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***Willamette Water Supply System
Metzger Pipeline East (MPE)_1.2
Pressure & Flow Control Facility
Conditional Use Three, Design Review
Three, and Tree Plan Two***

Prepared for:
Willamette Water Supply System Commission



Prepared by:
Angelo Planning Group



Submitted to:
City of Beaverton, Development Services Division

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**Application Team for Willamette Water Supply Program:
Willamette Water Supply System MPE_1.2 PFC Facility**

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**Application Summary Information for Willamette Water Supply Program:
Willamette Water Supply System MPE_1.2 PFC Facility**

Tax Lot IDs:	1S126CA01200
Lot Size:	6.72 acres
Development Area:	0.58 acres (building, parking, landscaping, and stormwater facility)
Current Zoning:	Washington Square Regional Center-Commercial District (C-WS)
Community Plan:	-
Applications Submitted for:	Conditional Use Three, Design Review Three, and Tree Plan Two

TABLE OF CONTENTS

- 1 GENERAL INFORMATION..... 1**
 - 1.1 PROJECT DESCRIPTION..... 1
 - 1.2 PROJECT CONTEXT..... 1
 - 1.2.1 Willamette Water Supply System Context 1
 - 1.2.2 Planning Context and Existing Conditions..... 2
 - 1.3 PROJECT TIMEFRAME..... 3
- 2 CONFORMANCE WITH CITY OF BEAVERTON DEVELOPMENT CODE..... 9**
 - 2.1 BDC CHAPTER 20 – LAND USES..... 9
 - 20.20. Multiple Use Land Use Districts..... 9
 - Section 20.20.15 Site Development Standards..... 9
 - Section 20.20.20 Land Uses..... 10
 - 2.2 BDC CHAPTER 40 – APPLICATIONS..... 12
 - Section 40.03 Facilities Review Committee 12
 - Section 40.15 Conditional Use 17
 - Section 40.20 Design Review 19
 - Section 40.90.15.2 Tree Plan Two..... 22
 - 2.3 BDC CHAPTER 50 – PROCEDURES 26
 - 50.30. Neighborhood Review Meeting 26
 - 2.4 BDC CHAPTER 60 – SPECIAL REQUIREMENTS..... 29
 - Section 60.05 Design Review Principles, Standards and Guidelines 29
 - Section 60.30 Off-Street Parking..... 56
 - Section 60.50 Special Use Regulations..... 62
 - Section 60.55 Transportation Facilities..... 64
 - Section 60.60 Trees and Vegetation 72
 - Section 60.65 Utility Undergrounding..... 76
- 3 CONFORMANCE WITH CITY OF BEAVERTON COMPREHENSIVE PLAN..... 79**
 - 3.1 LAND USE ELEMENT..... 79
 - 3.2 PUBLIC FACILITIES AND SERVICES ELEMENT 79

FIGURES

Figure 1: Vicinity Map.....	4
Figure 2: MPE_1.0 Diagram	5
Figure 3: Willamette Water Supply System	6
Figure 4: Zoning Map.....	7
Figure 5: Site and Adjacent Land Uses.....	8

EXHIBITS

Exhibit A: Plan Set (under separate cover)

Exhibit B: Stormwater Management Plan

Exhibit C: Pre-Application Conference Summary

Exhibit D: Service Provider Letter Documentation

- Clean Water Services (CWS)
- Tualatin Valley Fire & Rescue (TVF&R)

Exhibit E: Tree Survey and Tree Plan

Exhibit F: Neighborhood Meeting Materials

- Meeting Notice (Mailing)
- Mailing List
- Posting Notice Written Statement
- Affidavits of Mailing and Posting
- Meeting Materials (PowerPoint Presentation)
- Meeting Sign-In Sheets
- Meeting Notes
- Receipt of Certified Mailing of Meeting Notes to NAC

Exhibit G: Lighting Plan and Lighting Cut Sheets

Exhibit H: Design Review Build-out Concept Plan (DRBCP)

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
BDC	Beaverton Development Code
CMU	concrete masonry unit
CWS	Clean Water Services
C-WS	Washington Square Regional Center-Commercial
DBH	diameter at breast height
DRBCP	Design Review Build-out Concept Plan
FAR	floor area ratio
MPE	Metzger Pipeline East
NAC	Neighborhood Association Committee
PE	permanent easement
PFC	Pressure and Flow Control
PLM	Pipeline Main
SNRA	Significant Natural Resource Area
SPL	Service Provider Letter
TCE	temporary construction easement
TVF&R	Tualatin Valley Fire & Rescue
TVWD	Tualatin Valley Water District
WWSP	Willamette Water Supply Program
WWSS	Willamette Water Supply System

1 GENERAL INFORMATION

1.1 PROJECT DESCRIPTION

The Willamette Water Supply Program (WWSP) is seeking land use approval from the City of Beaverton (City) for a Pressure and Flow Control Facility (PFC Facility) through a Conditional Use Three, Design Review Three, and Tree Plan Two application process. The project site and subject property are located at the northwest corner of SW Hall Boulevard and SW Oleson Road. This corner location is in the Washington Green commercial center, tax lot 1S126CA01200. The subject property tax lot is 6.72 acres; the proposed PFC Facility (including an adjacent parking space and landscaping) will occupy approximately 0.58 acres in the southeast corner of the existing parking lot. See Figure 1 and Figure 2.

The proposed facility is part of the Willamette Water Supply System (WWSS), specifically the Metzger Pipeline East (MPE)_1.2. The PFC Facility will reduce water pressure from the 48-inch pipeline for distribution in local pipelines serving City of Beaverton and Tualatin Valley Water District (TVWD) customers in the Metzger area and supply an emergency water tie-in for water agencies. The WWSP plans to begin construction of MPE_1.0 south of Hall Boulevard in mid-2021. Construction of the PFC Facility is anticipated to start in Spring 2022.

The PFC Facility and site development consists of the following project elements:

- a. PFC Facility, with a walkway around three sides of the building
- b. Flow meter vault
- c. Water pipeline (underground)
- d. Utility relocates and new lines (underground)
- e. Wall for screening the PFC Facility and for a new, additional sign for the Washington Green commercial center¹
- f. Replacement parking for the commercial center
- g. Landscaping
- h. Rehabilitation of stormwater management facility

WWSP is the applicant and will manage the design and construction of the proposed project on behalf of the WWSS Commission, a partnership of the TVWD, City of Hillsboro, and City of Beaverton. The property owner is represented by G Group, who manages the Washington Green center and has signed the application.

1.2 PROJECT CONTEXT

1.2.1 Willamette Water Supply System Context

TVWD and Hillsboro originally partnered to form the WWSP and build the WWSS in response to planned growth in their service areas. In 2019, the City of Beaverton joined the partnership and the WWSS Commission was formed. The WWSS, shown in Figure 3, will provide a resilient and redundant water supply for customers in Washington County. When complete, the WWSS will be one of Oregon's most seismically

¹ A sign permit will be submitted later as a separate Type 1 application.

resilient water systems—built to better withstand natural disasters, protect public health, and speed regional economic recovery through restoring critical services more quickly than existing water systems.

The Willamette River, one of Oregon’s largest rivers, is the WWSS Commission’s new supply source. The raw water intake is located at the existing Willamette River Water Treatment Plant in Wilsonville. From there, raw water will be pumped to a new state-of-the-art Water Treatment Plant in Sherwood’s Tonquin Employment Area, where multiple treatment processes will be applied to meet drinking water standards. When the system is fully built, drinking water will be pumped north to either: (a) two 15 million-gallon reservoirs tanks on Cooper Mountain, then will be gravity-fed to additional storage and users in the WWSS Commission’s northern service areas; or (b) the east side of TVWD’s service area via the MPE_1.0 pipeline (see Figure 2).

The MPE_1.0 alignment runs primarily in the SW Scholls Ferry Road corridor – starting in the west near the intersection with SW Roy Rogers Road, terminating in SW Western Avenue at SW Beaverton-Hillsdale Highway, and including an offshoot section of pipeline in SW Hall Boulevard. The alignment runs generally within right-of-way; a few small jogs outside SW Scholls Ferry Road right-of-way occur in Beaverton where necessary, including the site of the proposed PFC Facility.

1.2.2 Planning Context and Existing Conditions

Comprehensive Plan and Zoning: The site’s Comprehensive Plan designation is Community Commercial. The Zoning Map designation is Washington Square Regional Center – Commercial District (C-WS) (see Figure 4). These Beaverton designations were approved in February 2021 as part of CPA2020-0006/ZMA2020-0007. The property was initially developed under previous Washington County zoning.

Site conditions: The site is located in the parking lot that serves John’s Incredible Pizza at 9180 SW Hall Boulevard. Other uses at the Washington Green commercial center include retail, services, and restaurants (e.g., Chipotle Mexican Grill, uBreakiFix, Firehouse Subs, and Live Laugh Love Art). Photos of the site and adjacent land uses are shown in Figure 5.

Existing stormwater management and existing conditions were evaluated as part of the Stormwater Management Plan for this application (Exhibit B, pages 1-2). Per that report, stormwater runoff from the buildings and parking lot is collected in catch basins and piped to the existing stormwater management facility (pond) located adjacent to the proposed PFC Facility. That facility receives stormwater from both the Washington Green commercial site and from the roadway of SW Hall Boulevard. The City’s GIS system labels the on-site facility as a “wetpond,” a type of facility allowed by Clean Water Services (CWS) in the early 1990s to provide water quality treatment; such facilities are still in use but no longer meet CWS standards. The facility is overgrown with blackberry bushes and trees. As part of its rehabilitation, the facility will be re-graded and its slopes will be landscaped with a variety of native plants and plants compatible with local conditions.

