE POLE LUMINAIRES MEET THE CITY'S REQUIREMENTS FOR HEIGHTS AND BEING A NON-REFLECTIVE FINISH.
	B. NON-POLE-MOUNTED LUMINAIRES SHALL COMPLY WITH THE CITY'S TECHNICAL LIGHTING STANDARDS. C. LIGHTED BOLLARDS WHEN USED TO DELINEATE ON-SITE PEDESTRIAN AND BICYCLE PATHWAYS SHALL HAVE A MAXIMUM HEIGHT OF FORTY-EIGHT (48) INCHES.	POLE-MOUNTED AND LIGHTED BOLLARDS MET THE CITY'S TECHNICAL STANDARDS.
60.05.35.	BUILDING DESIGN AND ORIENTATION GUIDELINES	SEE SHEET A-802 FOR ELEVATIONS AND PLAN FOR VISUAL SUPPORT
	1. BUILDING ARTICULATION AND VARIETY. [ORD 4584; JUNE 2012]	
	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)	PROPOSED DESIGN PROVIDES VISUAL INTERESTS WITH VARIED ARCHITECTURAL ARTICULATION ON ALL FOUR ELEVATIONS BY CHANGING THE HEIGHTS OF THE FACADES, ENFORCING THE DESIGN WITH MATERIAL CHANGES, USING TRELLED PROJECTIONS / CANOPIES, AND USING CHANGES OF WALL PLANES. SEE ELEVATIONS ON SHEET A-802. THE MAIN SOUTH ELEVATION ALONG SW BEAVERTON-HILLSDALE HIGHWAY (A CLASS 2 PEDESTRIAN ROUTE) PROVIDES 51.8% OF TRANSPARENCY ON THIS ELEVATION.
	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)	VERTICAL ELEMENTS SUCH AS BUILDING ENTRIES ARE EMPHASIZED WITH MATERIAL CHANGES, ADDITIONAL SIDE LIGHT WINDOWS AND OVERHEAD WEATHER PROTECTION. THE STOREFRONTS ARE VERTICALLY EMPHASIZED WITH WOOD PANELS ABOVE THE WINDOWS ARE ADDED TO BALANCE THE HORIZONTAL NATURE OF THE NORTH AND SOUTH ELEVATIONS. THE HORIZONTAL NATURE IS ALSO BROKEN WITH FACADE ARTICULATION THROUGH PLANE CHANGES.
	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]	HUMAN SCALE IS PROMOTED THROUGH THE USE OF MATERIALS CHANGES, SMALLER SCALED TEXTURES OF MATERIALS, AND USE OF OVERHEAD WEATHER PROTECTION (WITH ARCADES, TRELIS AND CANOPY ELEMENTS).
	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 SOUTH ELEVATION WHICH IS FACING THE CLASS 2 MAJOR PEDESTRIAN ROUTE IS ARTICULATED WITH WINDOWS, OFF SETTING WALLS, CANOPIES AND MATERIAL CHANGES. BLANK WALL ARE LIMITED TO MATERIAL CHANGES AND OFF-SET WALLS. THE NORTH ELEVATION FACING PARKING USES WINDOWS, OFF-SETS, MATERIAL CHANGES AND CANOPIES AS ARCHITECTURAL FEATURES.
	2. ROOF FORMS	
	A. ROOF FORMS SHOULD BE DISTINCTIVE AND INCLUDE VARIETY AND DETAIL WHEN VIEWED FROM THE STREET. SLOPED ROOFS SHOULD HAVE A SIGNIFICANT PITCH AND BUILDING FOCAL POINTS SHOULD BE EMPHASIZED.. (STANDARD 60.05.15.2.A AND B)	THE ROOF FORMS ARE FLAT, BUT WITH CHANGES IN HEIGHT OF THE CORNICES AND PROJECTION OF CORNER TRELIS ELEMENTS ADD DISTINCTION AND VARIETY TO THE BUILDING FAÇADE AND ROOF PROFILE.
	B. FLAT ROOFS SHOULD INCLUDED DISTINCTIVE CORNICE TREATMENTS. (STANDARD 60.05.15.2.C)	THE BUILDING CORNICE IS ARTICULATED IN HEIGHT AND MATERIAL CHANGES TO ADD ARCHITECTURAL INTEREST. ALL ROOFS ARE FLAT, BUT THE HEIGHT OF THE PARAPETS VARY BETWEEN 12 INCHES AND 10'-0" AND HIDE THE MECHANICAL UNITS ON THE ROOF.

SECTION	REQUIREMENT	PROJECT RESPONSE
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]	PRIMARY ENTRANCES INCORPORATE ARCADES, AWNINGS AND CANOPIES FOR WEATHER PROTECTION. THEY ALSO INCORPORATE CHANGES IN MASSING, MATERIALS, SURFACE ARTICULATIONS AND ADDITIONAL WINDOW GLAZING TO EMPHASIZE THE ENTRIES. THE BUILDING HAS PRIMARY ENTRIES ON BOTH THE STREET AND PARKING LOT SIDES. THE GENEROUS SIDEWALKS (AND LANDSCAPING) AROUND THE BUILDING HELP PEDESTRIANS AND BICYCLISTS CONNECT TO THE ENTRIES FROM BOTH DIRECTIONS.
	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)	THE PRIMARY ENTRANCES INCORPORATED CHANGES IN MASS, MATERIALS AND SURFACE ARTICULATIONS TO EMPHASIZE THE ENTRIES ALONG WITH ADDITIONAL STOREFRONT GLAZING.
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 EXTERIOR MATERIALS ARE ALL HIGH QUALITY, DURABLE COMMERCIAL SYSTEMS: BRICK VENEER, METAL PANEL, WOOD PANEL RAINSCREEN, REAL CEMENT PLASTER VENEER AND STOREFRONT GLAZING SYSTEMS. THE VISIBILITY INTO THE COMMERCIAL SPACES THROUGH THE STOREFRONT SYSTEMS ARE AT LEAST 35% TRANSPARENCY OF THE STREET FACING ELEVATIONS TO ALLOW INTERIOR VIEWING.
	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]	MULTI COLORED BRICK AND MASONRY UNITS USED TO ARTICULATE MULTIPLE FACADES ARTICULATION AND DETAIL. SOLDIER COURSING WILL BE USED AT ENTRIES, WINDOW OPENINGS, AT THE CORNICE AND BASE WHERE BRICK FACES OCCUR ON THE BUILDING.
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)	MECHANICAL UNITS ARE LOCATED ON THE ROOF TOP AND SCREENED FROM THE VIEW OF PUBLIC STREET BY PARAPETS. THE HEIGHTS OF THE PARAPETS VARY FROM 5'-0" TO 10'-0" TO HIDE THE MECHANICAL UNITS.
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] [ORD 4531; APRIL 2010] [ORD 4706; MAY 2017]	THE PROPOSED BUILDING IS LOCATED ALONG THE SW BEAVERTON- HILLSDALE HWY. ITS LOCATION IS WITHIN THE 20 FT SETBACK FROM THE PROPERTY LINE. THE PARKING IS LOCATED WITHIN THE INTERIOR OF THE BTS SITE.
	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]	PRIMARY ENTRANCES ARE LOCATED CLOSE TO THE PUBLIC STREET WITH ACCESS FROM THE PUBLIC SIDEWALKS VIA THE DINING TERRACE, CONNECTING SIDEWALKS AND LANDSCAPED AREAS.
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]	IT IS A TALLER SINGLE STORY BUILDING WITH A MINIMUM HEIGHT OF 22 FT TO MAXIMUM HEIGHT OF 27 FT. THE ARCHITECTURE (MATERIALS, ARTICULATION AND MASSING) ALONG THE STREET ELEVATION SUPPORTS A CHARACTER THAT HELPS TO DEFINE A VARIED PEDESTRIAN SCALE THROUGH THE CORNICE HEIGHTS/MECHANICAL SCREENING, WEATHER PROTECTION, SIDEWALK CONNECTIONS, LANDSCAPING AND DINING ACTIVITY TERRACE.
	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]	THERE IS DIFFERENTIATION IN THE BUILDING SCALE TO HELP VARY THE SENSE OF SCALE FOR PEDESTRIANS. THE OVERALL BUILDING HEIGHT IS SCALED TO THE PEDESTRIAN BY BEING LOWER THAN 27 FEET HIGH AT ITS HIGHEST POINT.