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	Washington County Interim	John’s Incredible Pizza, golf course
South	City of Tigard	Washington Square Shopping Center, medical offices, retail, apartments
East	City of Beaverton – C-WS	Office
West	City of Tigard	Washington Square Shopping Center, Target, retail

1.3 PROJECT TIMEFRAME

The WWSP plans to begin construction of MPE_1.0 south of Hall Boulevard in mid-2021. Construction of the PFC Facility is anticipated to start in Spring 2022.

Figure 1: Vicinity Map



Figure 2: MPE_1.0 Diagram

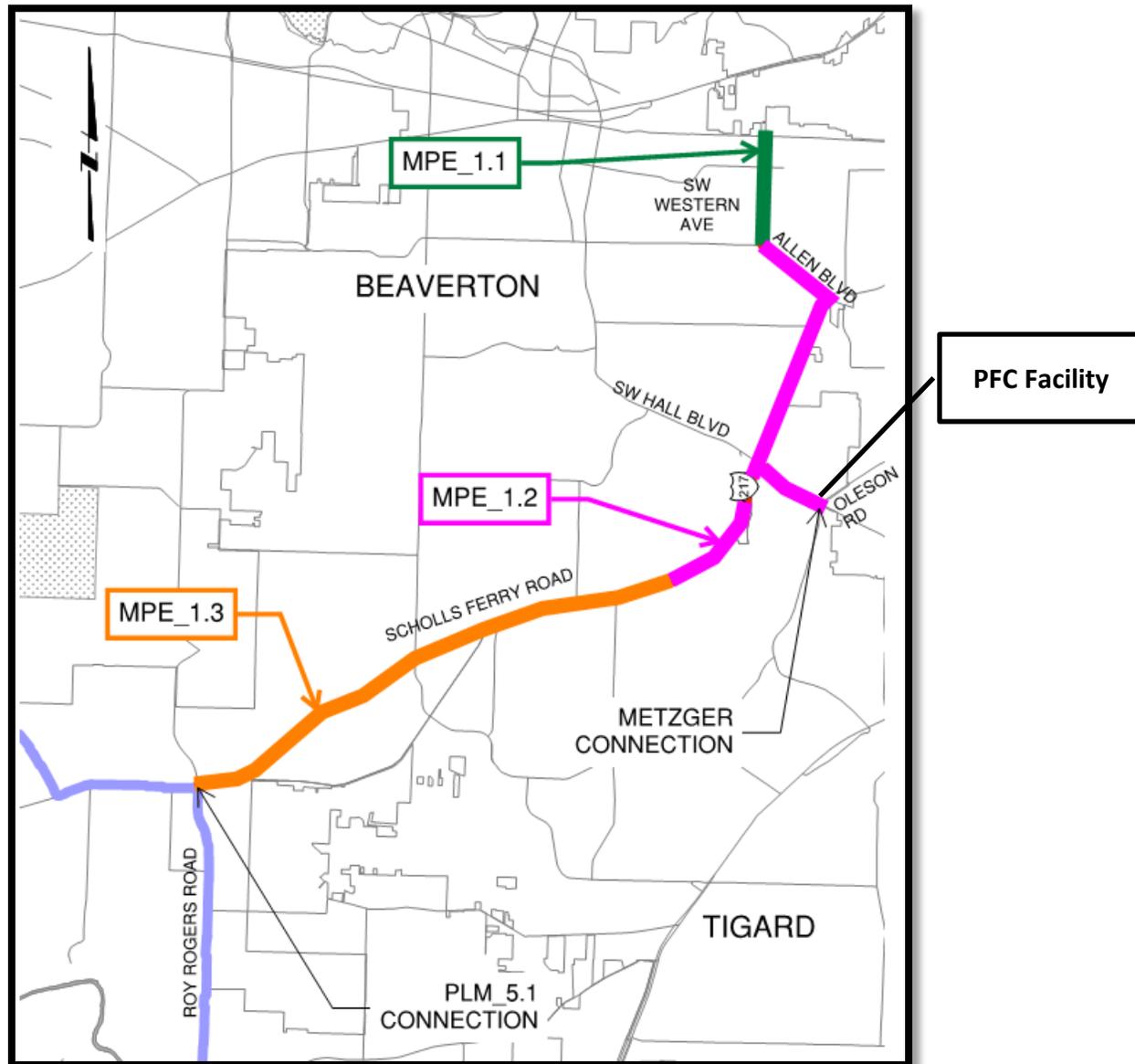


Figure 3: Willamette Water Supply System



Figure 4: Zoning Map

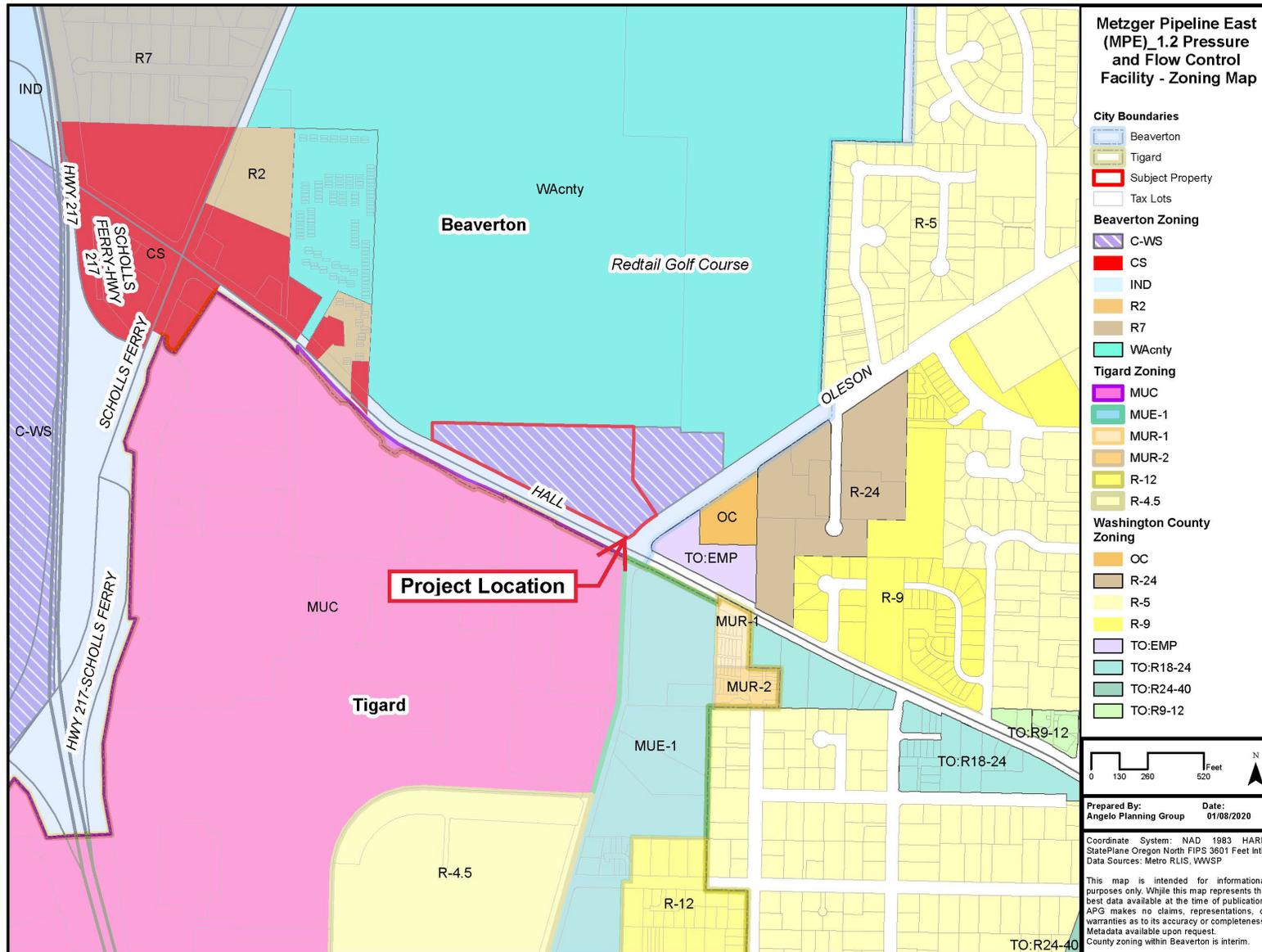


Figure 5: Site and Adjacent Land Uses



View of site looking toward Oleson Road



View of site from Hall Boulevard



John's Incredible Pizza adjacent to site



Commercial use at Washington Green



Portland Clinic across Oleson Road



Commercial uses across Hall Boulevard

2 CONFORMANCE WITH CITY OF BEAVERTON DEVELOPMENT CODE

This section of the application narrative contains responses that demonstrate how this application conforms to the applicable standards and regulations of the Beaverton Development Code (BDC). Use standards for the City are addressed first. These standards are followed by responses to City development standards.

Only code text that contains applicable approval criteria or otherwise requires a response related to the requested land use actions has been included. Applicable criteria and standards were identified in the January 13, 2021 Pre-Application Conference Summary Notes (dated January 26, 2021), which are included in this application as Exhibit C.