SECTION	REQUIREMENT	PROJECT RESPONSE
	8. GROUND FLOOR ELEVATIONS ON COMMERCIAL AND MULTIPLE USE BUILDINGS.	
	A. 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]	GROUND FLOOR ELEVATION ARE TREATED WITH WINDOWS, DISPLAY AREAS AND GLASS DOORWAY OPENINGS.
	B. 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)	WEATHER PROTECTIONS ARE PROVIDED ALONG PEDESTRIAN SIDEWALKS WITH A MINIMUM OF 10'-0" IN LENGTH. SEE CODE COMPLIANCE SHEET FOR DETAILS.
60.05.40.	CIRCULATION AND PARKING DESIGN GUIDELINES UNLESS OTHERWISE NOTED, ALL GUIDELINES APPLY IN ALL ZONING DISTRICTS.	
	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 PROPOSED PROJECT USES THE EXISTING CONNECTIONS WITHIN THE BEAVERTON TOWN SQUARE TO THE SURROUNDING STREETS AND PARKING AREAS. NEW CONNECTIONS TO THE EXISTING PEDESTRIAN PATHWAYS ARE PROVIDED IN THE PLAN. BIKES HAVE NEW LONG AND SHORT TERM PARKING ON THE SITE CLOSE TO THE BUILDING. CONNECTIONS TO THE STREETS CAN BE MADE BY THE NEW SIDEWALKS TO THE BUILDING.
	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)	ON-SITE SERVICE AREA IS LOCATED ON THE SITE INTERNALLY TO THE NORTH OF THE BUILDING AND IS SCREENED FROM VIEW FROM THE PUBLIC STREET.
	B. 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)	LOADING AREA IS LOCATED IN THE INTERNAL EXISTING PARKING LOT TO THE NORTH OF THE BUILDING AND WILL OPERATE IN A SIMILAR FASHION TO THE REST OF THE TOWN SQUARE OF VANS AND SMALL TRUCKS COMPATIBLE WITH OTHER LOCAL BUSINESS OPERATIONS. THERE IS NO FENCE SCREENING AROUND IT BECAUSE THE NATURE OF THE LOADING ZONE IS WITHIN THE PARKING FIELD AND IS LIKE AN OVERSIZED PARKING SPACE.
	3. PEDESTRIAN CIRCULATION	
	A. PEDESTRIAN CONNECTIONS SHOULD BE MADE BETWEEN ON-SITE BUILDINGS, PARKING AREAS, AND OPEN SPACES. (STANDARD 60.05.20.3.A)	PEDESTRIAN CONNECTIONS ARE PROVIDED TO CONNECT PARKING AREAS, PUBLIC SIDEWALKS AND OTHER BUILDINGS. ONE CONNECTS THROUGH THE PARKING TO THE NORTH SIDE OF THE TOWNCENTER AND THE SIDEWALKS AROUND THE BUILDING CONNECT TO THE PUBLIC SIDEWALK ON BEAVERTON-HILLSDALE HIGHWAY. SEE PEDESTRIAN CIRCULATION DIAGRAM A-803.
	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)	PEDESTRIAN SIDEWALK CONNECT ON-SITE FACILITIES TO ABUTTING STREETS.
	C. PEDESTRIAN CONNECTIONS SHOULD LINK BUILDING ENTRANCES TO NEARBY STREETS AND OTHER PEDESTRIAN DESTINATIONS. (STANDARD 60.05.20.3.B)	THE BEAVERTON-HILLSDALE HIGHWAY AND THE PROPOSED BUILDING IS CONNECTED BY PEDESTRIAN SIDEWALKS THAT SURROUND THE BUILDING, WHICH CONNECT TO ALL THE BUILDING ENTRIES.
	E. EXCLUDING MANUFACTURING, ASSEMBLY, FABRICATING, PROCESSING, PACKING, STORAGE AND WHOLESALE & 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.	THE BUILDING PROVIDES FOR ACCESS AND HIGH-LEVELS OF PEDESTRIAN ACTIVITIES WITH RESTAURANT COVERED OUTDOOR SEATING, COVERED ENTRIES, MULTIPLE SIDEWALK ACCESS POINTS AND STREET-SIDE WINDOWS TO THE TENANTS.
	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 PEDESTRIAN CONNECTIONS HAVE CODE COMPLIANCE PEDESTRIAN LIGHTING AND CONCRETE SURFACES FOR THE WALKWAYS FOR SAFE PEDESTRIAN MOVEMENTS.
	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)	NO PARKING LOCATED ALONG PUBLIC STREET. ALL PARKING IS INTERNAL TO THE BTS SITE.
	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)	LANDSCAPE ISLANDS WITH TREE CANOPY IS PROVIDED EVERY 10 PARKING STALLS WITHIN THE ADJUSTED PARKING FIELD.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.05.40.	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)	SURFACE PARKING AREA IS LOCATED WITHIN THE INTERNAL EXISTING BTS PARKING FIELD.
	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)	SURFACE PARKING AREA IS LOCATED WITHIN THE INTERNAL EXISTING BTS PARKING FIELD.
	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)	PEDESTRIAN CONNECTIONS ARE PROVIDED FROM THE EXPANDED BEAVERTON-HILLSDALE HWY. SIDEWALK TO THE BUILDING ENTRIES AND DINING TERRACE.
	B. PEDESTRIAN CONNECTIONS SHOULD BE PROVIDED ALONG PRIMARY BUILDING ELEVATIONS HAVING BUILDING AND TENANT ENTRANCES. (STANDARD 60.05.20.7.B)	PEDESTRIAN CONNECTIONS ARE PROVIDED ALONG PRIMARY BUILDING ELEVATIONS CONNECTING TO ALL BUILDING ENTRIES.
	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]	EXISTING ENTRIES TO THE BTS WILL BE USED TO ACCESS THE PROJECT.
	B. LONG, CONTINUOUS PARKING AISLES SHOULD BE AVOIDED IF POSSIBLE, AND LANDSCAPED AS NECESSARY TO MINIMIZE THE VISUAL IMPACT. (STANDARD 60.05.20.8)	LANDSCAPE ISLANDS ARE PROVIDED EVERY 10 PARKING STALLS FOR NEW AND RE-STRIPED PARKING AREAS.
	60.05.45.	LANDSCAPE, OPEN SPACE AND NATURAL AREAS DESIGN GUIDELINES. UNLESS OTHERWISE NOTED, ALL GUIDELINES APPLY IN ALL ZONING DISTRICTS.
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)		LANDSCAPING IS USED AROUND THE BUILDING ON THE SOUTH, EAST AND WEST SIDES TO SOFTEN THE BUILDING ELEVATIONS. THE COMBINATION OF TREES AND LOWER SHRUBS CREATE A LAYERING OF THE LANDSCAPING.
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)		FROM THE PARKING LOT SIDE OF THE BUILDING, THE USE OF PLANTERS AND DECORATIVE CONCRETE WILL BE USED IN THE 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)		SEE THE LANDSCAPE PLAN FOR THE LIST OF NATIVE PLANTS TYPES. THE REVISED PLANTING LIST INCORPORATES MORE NATIVES WHICH TYPICALLY USE LESS WATER AND THE REGIONAL CLIMATIC CONDITIONS. Parking lots can be a difficult area for native plants to survive, for this reason we have included a number of non-native plants that are adapted to this zone, are drought tolerant, and that stand up to these difficult conditions. The landscape plan currently includes a mix of native plants including a native seed mix of 787 square feet at the bio-retention area. Please note that on a square footage basis, the current plan is planted with over 50% native plants. The total landscape area is 11,700 square feet and the native planting is at 6,258 square feet.
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)		MATURE TREES WILL BE RETAINED WHERE POSSIBLE, SOME MATURE TREES ARE BEING REMOVED BECAUSE OF STORM WATER RETENTION AND PUBLIC SIDEWALK EXPANSIONS. SEE LANDSCAPE PLAN FOR EXACT LOCATIONS.
E. A DIVERSITY OF TREE AND SHRUB SPECIES SHOULD BE PROVIDED IN REQUIRED LANDSCAPED AREAS. (STANDARD 60.05.25.5)		THE LANDSCAPE PLAN SHOWS A VARIETY OF TREES AND SHRUBS THAT PROVIDE DIVERSITY OF PLANT TYPES. SEE SHEET L-501 FOR THE PLANTING SCHEDULE
9. INTEGRATE WATER QUALITY, QUANTITY, OR BOTH FACILITIES. ABOVE- GROUND STORMWATER DETENTION AND TREATMENT FACILITIES SHOULD BE INTEGRATED INTO THE DESIGN OF A DEVELOPMENT SITE AND, IF VISIBLE FROM A PUBLIC STREET, SHOULD APPEAR AS A COMPONENT OF THE LANDSCAPE DESIGN. (STANDARD 60.05.25.11) [ORD 4576; JANUARY 2012]		THE STORMWATER RETENTION IS INCORPORATED INTO THE LANDSCAPE PLAN WITH BIO-RETENTION PLANTS THAT BLEND INTO THE GROUND COVER AND SHRUBS OF THE PLAN.