2.1 BDC CHAPTER 20 – LAND USES

20.20. MULTIPLE USE LAND USE DISTRICTS

SECTION 20.20.15 SITE DEVELOPMENT STANDARDS

Uses in the Washington Square Regional Center-Commercial (C-WS) District are subject to the following standards.

Standard:	Response:
<p>A. Parcel Area</p> <ol style="list-style-type: none"> 1. Minimum – 7,000 [square feet] 2. Maximum – none 	<p>This application does not propose the creation of a new parcel. Further, the development area is located within an existing parcel that is 6.72 acres. Therefore, this standard is met.</p>
<p>B. Residential Density</p>	<p>The proposed development is not residential. Therefore, this standard is not applicable.</p>
<p>C. Floor Area Ratio (FAR)</p> <ol style="list-style-type: none"> 1. Minimum – 0.30 2. Maximum – None 	<p>Existing floor area ratio (FAR) for the entire Washington Green commercial center site is 0.279. This is based on 79,306 square feet of existing gross building area and 284,011 square feet of property area, which is the result of 292,723 square feet gross property area less the approximate 8,712 square-foot stormwater facility.</p> <p>Proposed FAR for the Washington Green site is 0.281, based on 624 square feet of the proposed PFC Facility building and the resulting gross building area of 79,930 square feet.</p> <p>Because proposed FAR is less than the minimum FAR requirement, the applicant is providing a Design Review Build-out</p>

Standard:	Response:
	<p>Concept Plan (DRBCP) to demonstrate the feasibility of accommodating additional floor area on the site – and, thus, meeting the FAR requirement – with future development. The DRBCP is addressed in response to criteria in Section 40.20.10.5 and in Exhibit H.</p>
<p><i>D. Lot Dimensions</i></p> <ol style="list-style-type: none"> 1. <i>Minimum Width – 70 [feet]</i> 2. <i>Minimum Depth – 100 [feet]</i> 	<p>The application does not propose the creation of a new lot. Further, at 6.72 acres, the lot exceeds these minimum width and depth dimensions. (The length of the lot’s frontage along SW Hall Boulevard is approximately 998 feet and along SW Oleson Road is approximately 170 feet.)</p> <p>Therefore, this standard is met.</p>
<p><i>E. Yard Setbacks</i></p> <ol style="list-style-type: none"> 1. <i>Front Minimum – 0 [feet]</i> 2. <i>Front Maximum On Major Pedestrian Route – Refer to Footnote Reference 7</i> 3. <i>Front Maximum Not On Major Pedestrian Route</i> <i>With Ground Floor Residential – N/A</i> <i>Without Ground Floor Residential – 20 [feet]</i> 4. <i>Side Minimum – 10 [feet]</i> 5. <i>Side Maximum – None</i> 6. <i>Rear Minimum – None</i> 7. <i>Minimum Side or Rear Yards Abutting Property Zoned Residential – 20 [feet]</i> 	<p>The proposed development does not front a Major Pedestrian Route. (The sections of SW Hall Boulevard and SW Oleson Road adjacent to the site are not designated as Major Pedestrian Routes.)</p> <p>The site does not abut property zoned residential, nor does the proposed development include residential uses. A side of the proposed PFC Facility faces the SW Hall Boulevard frontage and the rear of the building faces the SW Oleson Road frontage, to which side and rear yard setbacks apply. As shown in the Site Plan (Drawing PFC-01, Exhibit A), the building is set back 31.5 feet from SW Hall Boulevard and 7 feet from SW Oleson Road.</p> <p>Therefore, this standard is met.</p>
<p><i>F. Building Height</i></p> <ol style="list-style-type: none"> 1. <i>Minimum – Refer to 60.05.15.7 or 60.05.35.7 [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]</i> 2. <i>Maximum – 50 [feet]</i> 	<p>The proposed development does not front a Major Pedestrian Route.</p> <p>As shown in the Building Elevations (Drawing A-04, Exhibit A), the building height is 16’-10”.</p> <p>Therefore, this standard is met.</p>

SECTION 20.20.20 LAND USES

Table 20.20.20.A – Multiple Use, Category and Specific Use

Civic

29. Utilities

A. Utility Substations and Related Facilities other than Transmission Lines – C

B. Transmission Lines – P

P = Permitted

C = Conditional

Response: The proposed development includes a water pressure flow and control facility and water pipelines. The PFC Facility is permitted conditionally in the C-WS District and the pipelines are permitted outright. Conditional use application criteria applicable to the PFC Facility are addressed in Section 40.15 responses in this narrative.

2.2 BDC CHAPTER 40 – APPLICATIONS

SECTION 40.03 FACILITIES REVIEW COMMITTEE

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

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

Response: BDC Chapter 90 defines critical facilities and services to include public water; public sanitary sewer; stormwater drainage, treatment, and detention; transportation; and fire protection.

- **Water.** As documented in the Pre-Application Conference Summary Notes (Exhibit C), TVWD will be the water service provider for the site. As a member of the WWSS Commission that the applicant represents, TVWD assures adequate service will be provided and a service provider letter (SPL) is not necessary.
- **Sewer and stormwater.** As noted in the Pre-Application Conference Summary Notes (Exhibit C), the City has storm drainage and sanitary sewer lines that run adjacent to the site in SW Oleson Road and SW Hall Road, respectively. In addition a City storm line runs from SW Hall Boulevard into the existing stormwater facility, which the applicant proposes to slightly re-route in order to avoid the proposed vault and PFC Facility development. Sewer service will be needed for the proposed development only to dispose of water from the facility's analyzers, which will be installed to monitor water quality. See the existing and proposed lines in the Utility Plan in Drawing PFC-02 (Exhibit A).

The applicant has been coordinating the proposed rehabilitation of the existing stormwater facility with the City of Beaverton, as well as with CWS at a meeting on March 23, 2021. The Stormwater Management Report (Exhibit B) addresses the proposed rehabilitation. The Grading Plan, Landscape Plan, and Landscape Details show the grading and planting plans for the rehabilitated stormwater facility (Drawings PRC-02, PFC-05, and PFC-06, Exhibit A). A SPL from CWS is included in this application as Exhibit D.

- **Transportation.** The site frontages on SW Hall Boulevard and SW Oleson Road are already improved with roadways and sidewalks. The proposed development will not permanently affect those transportation facilities, and thus no further frontage improvements are needed or proposed with this application. The applicant will restore roadway and sidewalks to existing or improved condition for any temporary impacts associated with installing or rerouting water and stormwater lines. The proposed development will also not affect the existing internal circulation system of the commercial center site. Access and circulation standards applicable to the proposed development are addressed in responses to criteria in Chapter 60 in this narrative.

The applicant is working with the property owner to acquire ownership of the site for the PFC Facility and its immediate surrounding area. The applicant is also acquiring a temporary construction easement (TCE) to allow access within the existing commercial center to the development area during the construction period and a permanent easement (PE) for the ongoing maintenance and operations of the PFC Facility.

- **Fire.** Tualatin Valley Fire & Rescue (TVF&R) has reviewed the proposed development. The agency has signed off on the SPL and the Fire Department Access and Water Supply Permit checklist, included in this application as Exhibit D.

Therefore, this standard is met.

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

Response: BDC Chapter 90 defines essential facilities and services to include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way.

- **Schools.** The proposed development will not create additional needs to the surrounding schools, as it does not include housing and will not generate additional students. This utility facility is part of providing a more resilient water supply to the Metzger area and TVWD and City of Beaverton customers (including school district facilities).
- **Transit.** Tri-Met will continue to provide transit service in the vicinity of the site. The proposed improvements will not impact or require additional transit service (e.g., staff and deliveries are expected to travel to the site in maintenance and delivery vehicles).
- **Police.** The City of Beaverton Police Department will continue to provide service to the site. The proposed improvements will not affect police protection services.
- **Pedestrian and bicycle facilities.** The proposed development will maintain existing pedestrian connections between the commercial center site and adjacent streets. Sidewalks and bike lanes on the SW Hall Boulevard and SW Oleson frontages will not be permanently affected by the proposed development and will be maintained. Pedestrian and bicycle circulation are addressed later in this narrative, in responses to applicable standards in Chapter 60.

Therefore, this standard is met.

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).

Response: The proposed development is consistent with applicable provisions of BDC Chapter 20 as addressed in responses to criteria from that Chapter in this narrative. Therefore, this standard is met.

D. The proposal 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.

Response: The proposed development is consistent with applicable provisions of BDC Chapter 60 as addressed in responses to criteria from that Chapter in this narrative. Therefore, this standard is met.

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.

Response: The applicant is in negotiations with the commercial center property owner to acquire the part of the property on which the PFC Facility is proposed, as well as securing a small PE on the west side of the acquisition to accommodate long-term maintenance on the pipeline(s) and appurtenances that lead into the facility, and a large TCE for construction access and staging. For the area subject to this application, the applicant commits to the maintenance of the structures and landscaping in that area. In terms of other elements identified in this standard:

- Private common recreation facilities are not present on the commercial center site or in the proposed development area.
- Garbage and recycling facilities and service are not needed for the proposed use.
- Roads and other improved rights-of-way are not part of the proposed PFC Facility development area or the area being proposed for acquisition from the commercial center property owner. Areas within the right-of-way disturbed during development (e.g., where pipeline is installed) will be restored to previous or improved condition following construction.

- The drainage and stormwater facilities that the applicant is proposing to improve as part of this development (including an excavated area, landscaping, and fencing) will be the responsibility of the City of Beaverton following completion of the improvements.

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

Response: The proposed development is a utility use and the PFC Facility will not be open to the public. TVWD staff (a single operator) will visit approximately once a day on average, and delivery vehicles will visit occasionally. Staff and deliveries will be able to access the facility using the existing commercial center parking area. As indicated in the TVF&R SPL materials (Exhibit D), emergency access to the PFC Facility is adequate.

The PFC Facility has a walkway on the front side of the building for staff access and maintenance. Because the building is not publicly accessible, pedestrian connections between it and the rest of the commercial center site or the adjacent streets and sidewalks are not appropriate or necessary.

The proposed development will include one parking space for the facility, which will be located on the south side of the building, as shown in the Site Plan (Drawing PFC-01, Exhibit A). In addition, the proposed development will replace eight commercial center parking spaces removed by the development, as reflected in the Existing Conditions Plan and Site Plan (Drawings PFC-00A and PFC-01, Exhibit A). The proposed improvements will not change the existing vehicular and pedestrian circulation patterns within the boundary of the commercial center.

Therefore, this standard is met.

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

Response: The site will continue to be accessed from a driveway on SW Hall Boulevard as well as the existing pedestrian network (adjacent public sidewalks and on-site walkways). Therefore, this standard is met.

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.

Response: The PFC Facility does not contain occupiable areas. As such, the building is included as an exempt space under section 1103 (Scoping and Section 1103.2.9 – Equipment Spaces – of Chapter 11 of the 2019 Oregon Structural Specialty Code) and the 2010 ADA Standards for Accessibility (Section 203.5 – Machinery Spaces).

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.

Response: All proposed structures as well as facilities and services provided at the site will be designed in accordance with adopted City codes and standards. Compliance with site safety standards, such as lighting standards, will provide safety for the proposed development and protection from crime and accidents. (See Chapter 60 responses regarding lighting.) Construction documents for building and site development permitting will be reviewed to ensure protection from hazardous conditions. Therefore, this standard is and will be met.

J. Grading and contouring of the 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.

Response: As illustrated in the Grading and Utility Plan (Drawing PFC-02, Exhibit A), limited permanent grading is required to construct the PFC Facility, thereby avoiding impacts on adjacent public rights-of-way, surface drainage, and public storm drainage facilities. The applicant proposes to improve drainage facilities, particularly the existing sub-standard stormwater facility, on the site. Stormwater management is detailed in the report in Exhibit B, and plans for new stormwater lines and stormwater facility rehabilitation are depicted in the Grading and Utility Plan, Landscape Plan, and Landscape Details (Drawings PFC-02, PFC-05, and PFC-06), which have been developed in coordination with the City and CWS. Therefore, this standard is met.

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.

Response: The PFC Facility will not be publicly accessible and will not contain occupiable areas. As such, the building is included as an exempt space under the 2010 ADA Standards for Accessibility (Section 203.5 – Machinery Spaces). Therefore, this standard is not applicable.

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

Response: This application contains all applicable submittal requirements as specified in the Pre-Application Conference Summary (Exhibit C). Pursuant to BDC Section 50.25.1, this application package includes the following:

- A signed original application form and application checklist
- A written statement (narrative) demonstrating compliance with applicable criteria and regulations
- A copy of the Pre-Application Conference Summary
- Documentation from CWS and TVF&R

- Other supporting documentation
- The application fee

Therefore, this standard is met.

SECTION 40.15 CONDITIONAL USE

40.15.15.5 New Conditional Use

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

[..]

- 1. The proposed use is Conditionally permitted in the underlying zoning district...*

Response: Per Table 20.20.20.A, the proposed use is considered a “Utility Substation and Related Facilities other than Transmission Lines,” which is conditionally permitted in the C-WS District.

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

Response: The applicant understands that this application will be reviewed as a Type 3 procedure.

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

- 1. The proposal satisfies the threshold requirements for a Conditional Use application.*

Response: As demonstrated above, the proposed use satisfies the threshold for a New Conditional Use application. Therefore, this standard is met.

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

Response: All applicable City application fees have been submitted as part of this application. Therefore, this standard is met.

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

Response: As demonstrated by the responses in Section 3 of this narrative, the proposal complies with all applicable policies of the Comprehensive Plan. Therefore, this standard is met.

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

Response: The PFC Facility site size is approximately 0.58 acres, a small portion of the larger 6.72-acre subject property. Its corner location and configuration is ideal for the PFC Facility because it is directly adjacent to the main 48-inch water pipeline in SW Hall Boulevard and smaller distribution lines in SW Oleson Road. The flat topography is very suitable to placement of the vault, piping, and PFC Facility building without major grading or site alterations. (See the Grading and Utility Plan in Drawing PFC-02, Exhibit A.) The topography also readily accommodates needed upgrades to drainage and the stormwater pond improvements. The closest thing to a “natural” feature on the development site is the stormwater pond, which the Stormwater Management Plan (Exhibit B) demonstrates can accommodate the proposed development. The existing man-made features are the existing parking. The proposal will result in no net change to the number of parking spaces, and results in new parking that is closer to the entrance of John’s Incredible Pizza, a net improvement for successful commercial use of the property. Therefore, this standard is met.

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

Response: The findings above for Criterion 4 demonstrate that the physical character of the site can reasonably and beneficially accommodate the proposal. The proposed development will be compatible with, and have minimal impact on livability and use of the area, because it will do the following:

- Improve the parking serving the adjacent commercial uses;
- Connect a new, more resilient water supply to local systems serving the surrounding area;
- Rehabilitate the stormwater facilities serving the commercial center and part of SW Hall Boulevard to better detain and treat water in compliance with current CWS standards; and
- Not have livability impacts such as noise (the facility is quiet) and glare (a building-mounted light for the entry will be shielded).

Overall, the proposed facility will be a very compatible part of the existing and future urban setting of the site and surrounding area. Therefore, this standard is met.

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

Response: The site is not in the floodway fringe. Therefore, this standard is not applicable.

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

Response: The site is designated C-WS on the Beaverton Zoning Map. Therefore, this standard is not applicable.

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

Response: The applicant has submitted all documents related to the Conditional Use Three application in the proper sequence. Therefore, this standard is met.

SECTION 40.20 DESIGN REVIEW

40.20.10 Applicability

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

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

1. Include a plan and narrative intended to address feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership.

Response: A plan and narrative addressing the feasibility of constructing future phases of development on the Washington Green commercial center site is included in this application as Exhibit H (Development Review Build-out Concept Plan). Consistency with applicable code standards and guidelines are addressed in that narrative. Therefore, this standard is met.

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

Response: The development options shown in the narrative and plan in Exhibit H do not rely on removal of structures. Therefore, this standard is met.

3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP.

Response: The narrative in Exhibit H demonstrates compliance with applicable Design Standards and Guidelines. Therefore, this standard is met.

B. When a development site abuts two (2) or more Arterial Streets that are also designated Major Pedestrian Routes, application of the applicable design standards may be moved from along the Arterial Streets...

Response: The development site does not abut Arterial Streets that are also designated Major Pedestrian Routes. Therefore, these provisions are not applicable.

40.20.15.3 Design Review Three

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:

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

Response: The proposed development meets Threshold #8 for Design Review Three in that the proposed building does not meet all the applicable design standards. Therefore, this threshold is met.

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.

Response: Per Section 50.15.2, when an applicant submits more than one complete application for a given proposal, where each application addresses separate code requirements and the applications are subject to different procedure types, all of the applications are subject to the procedure type that requires the broadest notice and opportunity to participate. In this case, the proposal includes a New Conditional Use and is subject to a Type 3 procedure. In addition, the applicant is requesting use of Design Guidelines rather than Design Standards to address selected code provisions. This also requires a Type 3 procedure for the Design Review application.

C. Approval Criteria. 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.

Response: As demonstrated above, the proposed development satisfies Threshold #8 for a Design Review Three application. Therefore, this standard is met.

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

Response: All applicable City application fees have been submitted with this application. Therefore, this standard is met.

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

Response: The proposed development does not meet Threshold #1 through 6. Therefore, this standard is not applicable.

4. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following conditions exist:

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

Response: The proposed development is not an addition to or a modification of an existing development. Therefore, this standard is not applicable.

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.

Response: A DRBCP is not proposed. Therefore, this standard is not applicable.

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

Response: The proposed development meets Design Review Three Threshold #8 and the applicant has decided to address Design Guidelines for a limited set of design standards. Consistency with applicable provisions of Sections 60.05 of Chapter 60 is demonstrated in the responses to Section 60.05 later in this application narrative. Therefore, this standard is met.

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).

Response: The applicant has not decided to address only Design Guidelines. Therefore, this standard is not applicable.

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

Response: The applicant has submitted all documents related to the Design Review Three application in the proper sequence. Therefore, this standard is met.

SECTION 40.90.15.2 TREE PLAN TWO

A. Threshold. An application for Tree Plan Two shall be required when none of the actions listed in Section 40.90.10. apply, none of the thresholds listed in Section 40.90.15.1. apply, and one or more of the following thresholds apply:

1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period, except as allowed in Section 40.90.10.1. [ORD 4584; June 2012]

2. Multiple Use zoning district: Removal of up to and including 85% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services. [ORD 4584; June 2012]

3. Commercial, Residential, or Industrial zoning district: Removal of up to and including 75% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services. [ORD 4584; June 2012]

4. Removal of a Significant Individual Tree(s).

Response: The Tree Survey and Plan (Exhibit E) shows existing trees and trees proposed for removal. Thirteen Community Trees in the existing stormwater facility are proposed for removal. With removal of more than five Community Trees proposed, Threshold 1 is met, and a Tree Plan Two application is required.