SECTION	REQUIREMENT	PROJECT RESPONSE
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)	PEDESTRIAN POLE MOUNTED FIXTURES ARE PLACED ALONG THE PEDESTRIAN PATHWAY WITHIN THE PARKING AREA. BOLLARD LUMINAIRES ARE PLACED ALONG ALL PEDESTRIAN PATHWAYS AROUND THE BUILDING. LIGHTING WAS PROVIDED ADEQUATE ON-SITE LIGHTING AND MINIMAL GLARE ON ADJOINING PROPERTIES VEHICULAR CIRCULATION AREAS AND PEDESTRIAN CIRCULATION AREAS. LIGHTING FOR BUILDING ENTRANCES. CANOPY LIGHTING SHIELDED FROM THE PUBLIC RIGHT-OF-WAY. Lighting revised to ensure a uniform minimum light level of 1-fc is achieved at pedestrian circulation and vehicular drive lane areas as requested by the City Planner.
	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)	THE LIGHTING PLAN USES HUMAN SCALED FIXTURES ON PEDESTRIAN LEVEL POLES AND WALL MOUNTED FIXTURES. Pedestrian scale lighting provided at appropriate mounting heights as required by the City's Technical Standards. Mounting Heights have been noted on the Luminaire Schedule. a. Pole Heights do not exceed 15-feet. b. Wall Mounted Sconces do not exceed 8-feet. c. Exception: Luminaire LA2 mounted to underside of North canopy at 17-feet.
	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)	LENS SHIELDS AND SHADES ARE INCORPORATED INTO FIXTURES TO MINIMIZE GLARE IMPACTS TO THE STREETS AND SURROUNDING PROPERTIES. Unless otherwise noted, all luminaires are Dark-Sky approved for full cut-off at 90° or below.
	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]	THE BTS SITE FUNCTIONS AS ONE SITE WITH ADJACENT FM & BWW PROPERTIES. THE PARKING AREAS/DRIVE LANES CROSS THE PROPERTY LINES AND SO IT IS DIFFICULT TO KEEP LIGHT LEVELS PER CODE ALONG THE PROPERTY LINE DUE IN PART TO THE FOLLOWING FACTORS: 1. THE SETBACK OF THE PROPOSED DEVELOPMENT FROM THE PROPERTY LINE. 2. LT-101 INCLUDES EXISTING HPS PEDESTRIAN POLE TOP LUMINAIRES TYPE "B" WHICH ILLUMINATE THE PUBLIC RIGHT-OF-WAY. 3. LX1 WAS PROVIDE WITHIN THE SCOPE OF WORK AT THE PLAN WEST VEHICULAR ENTRY FOR SAFETY PRECAUTIONS. 4.PROPERTY LINE LIGHT LEVELS DO NOT EXCEED A MAXIMUM OF 0.5 FC AS REQUESTED BY THE CITY PLANNER IN ACCORDANCE WITH THE CITY'S TECHNICAL STANDARDS, EXCEPT WHERE LIGHT LEVELS GREATER THAN 0.5 FC ARE PROVIDED WHERE PROPERTY LINE INTERSECTS VEHICULAR DRIVE LANES / PARKING AREAS. 5. LA1/LA4 locations and qtys updated to ensure 1-fc is achieved as pedestrian areas. Please note, light levels at the property line along Beavertown Hillsdale Hwy will exceed the maximum allowed 0.5-fc due to the close parallel adjacency between the pedestrian circulation path and the property line.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.10.	FLOODPLAIN REGULATIONS	
60.10.05.	PURPOSE	
60.10.10.	FLOODPLAIN DESIGNATION	
	<p>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. FOR ALL DEVELOPMENT APPLICATIONS, THE BEST AVAILABLE INFORMATION AS DETERMINED BY THE CITY ENGINEER SHALL BE USED IN THE DETERMINATION OF THE FLOODPLAIN LIMITS.</p>	<p>THE BASE FLOOD ELEVATION WAS ESTABLISHED BY A PROFESSIONAL ENGINEER USING THE FEMA FIRM MAPPING AND ASSOCIATED UPDATES TO THESE MAPS. AN EXHIBIT WAS CREATED SHOWING THE BASIS FOR THE BFE AND SUBMITTED TO THE CITY FOR REVIEW. THE CITY APPROVED THE BFE FOR BASIS OF DESIGN FOR THIS DEVELOPMENT. THE FINISHED FLOOR ELEVATION FOR THE BUILDINGS ARE SET 1 FOOT ABOVE THE BFE. A NO NET RISE EXHIBIT HAS BEEN INCLUDED IN THE SUBMITTED MATERIALS.</p>
	<p>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.</p>	<p>THERE IS NO NEED FOR A DETAILED HYDRAULIC DATA REPORT. THE FLOOD ELEVATION WAS OBTAINED FROM THE FEMA FIRM MAPS AND COORDINATED WITH THE CITY OF BEAVERTON TO MAKE SURE ALL PARTIES INVOLVED ACKNOWLEDGE THE EXISTING BASE FLOOD ELEVATION.</p>
	<p>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.</p>	<p>ACKNOWLEDGED. THE FINISHED FLOOR ELEVATION FOR THE BUILDING HAS BEEN SET AT 1 FOOT ABOVE THE BASE FLOOD ELEVATION BASED ON THE ORDINANCE.</p>
	<p>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.</p>	<p>THERE ARE NO AREAS OF UNCONTAINED HAZARDOUS MATERIALS ANTICIPATED FOR THIS PROJECT, NOR ANY PLACEMENT OR STORAGE OF MATERIALS IN THE FLOOD PLAIN THAT WOULD OBSTRUCT THE FLOW OF WATER OR REDUCE THE AVAILABLE FLOOD HOLDING CAPACITY.</p>