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

1. The proposal satisfies the threshold requirements for a Tree Plan Two application.

Response: The proposal satisfies threshold requirements for a Tree Plan Two application addressed in the prior response. Therefore, this standard is met.

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

Response: Application fees have been paid with submittal of this application package. Therefore, this standard is met.

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

Response: Tree removal is not necessary to observe these standards. Therefore, this standard is not applicable.

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

Response: Given the sub-standard condition of the existing stormwater facility, it is necessary to rehabilitate it. This rehabilitation entails tree removal indicated in the Tree Plan (Exhibit E), stormwater facility improvements described in the Stormwater Management Plan (Exhibit B), and new plantings shown in the Landscape Plan and Landscape Details (Drawings PFC-05 and PFC-06, Exhibit A), which includes planting 38 new trees. Therefore, this standard is met.

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

Response: Trees proposed for removal have not been determined to be a nuisance. Therefore, this standard is not applicable.

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

Response: While the use proposed in this application package is a public utility (water utility facility), the primary driver of the proposed tree removal is the needed improvement of the existing sub-standard stormwater facility. As described in the previous response and elsewhere in this application narrative, the rehabilitation of this stormwater facility provides multiple benefits, including the planting of a healthy and diverse array of vegetation on the stormwater facility slopes – in particular, the planting of 38 new trees as compared to the 13 trees proposed for removal. Therefore, this standard is met.

7. If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, or to eliminate conflicts with structures or vehicles. [ORD 4584; June 2012]

Response: Tree removal is not necessary for the health of the tree, grove, SNRA, or adjacent trees; to note, there is not a grove, SNRA, or adjacent trees on the development site. It is also not

necessary to eliminate conflicts with structures or vehicles. Therefore, this standard is not applicable.

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

Response: A SNRA or Significant Grove is not present on the development site. Therefore, this standard is not applicable.

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

Response: A SNRA or Significant Grove is not present on the development site. Therefore, this standard is not applicable.

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

Response: The proposal is consistent with applicable provisions in Section 60.60, as demonstrated in responses to criteria in that Section. Section 60.67 is not applicable to the proposal as there are not significant natural resources on the development site. Therefore, applicable elements of this standard are met.

11. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effects on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system. [ORD 4584; June 2012]

Response: As illustrated in the Grading and Utility Plan (Drawing PFC-02, Exhibit A), limited permanent grading is required to construct the PFC Facility, thereby avoiding impacts on adjacent public rights-of-way, surface drainage, and public storm drainage facilities. The applicant proposes to improve drainage facilities, particularly the existing sub-standard stormwater facility, on the site. Stormwater management is detailed in the report in Exhibit B, and plans for new stormwater lines and the stormwater facility rehabilitation are depicted in the Grading and Utility Plan, Landscape Plan, and Landscape Details (Drawings PFC-02, PFC-05, and PFC-06), which have been developed in coordination with the City and CWS. Therefore, this standard is met.

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

Response: This application contains all applicable submittal requirements as specified in the Pre-Application Conference Summary (Exhibit C). Pursuant to Section 50.25.1, this application package includes the following:

- A signed original application form and application checklist

- A written statement (narrative) demonstrating compliance with applicable criteria and regulations
- A copy of the Pre-Application Conference Summary
- Documentation from CWS and TVF&R
- Other supporting documentation
- The application fee

Therefore, this standard is met.

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

Response: Applications and documents related to this request include the following:

- Conditional Use Three application
- Design Review Three application
- Tree Plan Two application
- Pre-Application Conference Summary (Exhibit C)
- Grading and Erosion Control Plans (Exhibit A)
- CWS documentation (Exhibit D)

These applications and documents are being submitted concurrently as part of this application package, as was specified and allowed for in the Pre-Application Conference Summary (Exhibit C).

Therefore, this standard is met.

2.3 BDC CHAPTER 50 – PROCEDURES

50.30. Neighborhood Review Meeting

3. Procedures.

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

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

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

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

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

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

D. At the Neighborhood Review Meeting, the applicant shall describe the proposed application to persons in attendance. The attendees may identify any issues that they believe should be addressed in the proposed application and recommend that those issues be submitted for City consideration and analysis. [ORD 4462; January 2008]

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

Response: A Neighborhood Review Meeting for this proposed development was held virtually on February 11, 2021 as part of the Denney Whitford/Raleigh West Neighborhood Association Committee (NAC) meeting. Notice of the meeting was provided to property owners within 500 feet of the site and the site was posted – on the SW Hall Boulevard and SW Oleson Road frontages – per the requirements of BDC Section 50.30. Comments were recorded at the meeting and meeting summary notes and sign-in sheets were mailed to the chairperson of the Denney Whitford/Raleigh West NAC via certified mail. All required neighborhood meeting materials are provided in Exhibit F.

There were a few questions from participants, mainly related to construction in roadways and construction timelines (see Neighborhood Meeting Summary, Exhibit F). Participants did not express opposition to the proposed development and expressed appreciation for the project presentation. The applicant plans to provide briefings at future NAC meetings, closer to construction times.

Therefore, these standards are met.

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

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

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

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

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

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

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

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

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

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

Response: The Neighborhood Meeting materials in Exhibit F are consistent with this requirement and include the following:

- A copy of the meeting notice sent to surrounding property owners and the NAC representatives
- A copy of the mailing list used to send out meeting notices
- A written statement containing the information posted on the property
- An affidavit of mailing and posting notices
- Copies of presentation materials
- Meeting notes, including sign-in sheets and a summary of participant comments
- A certified mail receipt indicating mailing of the meeting notes to the NAC Chairperson

Therefore, these standards are met.

2.4 BDC CHAPTER 60 – SPECIAL REQUIREMENTS

SECTION 60.05 DESIGN REVIEW PRINCIPLES, STANDARDS AND GUIDELINES

60.05.05. *Purpose.* The following design principles, standards and guidelines shall be met by new development and redevelopment where applicable, throughout the City.

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.

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.

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.

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.

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.

Response: This application narrative addresses Design Guidelines for Building Design and Orientation, Circulation and Parking, and Landscaping. Otherwise, all applicable standards are addressed in this section, as presented below.

	Response
60.05.15. Building Design and Orientation Standards.	
<i>1. Building articulation and variety.</i>	
<i>B. 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:</i> <i>1. Thirty (30) percent in Residential zones, and all uses in Commercial and Multiple Use zones.</i>	See Guideline 60.05.35.1.B, which addresses the articulation and variety of building elevations.
<i>C. The maximum spacing between permanent architectural features shall be no more than:</i> <i>1. Forty (40) feet in Residential zones, and all uses in Commercial and Multiple Use zones.</i>	The proposed building is 26 feet by 24 feet in length and depth, as shown on the Site Plan and Building Elevations (Drawings PFC-01 and A-04 (Exhibit A)). The maximum spacing between permanent architectural features, both vertically and horizontally is 26 feet. Therefore, this standard is met.
<i>2. Roof forms.</i>	
<i>A. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.</i>	The proposed building gable roof will have a minimum slope of 4/12, as shown on the Building Elevation in Drawing A-04 (Exhibit A). Therefore, this standard is met.

	Response
<p><i>B. Sloped roofs on residential uses in residential zones and on all uses in multiple use and commercial zones shall have eaves, exclusive of rain gutters, that must project from the building wall at least twelve (12) inches.</i></p>	<p>The roof eaves project 1'-4" horizontally from the exterior face of the concrete masonry unit (CMU) veneer wall, as shown in the Building Elevation in Drawing A-04 (Exhibit A). Therefore, this standard is met.</p>
<p><i>D. When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structures shall have similar slope and be constructed of the same materials as existing roofs.</i></p>	<p>See Guideline 60.05.35.2.C, which addresses roof forms.</p>
<p>3. Primary building entrances.</p>	
<p><i>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.</i></p>	<p>The proposed building entrance is protected with a horizontal overhang (canopy), which extends 4.0 feet from the exterior face of the load bearing wall and is 18 feet 10 inches in length. (See the Elevation in Drawing A-04, Exhibit A.) Therefore, this standard is met.</p>
<p>4. Exterior building materials.</p>	
<p><i>B. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones (except detached residential uses fronting streets, common greens and shared courts), 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</i></p>	<p>The exterior wall veneer of the gable wall elevations will consist of approximately 47% of precision CMUs with a honed surface finish, 42% of split face CMUs, and 11% of Hardie Board plank siding material. The exterior wall veneer of the raked wall elevations will consist of approximately 52% of precision CMUs with a honed surface finish and 48% of split face CMUs. Building materials are noted on the Building Elevations in Drawing A-04 (Exhibit A). Therefore, this standard is met.</p>

	Response
<i>limited to, scoring, changes in material texture, and the application of other finish materials such as wood, rock, brick or tile wall treatment.</i>	
<i>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 (3) feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both. In Industrial districts, foundations may extend up to four (4) feet above the finished grade level.</i>	<p>The proposed building does not have an exposed concrete or concrete block foundation. See the Building Elevations (Drawing A-04, Exhibit A).</p> <p>Therefore, this standard is not applicable.</p>
<i>5. Roof-mounted equipment.</i>	<p>Roof-mounted equipment is not proposed.</p> <p>Therefore, this standard is not applicable.</p>
<i>6. Building location and orientation along streets in Commercial and Multiple Use zones.</i>	
<p><i>A. Buildings in Multiple Use zones shall occupy a minimum public street frontage as follows:</i></p> <p><i>3. 35 percent of the street frontage where a parcel does not abut any Major Pedestrian Route and the parcel exceeds 60,000 gross square feet. [ORD 4462; January 2008]</i></p>	<p>See Design Guideline 60.05.35.6.A, which addresses building relationship to street frontage.</p>
<p><i>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.</i></p>	<p>The building is located less than 20 feet from the property line on the SW Oleson Road frontage. (See the Site Plan, Drawing PFC-01, Exhibit A).</p> <p>Therefore, this standard is met.</p> <p>Landscaping standards are addressed in Section 60.05.25.5.</p>

	Response
<p><i>D. Buildings on corner lots of multiple Major Pedestrian Routes shall be located at the intersections of the Major Pedestrian Routes. Where a site has more than one corner on a Major Pedestrian Route, this requirement must be met at only one corner.</i></p>	<p>The building does not abut a Major Pedestrian Route. Therefore, this standard is not applicable.</p>
<p><i>E. All buildings on lots that abut a Class 1 Major Pedestrian Route shall have at least one primary building entrance oriented toward, or with a direct pedestrian connection to an abutting street or pedestrian way. Where there is more than one abutting Class 1 Major Pedestrian Route, the primary entrance shall have a reasonably direct pedestrian connection to a minimum of one abutting Class 1 Major Pedestrian Route or shall be oriented to a Class 1 Major Pedestrian Route corner. Pedestrian connections shall:</i></p> <ol style="list-style-type: none"> <i>1. Be no more than 100 feet long (between the building entrance and street), and</i> <i>2. Shall not cross vehicular circulation and parking areas.</i> 	<p>The building does not abut a Major Pedestrian Route. Therefore, this standard is not applicable.</p>
<p><i>F. Secondary entrances may face on streets, off-street parking areas, or landscaped courtyards.</i></p>	<p>The building does not have a secondary entrance because it is a utility building. Therefore, this standard is not applicable.</p>
<p>60.05.20. Circulation and Parking Design Standards. Unless otherwise noted, all standards apply in all zoning districts.</p>	
<p>3. Pedestrian circulation</p>	
<p><i>A. Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to the abutting public street system and on-site buildings,</i></p>	<p>See Guidelines 60.05.40.3.A, B, and E, which address pedestrian circulation.</p>

	Response
<p><i>parking areas, and other facilities where pedestrian access is desired. Pedestrian connections shall be provided except when one or more of the following conditions exist:</i></p> <ol style="list-style-type: none"> <i>1. Where physical or topographic conditions, such as a grade change of ten (10) feet or more at a property line to an adjacent pedestrian facility, make connections impractical,</i> <i>2. Where uses including manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts occur,</i> <i>3. Where on-site activities such as movement of trucks, forklifts, and other large equipment would present potential conflicts with pedestrians, or</i> <i>4. Where buildings or other existing development on adjacent lands physically preclude a connection now or in the future.</i> 	
<p><i>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.</i></p>	<p>See Guidelines 60.05.40.3.C and E, which address pedestrian circulation.</p>
<p><i>C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street. A reasonably direct walkway shall also be provided to any accessway abutting the site. This standard may be waived when topographic conditions, man-made features, natural areas, etc. preclude walkway extensions to adjacent properties.</i></p>	<p>See Guidelines 60.05.40.3.D and E, which address pedestrian circulation.</p>
<p><i>D. Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic</i></p>	<p>See Guidelines 60.05.40.3.D and E, which address pedestrian circulation.</p>

	Response
<i>through the use of curbs, landscaping, trees, and lighting, if not otherwise provided in the parking lot design.</i>	
<i>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 onsite paving material.</i>	See Guidelines 60.05.40.3.D and E, which address pedestrian circulation.
<i>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.</i>	See Guidelines 60.05.40.3.E and F, which address pedestrian circulation.
4. Street frontages and parking areas.	
<i>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; or 2. A solid wall or fence 30 to 36 inches in height parallel to and not nearer than four (4) feet from the right-of-way line. The area between the wall or fence and the street line shall be landscaped with live ground</i>	See Guideline 60.05.40.4, which addresses landscaping and screening of surface parking.

	Response
<p><i>cover. Pedestrian walkways and vehicular driveways may cross the wall or fence.</i></p>	
<p>5. Parking area landscaping.</p>	
<p><i>A. Landscaped planter islands shall be required according to the following:</i></p> <p><i>2. All uses in Commercial and Multiple Use zones, one for every ten (10) contiguous parking spaces.</i></p>	<p>One parking space is proposed for the PFC Facility, located on the south side of the building (Site Plan, Drawing PFC-01, Exhibit A). This standard does not apply to this single parking space.</p> <p>The proposed development also includes replacement of eight parking spaces in the commercial center parking lot that are affected by development of the PFC Facility and rehabilitation of the adjacent stormwater facility (see Existing Conditions Plan and Site Plan, Drawings PFC-00A and PFC-01, Exhibit A). In replacing the parking spaces, a landscape island is proposed between two sets of 10 contiguous parking spaces immediately to the north of the PFC Facility, as shown in the Site Plan and Landscape Plan (Drawing PFC-01 and PFC-05, Exhibit A).</p> <p>Therefore, this standard is met.</p>
<p><i>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.</i></p>	<p>Two curbed parking lot landscaped islands are proposed to be constructed or reconstructed as part of the proposed development. The northern landscaped island will have a width of 8 feet and an approximate area of 128 square feet. The southern landscaped island will have a width of 13 feet and an approximate area of 300 square feet. See the Site Plan (Drawing PFC-01, Exhibit A).</p> <p>As shown in the Landscape Plan (Drawing PFC-05, Exhibit A), the islands will be planted with Persian Parrotia trees, whose mature height ranges from 25-40 feet.</p> <p>Therefore, this standard is met.</p>

	Response
<p><i>C. Linear raised sidewalks and walkways within the parking area connecting the parking spaces and on-site building(s) may be counted towards the total required number of landscaped islands, provided that all of the following is met:</i></p> <ol style="list-style-type: none"> <i>1. Trees are spaced a maximum of 30 feet on center on a minimum of one side of the sidewalk.</i> <i>2. The minimum unobstructed sidewalk width is five feet.</i> <i>3. The sidewalk is separated from the parking area by curbs, bollards, or other means on both sides.</i> <i>4. Trees are located in planting area with groundcover or planted in covered tree wells.</i> <i>5. Trees within the linear sidewalk area shall constitute no more than 50 percent of the total required number of trees within required landscaped planter islands. All remaining required trees shall be located within landscaped planter islands.</i> 	<p>The total required number of landscaped islands is met per the previous response, and raised sidewalks and walkways within the parking area are not proposed. Therefore, this standard is not applicable.</p>
<p><i>D. Trees planted within required landscaped planter islands or the linear sidewalk shall be of a type and species identified by the City of Beaverton Street Tree List or an alternative approved by the City Arborist.</i></p>	<p>The Persian Parrotias proposed in the landscaped islands is on City of Beaverton Approved Street Tree List. Therefore, this standard is met.</p>
<p><i>6. Off-Street parking frontages in Multiple Use zones.</i></p>	
<p><i>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:</i></p> <ol style="list-style-type: none"> <i>1. 50% of the street frontage along Class 1 Major Pedestrian Routes,</i> <i>2. 65% along Class 2 Major Pedestrian Routes, and</i> <i>3. 50% of the street frontage for detached residential projects along any street. [ORD 4542; June 2010]</i> 	<p>The proposed development is not on Major Pedestrian Route and is not a detached residential project. Therefore, this standard is not applicable.</p>

	Response
<i>7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones.</i>	
<i>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.</i>	There are existing sidewalks on SW Hall Boulevard and SW Oleson Road, 5.5 to 8.5 feet wide, adjacent to the proposed development. The proposed development will not impact existing sidewalks. See Guideline 60.05.40.7, which addresses the existing sidewalks.
<i>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.</i>	As discussed in responses to standards in Section 60.05.20.3, the proposed building is a utility building that is not publicly accessible for safety and security reasons. A 4 foot wide concrete walkway is proposed along the front building elevation (Drawing PFC-01, Exhibit A). See Guideline 60.05.40.7, which addresses this walkway.
60.05.25. Landscape, Open Space, and Natural Areas Design Standards. Unless otherwise noted, all standards apply in all zoning districts.	
<i>5. Minimum landscape requirements for non-residential developments and Mixed Use Development.</i>	
<i>A. A minimum portion of the total gross lot area shall be landscaped: 2. All uses in Multiple Use districts, ten (10) percent.</i>	See Guideline 60.05.45.3, which addresses the objectives that landscaping should accomplish.