SECTION	REQUIREMENT	PROJECT RESPONSE
60.10.15.	DEVELOPMENT IN FLOODWAY	
	<p>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;</p> <p>A. STORMWATER OUTFALL PIPES AND OTHER DRAINAGE; IMPROVEMENTS;</p> <p>B. BRIDGES;</p> <p>C. CULVERTS;</p> <p>D. PUBLIC UTILITY LINES;</p> <p>E. TRAILS OR BIKE PATHS;</p> <p>F. ROADS AND OTHER USES IDENTIFIED ON THE CITY'S TRANSPORTATION PLAN; AND</p> <p>G. STREAM HABITAT RESTORATION, INCLUDING VEGETATED CORRIDOR ENHANCEMENT. [ORD 4744; OCTOBER 2018]</p> <p>H. GRADING ASSOCIATED WITH A THROUGH G ABOVE. [ORD 4744; OCTOBER 2018]</p>	N/A AS THERE IS NO DEVELOPMENT IN THE FLOODWAY
60.10.20.	COMMERCIAL AND INDUSTRIAL USES IN THE FLOODWAY FRINGE	
	<p>ALL COMMERCIAL AND INDUSTRIAL USES, IF ALLOWED IN THE PRIMARY ZONE ARE ALLOWED IN THE FLOODWAY FRINGE IF THE PROPOSED DEVELOPMENT:</p> <p>1. MEETS THE REQUIREMENTS OF BEAVERTON CODE SECTION 9.05;</p> <p>2. MEETS THE REQUIREMENTS OF THE CITY ENGINEERING DESIGN MANUAL AND STANDARD DRAWINGS;</p> <p>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]</p> <p>4. HAS BEEN REVIEWED AND APPROVED BY THE APPROPRIATE CITY APPROVAL AUTHORITY AS MEETING THE REQUIREMENTS AND STANDARDS OF THIS ORDINANCE.</p>	THE COMMERCIAL DEVELOPMENT MEETS ALL THE REQUIREMENTS LISTED IN THE BEAVERTON CODE 9.05, CITY ENGINEERING DESIGN MANUAL AND STANDARD DRAWINGS AND CLEAN WATER DISTRICT. CITY APPROVAL HAS YET TO BE DETERMINED THROUGH TO PERMITTING PROCESS. A BFE HAS BEEN ESTABLISHED AND DESIGN/GRADING OF THE NEW DEVELOPMENT IS ARRANGED IN A WAY THAT THERE IS NO NET RISE IN BFE. A STAMPED AND SIGNED NO NET RISE MEMO HAS BEEN SUBMITTED TO THE CITY.

60.25.	OFF-STREET LOADING REQUIREMENTS	
60.25.10.	LOADING BERTH DESIGN	
	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.	TYPE B LOADING BERTH ON THE NORTH SIDE OF THE BUILDING IS 30'-0" X 12'-0"
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.	
	4. RETAIL ESTABLISHMENTS AND RESTAURANTS: 7,000 - 24,000 SF REQUIRES 1 BERTH, TYPE B	BUILDING AREA IS 17,100 SF, ONE BERTH IS REQUIRED AND PROVIDED.
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 OFF-STREET LOADING SPACE BE PART OF THE AREA USED TO SATISFY THE OFF-STREET PARKING REQUIREMENTS.	THE PROPOSAL PROVIDES ONE ON-SITE OFF-STREET LOADING BERTH.
	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.	OFF-STREET LOADING AREA PROVIDED WITHIN THE EXISTING PARKING FIELD. SEE SHEET C4.0 FOR THE TURNING MOVEMENTS PLAN INTO THE LOADING SPACE.
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 ERRECTED, 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 PROJECT IS PART OF THE BTS PARKING FIELD AND THUS THERE ARE NO SEPARATE DESIGNATED PARKING SPACES FOR THE DIFFERENT BUILDINGS. THE PROJECT WILL DEMONSTRATE HOW ALL THE REQUIRED PARKING SPACES FOR THIS PARTICULAR BUILDING ARE MET WITHIN THE TOWN CENTER.
	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.	VEHICLE PARKING STALLS PROVIDED ACCORDING TO SECTION 60.30.10.5. THE SHARE PARKING AGREEMENT WILL REMAIN IN COMPLIANCE BETWEEN BEAVERTON TOWN SQUARE AND MET LIFE.
	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]	BICYCLE PARKING RACKS ARE PROVIDED BASED THE REQUIREMENTS FOR BOTH SHORT TERM AND LONG TERM SPACES.

SECTION	REQUIREMENT	PROJECT RESPONSE
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 SPACES SHALL BE PROVIDED AS FOLLOWS:	
	2. PARKING CATEGORIES.	
	<p>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]</p> <p>5. 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]</p>	DEVELOPMENT IS LOCATED AT REGIONAL CENTER PARKING ZONE 5 AND FALLS UNDER THE BTS AND MET LIFE SHARED PARKING AGREEMENT.
	<p>B. 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.</p> <p>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.</p> <p>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.</p> <p>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]</p>	SHORT-TERM AND LONG-TERM BICYCLE PARKING SPACES ARE PROVIDED ACCORDING TO THE REQUIREMENT, WITH COVERAGE FOR LONG-TERM BICYCLE PARKING SPACE. THE SHORT TERM BICYCLE SPACES ARE LOCATED AT THE NORTH SIDE OF THE BUILDING. THE LONG TERM BICYCLE SPACES ARE LOCATED ON THE EAST SIDE OF THE BUILDING WITH CANOPY COVER OVER THE SPACES. SEE SECTION 340, ENGINEERING DESIGN MANUAL FOR BIKE RACK STANDARDS. THE BIKE RACKS WILL FOLLOW THESE STANDARDS.
	<p>5.B. PARKING RATIO REQUIREMENT FOR BICYCLES:</p> <p>COMMERCIAL USES (RETAIL, INCLUDING SHOPPING CENTERS) REQUIRE 2 OR 1 SPACE(S) PER 12,000 SF FOR SHORT-TERM AND 2 OR 1 SPACE(S) PER 12,000 SF FOR LONG-TERM.</p> <p>COMMERCIAL USES (EATING, DRINKING ESTABLISHMENTS) REQUIRE 2 OR 1 SPACE(S) PER 4,000 SF FOR SHORT-TERM AND 2 OR 1 SPACE(S) PER 4,000 SF FOR LONG-TERM.</p>	RETAIL: PROVIDES 1 SPACES FOR SHORT-TERM BICYCLE PARKING, AND 1 COVERED SPACES FOR LONG-TERM BICYCLE PARKING. RESTAURANT: PROVIDES 1 SPACES FOR SHORT-TERM BICYCLE PARKING, AND 1 COVERED SPACES FOR LONG-TERM BICYCLE PARKING. SEE SHEET A-102 FOR BIKE RACK LOCATIONS.
	<p>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 (RC-TO), AND REGIONAL CENTER—EAST (RC-E) ARE FIVE (5) PARKING DISTRICTS. [ORD 4584; JUNE 2012] [ORD 4686; JULY 2016]</p> <p>REQUIRED PARKING SPACES IN PARKING DISTRICT 5:</p> <p>COMMERCIAL USES (RETAIL, INCLUDING SHOPPING CENTERS) REQUIRE 3 PER 1,000 SF.</p> <p>COMMERCIAL USES (EATING, DRINKING ESTABLISHMENTS) REQUIRE 10 PER 1,000 SF</p>	DEVELOPMENT PROVIDES ADEQUATE PARKING STALLS BASED ON BOTH THE CODE AND THE SHARE PARKING REQUIREMENT WITH FRED MEYER, BEYOND THE MINIMUM REQUIREMENT. THE MINIMUM NUMBER OF STALLS IS 52 BASED ON 17,100 SF OF RETAIL / SHOPPING CENTER AT 3.0 STALLS PER 1,000 SQUARE FEET OF BUILDING AREA. SEE SHEET A-801 FOR PARKING STALL LOCATIONS AND OVERALL PARKING REQUIREMENTS.
	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.	TOTAL NUMBER OF PROVIDED VEHICLE (52 STALLS) AND BICYCLE PARKING SPACES (2 SHORT-TERM AND 2 LONG TERM) MEET THE REQUIREMENT BASED ON THE SEPARATE USES.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.30.10.	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]	ALL REQUIRED PARKING SPACES ARE LOCATED ON SITE.
	12. COMPACT CARS. COMPACT CAR PARKING SPACES MAY BE ALLOWED AS FOLLOWS:	
	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]	LESS THAN 20% OF STALLS FOR COMPACT PARKING SPACES ON SITE. LOCATIONS INDICATED ON SITE PLAN (A-801)
60.30.15.	OFF-STREET PARKING LOT DESIGN	
	PARKING ANGLE: 90 STALLS WIDTH: 8.5 FT (7.5 FT COMPACT) STALLS DEPTH: 18.5 FT (15.0 FT COMPACT) AISLE WIDTH: 24 FT	PARKING DIMENSIONS MEETS REQUIREMENTS.
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]	MEETS REQUIREMENTS.
60.55.	TRANSPORTATION FACILITIES	
60.55.10.	GENERAL PROVISIONS	
	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 AFFECTS 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.	ALL TRANSPORTATION FACILITIES HAVE BEEN DESIGNED BASED ON THE INDICATED CODES
	2. IN ORDER TO PROTECT THE PUBLIC FROM POTENTIALLY ADVERSE IMPACTS OF THE PROPOSAL, TO FULFILL AN 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.	SEE 60.55.15 AND 60.55.20 FOR TRAFFIC CAPACITY REQUIREMENTS. IN REGARDS TO TRANSPORTATION IMPROVEMENTS, THE CURBLINE OF BEAVERTON HILLSSDALE HIGHWAY IS MAINTAINED AND THE SIDEWALK REALIGNED TO MEET THE CURRENT STANDARDS PER THE PRE-APPLICATION INSTRUCTIONS.
	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.	NEITHER SECTION TRIGGERS A TRAFFIC MANAGEMENT PLAN NOR A TRAFFIC IMPACT ANALYSIS BASED ON THE CURRENT DEVELOPMENT. SEE ATTACHED TRAFFIC PROFILE ASSESSMENT BY KITTELSON.
	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 REQUIRED PER 60.55.25. (STREET AND BICYCLE AND PEDESTRIAN CONNECTION REQUIREMENTS).	NO ADDITIONAL DEVELOPMENT CONDITIONS HAVE BEEN INDICATED.
	5. DEDICATION OF RIGHT-OF-WAY SHALL BE DETERMINED BY THE DECISION-MAKING AUTHORITY.	PER PRE-APPLICATION MEETING NOTES AND INSTRUCTIONS THE PROPOSED ROW WIDTH IS A MINIMUM OF 44.5 FEET. THE EXISTING ROW WIDTH IS 45 FEET WIDE AND IS THUS ADEQUATE. NO ADDITIONAL ROW DEDICATION HAS BEEN IMPLEMENTED.
	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.	N/A NO TRAFFIC CALMING DEVICES ARE ANTICIPATED