	Response
<p><i>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:</i></p> <ol style="list-style-type: none"> <i>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.</i> <i>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.</i> <i>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.</i> 	<p>See Guideline 60.05.45.3, which addresses the objectives that landscaping should accomplish.</p>
<p><i>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:</i></p> <ol style="list-style-type: none"> <i>1. Brick pavers, or stone, scored, or colored concrete; and,</i> <i>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,</i> <i>3. Street furniture including but not limited to benches, tables, chairs and trash receptacles; and,</i> 	<p>Plazas are not proposed are part of this development. Therefore, this standard is not applicable.</p>

	Response
<p><i>4. Pedestrian scale lighting consistent with the City's Technical Lighting Standards.</i></p>	
<p><i>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, which shall be counted toward the minimum landscaped requirement. This landscaping requirement shall not apply to portions of the building façade that provide access for pedestrians or vehicles to the building, for plazas adjacent to the building, or when the building is within three (3) feet of the property line. The foundation landscaping shall be at least five (5) feet wide; and shall be comprised of the following:</i></p> <ol style="list-style-type: none"> <i>1. One (1) tree having a minimum planting height of six (6) feet shall be planted for every thirty (30) lineal feet of foundation.</i> <i>2. One (1) shrub having a minimum mature height of twenty-four (24) inches shall be planted for every three (3) lineal feet of foundation and shall be planted between required trees; and,</i> <i>3. Groundcover plants shall be planted in the remainder of the landscaped area not occupied by required trees and shrubs, and shall not be planted in rows, but in a staggered manner for more effective covering.</i> 	<p>See Guideline 60.05.45.3, which addresses the objectives that landscaping should accomplish.</p>
<p><i>8. Retaining walls.</i></p>	
<p><i>Retaining walls greater than six (6) feet in height or longer than fifty (50) lineal feet used in site landscaping or as an element of site design shall be architecturally treated with contrasting scoring, or texture, or pattern, or off-set planes, or different applied materials, or any combination of the foregoing, and shall be incorporated into the overall landscape plan,</i></p>	<p>An existing retaining wall along the south side of the proposed development will be preserved, as shown in the Landscape Plan (Drawing PFC-05, Exhibit A). However, the wall is not taller than 6 feet or longer than 50 feet. Therefore, this standard is not applicable.</p>

	Response
<p><i>or shall be screened by a landscape buffer. Materials used on retaining walls should be similar to materials used in other elements of the landscape plan or related buildings, or incorporate other landscape or decorative features exclusive of signs. If screening by a landscape buffer is utilized, a buffer width of at least five (5) feet is required, landscaped to the B3-High Screen Buffer standards.</i></p>	
<p>9. Fences and walls.</p>	
<p><i>A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, or brick, or other durable materials.</i></p>	<p>The Existing Conditions and Demolition Plan (Drawing PFC-00A, Exhibit A) indicates that chain link fence and a gate surrounding the existing stormwater facility are to be removed.</p> <p>Because the rehabilitated stormwater facility will be the responsibility of the City of Beaverton, City Engineering has indicated that it will determine whether and what fencing will be re-established around part or all of the facility.</p> <p>A 6-foot curved wall is proposed between the PFC Facility and adjacent rights-of-way (SW Oleson Road and SW Hall Boulevard) for a new sign for the commercial center and for screening the PFC Facility. It will be constructed of a durable material consistent with the exterior materials of the PFC Facility (e.g., textured CMU). See the renderings in Exhibit A (Drawings A-10 and A-11).</p> <p>Therefore, the wall will meet this standard.</p>
<p><i>B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slats may not be required when visibility into features such as open space, natural</i></p>	<p>Because the rehabilitated stormwater facility will be the responsibility of the City of Beaverton, City Engineering has indicated that it will determine whether and what fencing will be re-established around part or all of the facility.</p>

	Response
<i>areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.</i>	
<i>C. Masonry walls shall be a minimum of six inches thick. All other walls shall be a minimum of three inches thick.</i>	A 6-foot curved wall is proposed between the PFC Facility and adjacent rights-of-way (SW Oleson Road and SW Hall Boulevard) for a new sign for the commercial center and for screening the PFC Facility. The wall, as depicted in the renderings in Exhibit A (Drawings A-10 – A-12), will be a minimum of six inches thick. Therefore, this standard is met.
<i>D. For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.</i>	The proposed use and district are not industrial. Therefore, this standard is not applicable.
<i>E. Fences and walls:</i> <ol style="list-style-type: none"> <i>1. May not exceed three feet in height in a required front yard along streets and eight feet in all other locations;</i> <i>2. May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.</i> <i>3. For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, 3 feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building. Higher fences and walls are permitted on corner lots along the side of the building beginning within 15 feet of the back end of the building nearest to the property line.</i> 	Because the rehabilitated stormwater facility will be the responsibility of the City of Beaverton, City Engineering has indicated that it will determine whether and what fencing will be re-established around part or all of the facility. Pursuant to this provision, a wall up to 6 feet is permitted in the yards along designated Arterial streets. A curved wall is proposed between the PFC Facility and adjacent rights-of-way (SW Oleson Road and SW Hall Boulevard) for a new sign for the commercial center and for screening the PFC Facility. As shown in the renderings and noted in the Site Plan and Landscape Plan in Exhibit A (Drawings A-10, A-11, PFC-01, and PFC-05), the wall is 6 feet high. Therefore, this standard is met.
<i>11. Integrate water quality, quantity, or both facilities. Non-vaulted surface stormwater detention and treatment facilities having a side slope</i>	The Grading and Utility Plan (Drawing PFC-02, Exhibit A) shows the slopes of the stormwater facility that is proposed to be rehabilitated

	Response
<p><i>greater than 2:1 shall not be located between a street and the front of an adjacent building.</i></p>	<p>as 3:1. However, the facility is not located between the street and the front of the proposed utility building (the PFC Facility). Therefore, this standard is met. The stormwater facility is addressed in detail in the Stormwater Management Plan in Exhibit B.</p>
<p><i>12. Natural areas. Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements. [ORD 4531; April 2010]</i></p>	<p>The development site does not contain City-adopted natural resource features such as streams, wetlands, significant trees, or significant tree groves. Therefore, this standard is not applicable. As shown in the Landscape Plan (Drawing PFC-05, Exhibit A), the proposed building does not encroach into – and is buffered by landscaping from – the stormwater facility that is proposed to be rehabilitated as part of this project.</p>
<p><i>13. Landscape buffering and screening. All new development and redevelopment in the City subject to Design Review shall comply with the landscape buffering requirements of Table 60.05-2. And the following standards. For purposes of this Section, a landscape buffer is required along the side and rear of properties between different zoning district designations. A landscape buffer is required for non-residential land uses and parks in Residential zoning districts. Both buffering standards and side and rear building setback requirements shall be met. Only landscaping shall be allowed in the landscape buffer areas. Buffer areas and building setback standards are measured from the property line, they are not additive. Where a yard setback width is less than a landscape buffer width, the yard setback width applies to the specified</i></p>	<p>This standard requires that a landscape buffer be provided along the side and rear of properties between different zoning district designations and for non-residential land uses and parks in Residential zoning districts. The proposed development site does not abut a different zoning district and is not in a Residential zoning district. See zoning in Figure 4. Therefore, this standard is not applicable.</p> <p>To note, the PFC Facility will be partially buffered and screened by the following:</p> <ul style="list-style-type: none"> • setbacks from SW Oleson Road and SW Hall Boulevard rights-of-way (the building is set back approximately 31.5 feet from SW

	Response
<p><i>buffer designation (B1, B2, or B3 as appropriate). A landscape buffer width cannot exceed a minimum yard setback dimension. In addition, the buffer area and landscape standard are intended to be continuously applied along the property line, except as authorized under Section 60.05.45.10.A. Applicability of buffer standards:</i></p> <ol style="list-style-type: none"> <i>1. The buffer standards shall not be applicable to individual single-family buildings on individual parcels.</i> <i>2. The buffer standards shall not apply to areas where emergency access is required.</i> <i>3. The buffer standards shall not apply to areas where a public utility easement exists. This exemption only applies to trees and does not exempt the requirement of shrubs and ground cover.</i> <i>4. The buffer standards shall not apply along property lines where a non-residential use is already buffered by a natural feature or an open space dedication, if such a natural buffer or dedication is at least 40 feet in width, or if the width of the natural feature or open space dedication and the density and quality of landscaping meet or exceed the applicable landscape buffer standard.</i> <i>5. The buffer standards shall not apply where required for visual access purposes as determined by the City Traffic Engineer or City Police. This exemption only applies to trees and shrubs and does not exempt the requirement of ground cover.</i> 	<p>Hall Boulevard and approximately 7 feet from SW Oleson Road);</p> <ul style="list-style-type: none"> • existing trees and shrubs along the property line; • new high and low shrubs proposed along the property line; and • a new 6-foot-high curved wall proposed between the PFC Facility and SW Oleson Road and SW Hall Boulevard. <p>See the Site Plan, Landscape Plan, Landscape Details, and renderings in Exhibit A (Drawings PFC-01, PFC-05, PFC-06, A-10, and A-11).</p>
<p><i>E. Changes to buffer widths and standards: Required buffer widths and buffer standards are the minimum requirements for buffering and screening. Changes in buffer widths and standards shall be reviewed through the public hearing process, except for the following:</i></p> <ol style="list-style-type: none"> <i>1. A request for a reduction in the buffer width when a B2 or B1 buffer standard is required and the reduction in buffer width is five (5) feet or</i> 	<p>Changes to buffer widths and standards are not proposed, and buffer widths and standards do not apply. Therefore, this standard is not applicable.</p>

	Response
<p><i>less, shall be reviewed through administrative authorization provided that the next highest buffer standard is implemented.</i></p> <p><i>Requests for changes in buffer widths and buffer standards shall only be authorized in review of the Design Review Guidelines for Landscape buffering and screening (Section 60.05.45.10.).</i></p>	
<p><i>F. Landscaping buffering installation: All required buffering shall be installed prior to occupancy permit issuance.</i></p>	<p>Landscaping buffers do not apply to the proposed development, as stated in response to the standard in Subsection A.</p> <p>Therefore, this standard is not applicable.</p>
<p><i>G. Pedestrian plazas in buffer areas: For non-residential development in non-residential zoning districts, in which the building is proposed to be placed at the required front yard buffer line, concrete or brick pavers shall be authorized in place of required live groundcover, or bark, or grass, for the length of the building for the front yard only; provided that required trees are still installed, the paved area is connected to the public sidewalk, and pedestrian amenities including but not limited to benches or tables, are provided.</i></p>	<p>Buffer areas are not required and pedestrian plazas are not proposed.</p> <p>Therefore, this standard is not applicable.</p>
<p>60.05.30. Lighting Design Standards. Unless otherwise noted, all standards apply in all zoning districts.</p>	
<p>1. Adequate on-site lighting and minimal glare on adjoining properties.</p>	
<p><i>A. Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.</i></p>	<p>In Multiple Use zones, the following standards from Table 60.05-1 (Technical Lighting Standards) apply.</p> <ul style="list-style-type: none"> • The maximum permitted illumination at the property line is 0.5 foot-candles.