SECTION	REQUIREMENT	PROJECT RESPONSE
60.55.10.	<p>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.</p>	N/A NO MODIFICATIONS TO INTERSECTIONS ARE ANTICIPATED
60.55.15.	<p>TRAFFIC MANAGEMENT PLAN</p> <p>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]</p> <p>1. FOR EACH DEVELOPMENT APPLICATION THAT REQUIRES A TRAFFIC MANAGEMENT PLAN, THE PLAN SHALL IDENTIFY:</p> <p>A. THE HOURS WHEN THE ADDED TRIPS FROM THE DEVELOPMENT WILL BE 20 OR MORE VEHICLES PER HOUR.</p> <p>B. THE EXISTING VOLUME OF TRIPS ON THE RESIDENTIAL STREET DURING EACH OF THOSE SAME HOURS.</p> <p>C. THE VOLUME OF TRIPS THAT THE DEVELOPMENT WILL ADD ON THE RESIDENTIAL STREET DURING EACH OF THOSE SAME HOURS.</p> <p>D. RECOMMENDED TRAFFIC MANAGEMENT STRATEGIES DESIGNED TO CITY STANDARDS TO MITIGATE THE IMPACTS OF THE INCREASED TRIPS ATTRIBUTED TO THE DEVELOPMENT. POTENTIAL TRAFFIC MANAGEMENT STRATEGIES INCLUDE, BUT ARE NOT LIMITED TO, ANY COMBINATION OF SPEED HUMPS, CURB EXTENSIONS, INTERSECTION TREATMENTS, AND TRAFFIC CONTROL DEVICES.</p> <p>2. THE TRAFFIC MANAGEMENT PLAN SHALL DISCUSS WHETHER THE RECOMMENDED IMPROVEMENTS BOTH ON-SITE AND OFF-SITE ARE JUSTIFIED, REASONABLY RELATED TO, AND ROUGHLY PROPORTIONAL TO THE IMPACTS OF THE PROPOSED DEVELOPMENT AND SHALL INCLUDE INFORMATION SUFFICIENT FOR THE CITY TO ASSESS WHETHER THE PROPOSED MITIGATION STRATEGIES ARE REASONABLY RELATED AND ROUGHLY PROPORTIONAL TO THE LEVEL OF IMPACT. [ORD 4103; MAY 2000]</p>	N/A AS TRAFFIC DOES NOT AFFECT A RESIDENTIAL STREET. PROJECT IS BOUNDED BY A STATE HIGHWAY.
60.55.20.	<p>TRAFFIC IMPACT ANALYSIS</p> <p>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.</p> <p>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.</p> <p>2. ANALYSIS THRESHOLD.</p> <p>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]</p> <p>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.</p>	N/A AS TRAFFIC IMPACT ANALYSIS IS NOT BEING TRIGGERED BASED ON A TRAFFIC PROFILE ASSESSMENT COMPLETED BY KITTELSON.

SECTION	REQUIREMENT	PROJECT RESPONSE
60.55.20.	<p>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.</p> <p>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</p>	<p>N/A AS TRAFFIC IMPACT ANALYSIS IS NOT BEING TRIGGERED BASED ON A TRAFFIC PROFILE ASSESSMENT COMPLETED BY KITTELSON.</p>
60.55.25.	STREET AND BICYCLE AND PEDESTRIAN CONNECTION REQUIREMENTS	
	<p>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</p>	<p>THERE ARE THREE EXISTING ENTRANCES THAT ARE BEING MAINTAINED AND OR UPGRADED AS NECESSARY. A REVISED PUBLIC SIDEWALK WILL LINE BEAVERTON-HILLSDALE HIGHWAY. THE CURRENT ROW WIDTH WILL ALLOW FOR FUTURE BICYCLE LANE UPGRADES WHICH IS NOT INCLUDED IN THIS DEVELOPMENT. PEDESTRIAN AND BICYCLE ACCOMODATIONS AROUND THE NEW DEVELOPMENT ON THE PRIVATE SIDE WILL ALLOW FOR INTEGRATION OF THE PUBLIC ROW WITH THE PRIVATE DEVELOPMENT.</p>
	<p>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</p>	<p>BASED ON COORDINATION WITH THE CITY, A ROW WIDTH OF 44.5 FEET WAS ESTABLISHED. WHICH WOULD INCLUDE A CENTER DRIVE LANE, INNER DRIVE LANE, OUTER DRIVE LANE, BICYCLE LANE AND SIDEWALK IMPROVEMENTS. THE EXISTING ROW WIDTH IS 45 FEET AND IS ADEQUATE TO MEET THESE STANDARDS. THE CITY HAS INDICATED THAT THE EXISTING CURB LINE CAN REMAIN AS IS BUT THAT THE NEW SIDEWALK WILL NEED TO FOLLOW THE BACK OF ROW. THE SIDEWALK HAS BEEN REALIGNED TO MEET THESE CRITERIA.</p>
	<p>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.</p>	<p>BASED ON COORDINATION WITH THE CITY, A ROW WIDTH OF 44.5 FEET WAS ESTABLISHED. WHICH WOULD INCLUDE A CENTER DRIVE LANE, INNER DRIVE LANE, OUTER DRIVE LANE, BICYCLE LANE AND SIDEWALK IMPROVEMENTS. THE EXISTING ROW WIDTH IS 45 FEET AND IS ADEQUATE TO MEET THESE STANDARDS. THE CITY HAS INDICATED THAT THE EXISTING CURB LINE CAN REMAIN AS IS BUT THAT THE NEW SIDEWALK WILL NEED TO FOLLOW THE BACK OF ROW. THE SIDEWALK HAS BEEN REALIGNED TO MEET THESE CRITERIA.</p>
	<p>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.</p>	<p>SIDEWALKS AROUND THE DEVELOPMENT HAVE BEEN DESIGNED TO MEET UP WITH THE PUBLIC ROW PEDESTRIAN ACCESSWAYS. SEVERAL DRIVEWAYS ENTERING THE OVERALL AREA PROVIDE DIRECT VEHICULAR AND BICYCLE ACCESS TO THE FACILITIES.</p>
	<p>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.</p>	<p>N/A BASED ON CITY DIRECTION FOR REQUIRED ROW WIDTH, THE EXISTING ROW WIDTH IS ADEQUATE TO PROVIDE ALL THE REQUIRED FUNCTIONS.</p>
	<p>6. WHERE POSSIBLE, BICYCLE AND PEDESTRIAN CONNECTIONS SHALL CONVERGE WITH STREETS AT TRAFFIC-CONTROLLED INTERSECTIONS FOR SAFE CROSSING</p>	<p>ONE ACCESS POINT TO THE OVERALL PROPERTY IS TRAFFIC-CONTROLLED, ONE ACCESS POINT IS A ONE WAY IN ONLY AND THIRD ACCESS POINT IS TO A LIMITED TRAVELLED STREET (SW LOMBARD PLACE).</p>
	<p>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.</p>	<p>ALL CONNECTIONS WITHIN THE DEVELOPMENT CONNECT EITHER DIRECT OR INDIRECTLY WITH THE PUBLIC ROW.</p>

SECTION	REQUIREMENT	PROJECT RESPONSE
60.55.25.	<p>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.</p>	<p>BESIDES THE MINIMUM ZONING SETBACK REQUIREMENTS THERE HAS BEEN NO INDICATION FROM THE CITY FOR A SPECIAL SETBACK PROVISION.</p>
	<p>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.</p>	<p>THERE ARE NO ACCESSWAYS INCLUDED IN THIS PROJECT.</p>
	<p>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. 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. 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. D. WALKWAYS SHALL BE REASONABLY DIRECT BETWEEN PEDESTRIAN DESTINATIONS AND MINIMIZE CROSSINGS WHERE VEHICLES OPERATE. 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] 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. 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. SPECIAL REQUIREMENTS TRANSPORTATION FACILITIES CHAPTER 60 SR - 251 08/10/2006 60.55.25.</p>	<p>A. PEDESTRIAN WALKWAYS ARE PROVIDED FROM EXISTING WALKWAYS AND PUBLIC SIDEWALKS TO THE BUILDING ACCESS LOCATIONS AND ENTRIES. B. THE WALKWAYS INTO THE PROJECT FROM THE PUBLIC SIDEWALK ARE LOCATED AT 3 POINTS OF LESS THAN 300 FEET APART. C. THE WALKWAYS CONNECT BETWEEN ALL BUILDING ENTRIES AND PUBLIC SIDEWALKS. D. WALKWAYS PROVIDE REASONABLY DIRECT CONNECTIONS AND MINIMIZE CROSSINGS OF VEHICULAR PATHS IN THE PARKING AREA. E. THE WALKWAYS ARE PAVED AND AT LEAST 5 FEET WIDE. IN THE PARKING AREAS THE WALKWAYS HAVE LANDSCAPE BUFFERS AND CURBING. F. ADA STANDARDS APPLY TO ALL WALKWAYS PROVIDED. G. WALKWAYS ARE LIT WITH AT LEAST 0.5 FOOT CANDLES AS REQUIRED. EXCEPTION: Light levels greater than 0.5-fc are provided where property line intersects vehicular drive lane / parking areas.</p>
	<p>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.</p>	<p>THE PROJECT SITE FOR BUILDING 01 IS LOCATED WITHIN THE BEAVERTON TOWN SQUARE SITE. THERE IS NO MAJOR TRANSIT SITE WITHIN 200 FEET OF THE PROJECT SITE FOR BUILDING 01. THERE IS A MAJOR TRANSIT STOP WITHIN 200 FEET OF THE BTS SITE (LOCATED AT SW LOMBARD AVE AND SW BROADWAY ST). FROM THIS TRANSIT STOP THE BTS SITE HAS A NETWORK OF PEDESTRIAN SIDEWALKS AND WALKWAYS THAT CONNECT THE TRANSIT STOP TO THE ENTRIES OF THE NEW 01 BUILDING. ALSO A PEDESTRIAN CAN USE PUBLIC SIDEWALKS ON SW LOMBARD AVE AND TRAVEL TO SIDEWALKS ON SW BEAVERTON-HILLSDALE HIGHWAY, WITH PEDESTRIAN CONNECTIONS AND ENTRIES AT THIS LOCATION.</p>

SECTION	REQUIREMENT	PROJECT RESPONSE
60.55.25.	<p>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 SITESPECIFIC 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.</p>	<p>N/A THIS IS NOT A MAJOR TRANSIT STOP, NOR IS IT LOCATED IN A NATURAL RESOURCE AREA, PART OF A RESIDENTIAL FACILITY AND OR ARE SITE PROPERTIES PROHIBBITING DEVELOPMENT</p>
	<p>14. STREET AND BICYCLE AND PEDESTRIAN CONNECTION HINDERANCES. 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, SPECIAL REQUIREMENTS TRANSPORTATION FACILITIES CHAPTER 60 SR - 253 06/01/2012 60.55.25.14. 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</p>	<p>THERE ARE NO HINDERANCES FOR THIS PROJECT</p>
60.55.30	<p>MINIMUM STREET WIDTHS</p>	
	<p>MINIMUM STREET WIDTHS ARE DEPICTED IN THE ENGINEERING DESIGN MANUAL. [ORD 4418; FEBRUARY 2007] 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]</p>	<p>N/A NO MODIFICATIONS ARE ANTICIPATED</p>
	<p>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]</p>	
	<p>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.</p>	<p>STREET TREES HAVE BEEN IMPLEMENTED BASED ON THE CITY ENGINEERING DESIGN MANUAL AND SPACING ADHERED TO A MAXIMUM EXTENT FEASIBLE. HOWEVER, STREET LIGHTS AND OR OTHER ELEMENTS REQUIRE EXTENDED SPACING. REFER TO LANDSCAPE DRAWING L-101</p>

SECTION	REQUIREMENT	PROJECT RESPONSE
60.55.35.	ACCESS STANDARDS	
	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	REFER TO ATTACHED DESIGN PLANS. THE THREE EXISTING ACCESS POINTS WILL BE MAINTAINED AND UPGRADED AS NEEDED. THERE ARE NO NEW STREETS, INTERSECTIONS AND OR DRIVEWAYS PROPOSED.
	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]	N/A THERE ARE NO NEW DWELLING UNITS PROPOSED
	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] 2. THE REQUIREMENTS SPECIFIED IN 60.55.35.3.A. MAY BE LESSENE 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.	3.A 1. N/A THERE ARE NO NEW INTERSECTIONS OR INTERSECTION MODIFICATION PORPOSED 2. N/A THERE ARE NO NEW INTERSECTIONS OR INTERSECTION MODIFICATION PORPOSED. 3.B N/A THERE ARE NO NEW INTERSECTIONS OR INTERSECTION MODIFICATION PORPOSED.
	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. 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. 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. CONSIDERATION OF SHARED ACCESS SHALL TAKE INTO ACCOUNT AT A MINIMUM PROPERTY OWNERSHIP, SURROUNDING LAND USES, AND PHYSICAL CHARACTERISTICS OF THE AREA. WHERE TWO OR MORE LOTS SHARE A COMMON DRIVEWAY, RECIPROCAL ACCESS EASEMENTS BETWEEN ADJACENT LOTS MAY BE REQUIRED. 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 DECISIONMAKING AUTHORITY MAY APPROVE ACCESS FROM A DETACHED DWELLING TO AN ARTERIAL OR COLLECTOR.	3.C 1. THE EXISTING DRIVEWAYS ARE BEING MAINTAINED AND NO NEW DRIVEWAYS ARE PROPOSED. THERE ARE NO ANTICIPATED CLEARANCE AND OR VISIBILITY ISSUES THAT NEED TO BE RESOLVED. 2. ALL DRIVEWAYS ARE SHARED DRIVEWAY ACCESS POINTS AND SERVE MULTIPLE COMMERCIAL PROPERTIES/FACILITIES. EASEMENTS AND LEGAL REQUIREMENTS ARE CURRENTLY IN PLACE AND ARE NOT ANTICIPATED TO CHANGE. 3. N/A THERE ARE NO NEW DWELLINGS PROPOSED

END OF CHAPTER 60

Beaverton Town Square LLC's Fourth Updated Written Statement and Additional Responses to the City of Beaverton's Fourth Completeness Review - DR 2020-0037

Overview

Please see the following information in further response to questions presented by the City of Beaverton's Completeness Review of DR 2020-0037, including that May 26, 2020 letter from the City of Beaverton to Alan Laster ("Second Letter") and the City of Beaverton's Third Completeness Review of DR 2020-0037, the result of which are set forth in that letter December 30, 2020 letter from the City of Beaverton to Alan Laster ("Third Letter"), and subsequent communications. The Second Letter and Third Letter requested the following additional information in narrative form: the availability of parking and compliance with city codes relating to parking, clarification of certain parking space counts, the use of space at the new commercial retail building, whether any critical or essential services or facilities will be located within the new building (there will be none), and whether the shopping center rate of a 3 to 1 ratio of parking spaces to 1000 sf of gross area to the new building is appropriate in this instance, how the parking will be managed at Building No. 2, and whether the parking lot located at the adjacent Buffalo Wild Wings may be used to access the loading berth located on the west side of the proposed building. The more recent requests addressed consent from adjacent property owners, site lighting, confirmation of the lot size, and parking stall counts. **This narrative should be read in combination with and alongside of the 24-page Written Statement of Code Provisions, which is included in this re-submission of the DR 2020-0037 Application.**

General Description

Beaverton Town Square is a commercial retail mall next to the Fred Meyer store on SW Beaverton-Hillsdale Highway in Beaverton, Oregon. The BTS application requests authorization to build a new one-story commercial retail out-building of approximately 17,100 SF on the old Hollywood Video site and southwest of the main mall buildings. That building is hereafter referred to as "Building No. 1." The property's land-use is currently zoned for commercial use in the Regional-Center East zone and will remain under that use.

The old Hollywood Video structure has already been demolished and all the existing utility connections are capped. New utility connections will be made in accordance with utility plans that have been submitted as part of the application. The project site at present contains a leveled dirt pad where the building and surrounding sidewalks once sat. The remainder of the project site contains approximately a dozen existing trees, the old monument sign along SW Beaverton-Hillsdale Hwy., about 30 parking stalls (as part of the overall mall parking lot), and a loading dock pad with a transformer vault. The application submittal plans demonstrate the architectural design elements, including the floor plan, FAR, site parking, building elevations, building materials and the existing site survey; civil site design plans to address the flood plain, grading and utilities; lighting design for the site and building; and landscape design, including landscape areas/plant list, existing tree counts with mitigation and replacement strategies.

Parking and Reciprocal Agreements

Parking (including ADA required stalls) are shared with the overall mall site, including Fred Meyer. There will be **no change in the number of parking stalls** because of replacement stalls that will be placed around the new building and the re-stripping of the parking field directly north of Building 01 to make the parking field more efficient for the new site plan.

Beaverton Town Square has a reciprocal parking agreement with Metropolitan Life Insurance ("Met Life") which is the owner of property leased by Fred Meyer, and a Declaration of the Covenants, Conditions, Restrictions, and Easements with Met Life (dated February 4, 1997 and recorded on December 22, 1998, and thereafter amended on January 26, 1999 and recorded on January 29, 1999) ("CC&Rs"). Those agreements are provided with this summary. The agreements allow for reciprocal use of the landowners' parking spaces. The CCRs require that the number of parking spaces are unchanged with additional development to BTS, unless

otherwise consented to by MetLife. Section 3.2 of the CC&Rs requires that each owner,

“have sufficient parking spaces to meet the needs of the employees, customers, and invitees of Owner and its tenants, and to satisfy requirements of any applicable parking codes and regulations (without regard to or inclusion of the nonexclusive parking rights Common Area parking rights under this Declaration.)” Section 3.2 of the CCRs, page 8.

Since there will be no net change in the number of parking spaces as a result of the Building 01 construction, Beaverton Town Square is not and will not be in violation of the CC&Rs.

In direct response to the City’s Third Letter under Section 1 A “Property Authorization” and Section 2Ac “Agreements with Abutting Properties”, Beaverton Town Square also has a Reciprocal Access and Parking Agreement with Buffalo Wild Wings (“Buffalo Wild Wings Agreement”) which addresses and covers the property owned by Beaverton Town Square and the adjacent property on which Buffalo Wild Wings conducts its business. A copy of the agreement is provided with this narrative. The Rose’s Property and the McGill Property are collectively referred to as the “Real Property.”

The Buffalo Wild Wings Agreement was made as of January 28, 1994 between Anita M. McGill and the EDA Company, doing business as Rose’s Restaurant. The successors in interest to this agreement are Beaverton Town Square and Buffalo Wild Wings, respectively, and the successors are bound by this agreement as it states in relevant part that, “This Agreement shall be perpetual (except as provided below) and shall be appurtenant to and run with the land and shall be binding on and shall inure to the benefit of the parties hereto, their heirs, successors and assigns.” Section 6 of the Buffalo Wild Wings Agreement.

Section 1 of the agreement provides for the parties’ reciprocal use of and access to the respective properties. Section 1 states in relevant part:

“1. Grant of Non-Exclusive Parking and Access Right. Rose’s, with respect to Rose’s Property, and McGill with respect to the McGill Property, and the agents, independent contractors, tenants, and sub-tenants of Rose’s and/or McGill *and the customers and other invitees of such parties*, shall have the non-exclusive right to use in common the parking and access road areas on the Real Property. *The rights granted herein shall include, but not be limited to, the right to cross from one property to the other and the right to use all parking areas, access roads and driveways located on the Real Property.*” Emphasis added.

Buffalo Wild Wings Agreement, Section 1, page 1. The Buffalo Wild Wings Agreement was recorded in Washington County, Oregon on February 14, 1994 (No. 94014631).

This agreement, therefore, confirms that Beaverton Town Square invitees are entitled to maneuver on the Buffalo Wild Wings property in order to access the loading berth located on the north side of the proposed building.

Parking Stall Numbers/Ratios Satisfied

Shared Parking – Section 1Cb – under the heading “TRANSPORTATION”

There are a total of 628 parking stalls on the Beaverton Town Square property. Of that number, 47 of those stalls are primarily on Beaverton Town Square property, but a portion of those stalls straddle at least one adjacent property (Met Life Property and/or the Buffalo Wild Wings Property). Nothing in the Parking Use Agreements (provided herein) prohibits or otherwise restricts Beaverton Town Square from using those 47 parking stalls in its calculations for purposes of meeting City Code. However, even if those 47 parking spaces were backed out of its parking ratio calculations (and we understand that the City will not be counting those spaces for the parking ration calculations), Beaverton Town Square would still have 584 parking stalls solely on its property which is sufficient to meet the city code regulations. The number of parking stalls needed to meet the 3/1 ratios (for shopping centers) and 10/1 ratios (for restaurants) is 574. The parking stalls were hand counted from the new proposed site plan.

Other Parking Stalls Excluded from 581 Count- PD 2015-004

The City's Shared Parking Determination (PD 2015-004) approved Fred Meyer's use of 14 parking spaces on the Met Life property. Beaverton Town Square understands that those 14 stalls – which are not adjacent to the Met Life-Beaverton Town Square property line - cannot be used to calculate whether Beaverton Town Square meets the required ratios under Beaverton City Code. In direct response to the City's question on this point at Section 1 C b, those 14 parking stalls are **not** being used or considered in the Beaverton Town Square application or to meet the minimum parking requirements for development.

City Code Ratios

The current number of stalls, after the adjustments stated above, results in a ratio of more than the 3 to 1 ratio required by City Land Use Code 60.30.10.6 for shopping centers. The current plan is to have one restaurant and three retail operations in Building 01, with just less than half of the space dedicated to the restaurant (on the east side of Building 01) and the majority of the space dedicated to the retail operations. The parking spaces used for retail shopping will turnover quickly. It is highly unlikely that the entire building will be used solely for restaurant use, especially given the difficulties that restaurants are facing during this COVID period. Thus, the 3 to 1 ratio should be acceptable. Beaverton Town Square previously reported the following estimates for tenant use, hours of operations, and employee counts. No tenants are signed at this point.

Tenant 1 / Restaurant:

- The operation hours will be M-F 11AM to 11PM, Sat & Sun 8AM to 11PM
- Employees: Total (50) and max per shift of (20)

Tenant 2 / Retail:

- The operation hours will be M-F 8AM to 6PM, Sat & Sun 9AM to 6PM
- Employees: Total (15) and max per shift of (8-10)

Tenant 3 / Retail:

- The operation hours will be every day from 6AM to 9PM
- Employees: Total (6) and max per shift of (2-4)

Tenant 4 / Retail:

- The operation hours will be every day from 10AM to 8PM.
- Employees: Total (9) and max per shift of (2-3)

Additional Responses to City of Beaverton Inquiries and Supplement Information

Floor Area Ratio/New Building – Section 1Aia of Second Letter

The City requested that Beaverton Town Square address 20.25.10E of the Planned Unit Development and Design Review Buildout Concept Plan in the narrative, and specifically how future development of the site can achieve the minimum development standard established by City Land Use Code 20.20.15.C.1. The Floor Area Requirements (FAR) for the RC-E District requires a minimum of a 0.30 FAR for the whole Beaverton Town Square. See City Land Use Code 20.20.15. The proposed development of Building No. 1 will not yet achieve the requirement for the whole site, as the current FAR is 0.24955 including Building No.1.

However, and according to City Land Use Code: 20.25.10.E, projects may use the Design Review Build-Out Concept Plan to demonstrate how future development will bring the development into compliance (See DRBCP in the application). Beaverton Town Square will reach compliance with the City's FAR requirements with a second building that will be developed on a second PAD, of not less than 25,902.8 square feet of floor area. That noted, a building design and proposal for additional parking serving Building 02 with the

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requisite detail required by the City is included. See page A-803 (the DRCPB) of the Site Plans and Architectural Drawings. The credit union building that formerly occupied the second PADspace has been demolished and plans are to build on that location. No final decisions have been made as to the type of commercial development that will be placed at this location. Options include a mixed-use plan of retail and residential. See also, pages 1 and 3 of Beaverton Town Square’s Written Statement of Code Provisions which further states:

“The Project will use the DRBCP process to demonstrate how the site will achieve the minimum FAR in future phases. In the next future phase, a new building of 25,902.8 SF will be added to bring the long term site requirement to 0.30 FAR. See the enclosed Plan on Sheet A-803 that graphically shows the long term plan.” Page 1, Written Statement of Code Provisions.

“A Plan and narrative will be included in the DRBCP and not deferred to future phases of the DRBCP.” Page 3, Written Statement of Code Provisions.

Beaverton Town Square has adequate parking to meet City Code and serve the proposed second building identified above as a retail and/or office space building, particularly if the 47 parking spaces that straddle the borders of the Beaverton Town Square-Fred Meyer and the Beaverton Town Square-Buffalo Wild Wings parking lots (which are currently not part of the parking space count) are added into a revised parking space count. But even if the 47 spaces are not used for the ratio count, and assuming *arguendo* that more parking is necessary based on a change of circumstances, one of Beaverton Town Square’s options is set forth in the plan designs for Building 02 and parking, including parking capacity in Building 02.

Finally, we refer the City to pages 14 through 16 of the Written Statement of Code Provisions regarding Off Street Parking (City Code 60.30.05), Vehicle Categories, Bicycle Categories (see Sheet A-102), the Parking Ratio Requirement for Bicycles (Sheet A-102), Parking Space Calculation (52 parking stalls provided for Building 01 and two short term and two long term bicycle spaces), and the locations and dimensions of the parking spaces.

Critical and Essential Facilities – Section 1Aib of Second Letter

The City requested clarification on whether critical and essential services or facilities are contemplated and how essential services will be provided to Building 01. See Section 1Aib at the City’s Second Letter

BTS has reviewed the definitions for critical facilities and services and essential facilities and services stated at Chapter 90 of the Beaverton Development Code Plan. These are the definitions as they appear at Chapter 90 and in the City’s Second Letter.

Facilities, Critical. [ORD 4224; September 2002] For the purposes of Facilities Review critical facilities and services shall include public water, public sanitary sewer, storm water drainage, treatment, and detention, transportation, and fire protection. For the purposes of floodplain regulation and building construction hazard designations, critical facilities are defined as hospitals, significant medical care facilities, fire stations, police stations, storage of critical records, emergency community shelters, emergency operation centers, emergency management offices, and similar facilities. [ORD 4462; January 2008] [ORD 4692; November 2016]

Facilities, Essential. [ORD 4224; September 2002] Essential facilities and services shall include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way.

In accordance with the Facilities Review Section and City Code 40.03A and 40.03B, all critical services – i.e., public water, public sanitary sewer, storm water drainage, treatment and detention, transportation and fire protection - are all addressed in the plans. There is an existing infrastructure for utilities in place that served the prior Hollywood Video business. The utility connections are capped. New utility connections will be made in accordance with utility plans that have been submitted as part of our application. See Sheet C2.0. The project site at present contains a leveled dirt pad where the building and surrounding sidewalks once sat. The application submittal plans include the civil site design plans to address the flood plain, grading and utilities, lighting design for the site and building. The Base Flood Elevation was established by professional engineers using the FEMA Firm Mapping. The Finished Floor Elevation is one foot above the BFE as required by the City. The proposed development plan does not infringe on the floodway. The commercial development meets all the requirements listed in the Beaverton City Code 9.05, City Engineering Design Manual and Standard Drawings and Clean Water District. City approval has yet to be determined through to permitting process. A BFE has been established and design/grading of the new development is arranged in a way that there is no net rise in BFE. A stamped and signed no net rise memo has been submitted to the city. See Sheet C1.0 for the Grading Plan.

Beaverton Town Square is already within the areas of police protection (provided by the Beaverton City Police Department and Washington County Sheriff's Office), fire protection (provided by the Beaverton Fire Department), and the plans reflect fire lanes and access. A fire lane is accommodated through the site within the parking field that is within 150'-0" of the new building, but not more than 123.5' to the furthest distance of the building. Street access off of SW Beaverton-Hillsdale Highway allows the fire department to reach the south side of the building from off site. Existing fire hydrants are also located around the building with close access to the fire lane. See Sheet FS-1 for the Fire Access Plan.

Criteria A and B of the Facilities Review Section and City Code 40.03 also require an explanation and description of essential and critical services that will be provided by tenants at Building 01, however, these criteria are not applicable. The explicit answer is no part of the development (Building 01) will be used to provide essential services nor will there be critical facilities located in Building 01. Building 01 will **not** have any tenants that provide any of the following services: public water, public sanitary sewer, storm water drainage, treatment, and detention, transportation, and fire protection. For the purposes of floodplain regulation and building construction hazard designation, Building No. 1 will **not** include any critical facilities, including hospitals, significant medical care facilities, fire stations, police stations, storage of critical records, emergency community shelters, emergency operation centers, emergency management offices, and similar facilities. Building No. 1 will **not** include/offer any essential facilities and services including schools (this is not a residential development, therefore, the school's criterion is inapplicable). There is already on-site pedestrian and bicycle facilities in the public right of way and the plans reflect improvements on each.

Traffic Analysis – Section A1ie of Second Letter

A Traffic Trip Generation Profile letter, which was provided as part of the application, demonstrated that the project will not generate enough traffic to meet the City's threshold for requiring a Traffic Impact Analysis pursuant to City Code Section 60.55.20. City of Beaverton staff has already acknowledged that a Traffic Impact Analysis is not necessary for review and approval of the application. Access to the site will remain the same to and from Beaverton Hillsdale Highway and the plans demonstrate that site circulation (service trucks, cars and pedestrians) will not be impeded. No transit improvements are contemplated.

March 1, 2020 4th Completeness Review Letter and Draft Facilities Review Report

Lot Size. Included in this package is a letter from Michael Hoffman of Terramark, Inc. substantiating that the subject site is 513,436 square feet as shown on the submitted plans. We understand this issue is addressed to the City's satisfaction.

Compact Parking Stalls. The number & location of the compact parking stalls is shown on the attached sheets A-801 and A-803 (the DRCPB) of the Site Plans and Architectural Drawings.

Adjacent Property Owner Consent. Adjacent property owner consent is no longer needed. The revised plans, - which are attached as part of this re-submission – require no work or improvements on the Fred Meyer property or the Buffalo Wild Wings property.

Site Lighting. Revised site lighting plans are included with the re-submission and address the remaining concerns that the City had with such plans.