	Response
	<ul style="list-style-type: none"> • Wall-mounted Luminaires for the lighting of pedestrian or vehicular circulation areas: 15 feet above building finished grade for multiple use non-residential development and non-multiple use/ non-residential development. <p>As illustrated in a version of the Site Plan (Drawing PFC-01) showing lighting levels in Exhibit G, levels can be 0.5 foot-candles before reaching the property line.</p> <p>One wall-mounted light fixture (55W LED, Type 3, Exhibit G) is proposed at the building entrance. The light fixture will be mounted approximately 8 feet above grade.</p> <p>Therefore, this standard is met.</p>
<p><i>B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.</i></p>	<p>New vehicular and pedestrian circulation areas are not proposed as part of the development per se.</p> <p>Existing parking lot lighting is provided for and will serve the existing commercial center development and the proposed development.</p> <p>A wall-mounted light at the building entrance will provide lighting for operations and maintenance staff accessing the building at night or in otherwise low light.</p> <p>Therefore, this standard is met.</p>
<p><i>C. Lighting shall be provided in pedestrian plazas, if any developed.</i></p>	<p>Pedestrian plazas are not proposed as part of this development.</p> <p>Therefore, this standard is not applicable.</p>
<p><i>D. Lighting shall be provided at building entrances.</i></p>	<p>A wall-mounted light is provided at the building’s entrance (Exhibit G).</p> <p>Therefore, this standard is met.</p>
<p><i>E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.</i></p>	<p>Lighting is not proposed on the underside of the canopy over the building’s entrance.</p>

	Response
	Therefore, this standard is not applicable.
<i>2. Pedestrian-scale on-site lighting.</i>	
<p><i>A. Pole-mounted luminaires shall comply with the City’s Technical Lighting Standards, and shall not exceed a maximum of:</i></p> <ol style="list-style-type: none"> <i>1. Fifteen (15) feet in height for on-site pedestrian paths of travel.</i> <i>3. Thirty (30) feet in height for on-site vehicular circulation areas in non-residential zoning districts.</i> <i>4. Fifteen (15) feet for the top deck of non-covered parking structures.</i> <i>5. The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site’s finished grade.</i> <i>7. The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.</i> 	<p>Pole-mounted luminaires are not proposed.</p> <p>Therefore, this standard is not applicable.</p>
<p><i>B. Non-pole-mounted luminaires shall comply with the City’s Technical Lighting Standards.</i></p>	<p>The proposed wall-mounted lighting complies with the City’s Technical Lighting Standards are addressed in response to Subsection A.1.</p> <p>Therefore, this standard is met.</p>
<p><i>C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of forty-eight (48) inches.</i></p>	<p>Lighted bollards are not proposed as part of this development.</p> <p>Therefore, this standard is not applicable.</p>

The following Design Guidelines apply to the proposed development where it is unable to meet an applicable Design Standard from the previous section of the narrative.

	Response
<p>60.05.35. Building Design and Orientation Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</p>	
<p><i>1. Building articulation and variety.</i></p>	
<p><i>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)</i></p>	<p>As shown in the building visualizations in Drawings A-06 – A-09 (Exhibit A), permanent, architectural corner-wall rustication elements are proposed, which consist of raised integral color split face CMUs mixed with precision-faced integral color CMUs. The split face CMU elements extend 2’-8” into all building elevations from each building corner. The minimum area of the rusticated corner elements is 32 square feet. In addition, the materials vary in earth tone colors and a canopy extends over the entrance doors. While the PFC Facility is not a pedestrian or publicly accessible building, these elements provide the building with material texture articulation and variety and with visual interest. Therefore, the proposed building is consistent with this guideline.</p>
<p><i>2. Roof forms</i></p>	
<p><i>C. Additions to existing structures which involve the addition of new roof area should respect the roof form and material of the existing structure. (Standard 60.05.15.2.D)</i></p>	<p>The PFC Facility is not an addition to existing structures within the commercial center development. While its roof will not be flat like the roofs of existing large-format, multi-tenant buildings in the commercial center, it will have a pitched metal standing seam roof similar to the metal canopies over the secondary entrances of the closest building (John’s Incredible Pizza). The fascia of the PFC Facility’s roof will be neutral tones similar to colors featured in accents on the John’s Incredible Pizza building as well as other buildings in the commercial center. See</p>

	Response
	<p>images of the PFC Facility’s roof in visualizations (Drawings A-06 – A-09 (Exhibit A).</p> <p>Therefore, the proposed building is consistent with this guideline.</p>
<p><i>6. Building location and orientation in Commercial and Multiple Use zones.</i></p>	
<p><i>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)</i></p>	<p>Given this is a utility building and not a publicly accessible building, the applicant intends it to be primarily simple and unobtrusive in design, with elements that are visually interesting and complementary to other buildings in the vicinity, as addressed in responses to previous standards and guidelines.</p> <p>The building’s utility functions drive its location and orientation. Its location is proximate to existing and new water and stormwater lines connecting to rights-of-way on SW Hall Boulevard and SW Oleson Road. (See the Utility Plan in Drawing PFC-02, Exhibit A.) Its orientation to the west (the parking area) facilitates access for the only people who will be allowed to enter the building – maintenance and operations staff who will be driving to and parking outside the building.</p> <p>Therefore, the proposed building is consistent with this guideline.</p>
<p>60.05.40. Circulation and Parking Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</p>	
<p><i>3. Pedestrian connections.</i></p>	
<p><i>A. Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)</i></p>	

	Response
<p><i>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)</i></p>	<p>The proposed development will not affect existing pedestrian connections between the commercial center and sidewalk on SW Hall Boulevard because it is located in the far southeast corner of the commercial center property. The proposed building is a public utility (water pressure flow and control facility) that does not allow public use due to security needs. Thus, pedestrian access to this building is not appropriate.</p> <p>Therefore, existing public and private pedestrian connections are consistent with these guidelines, and these guidelines are not applicable to the proposed building.</p>
<p><i>C. Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)</i></p>	<p>Walkways will be provided on the front side of the proposed building, which will provide access to the parking space for occasional operations and maintenance staff visits and deliveries (Site Plan, Drawing PFC-01, Exhibit A). The walkway will be constructed of concrete and will be 4 feet wide, as noted on the Site Plan. The building entrance is located on the parking lot side of the building so that access and maintenance work can occur on that side. Pedestrian walkways are not proposed to connect from the building entrance to the adjacent public streets because members of the public will not be allowed to access the building for security and safety reasons.</p> <p>The proposed development will not impact existing pedestrian access of the commercial center (i.e., existing walkways between commercial center buildings and the sidewalk on SW Hall Boulevard).</p>

	Response
	<p>Therefore, existing public and private pedestrian connections are consistent with this guideline, and this guideline is not applicable to the proposed building.</p>
<p><i>D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standards 60.05.20.3.C through E)</i></p>	<p>Due to the proposed building’s public utility function, pedestrian access to the facility will not be allowed or encouraged in order to maintain its security and safety. The walkway on the front and back sides of the proposed building is designed for use by operations and maintenance staff, connects to one parking space on the south side of the building, and is not for public use (Site Plan, Drawing PFC-01, Exhibit A). A parking lot and a pedestrian connection through it is not proposed as part of the development.</p> <p>The proposed development will not impact existing pedestrian access of the commercial center, including two walkways connecting commercial center buildings to the sidewalk on SW Hall Boulevard, which are spaced and separated from vehicles.</p> <p>Therefore, existing pedestrian connections are consistent with this guideline, and this guideline is not applicable to the proposed building.</p>
<p><i>E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standards 60.05.20.3.A through H)</i></p>	<p>Existing 5.5 to 8.5 foot wide sidewalks on the commercial center’s frontages of SW Hall Boulevard and SW Oleson Road can accommodate high levels of pedestrian activity (Site Plan, Drawing PFC-01, Exhibit A). The proposed development will not impact existing sidewalks.</p> <p>Therefore, existing public pedestrian facilities are consistent with this guideline.</p>

	Response
<p><i>F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)</i></p>	<p>The walkway adjacent to the building is not a public walkway. While the walkway is proposed to be 4 feet wide, paved with concrete, and ADA-accessible (see the Site Plan, Drawing PFC-01, Exhibit A), it is not a public pedestrian walkway or connection as addressed in this guideline. However, the proposed walkway is consistent with this guideline.</p> <p>Existing pedestrian connections for the commercial center are a different material than the parking lot (concrete versus asphalt), include refuges between parking lot landscape islands and other landscaping areas, and are constructed of hard durable surfaces. Therefore, existing pedestrian connections are consistent with this guideline.</p>
<p><i>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)</i></p>	<p>Landscaping will be provided between the proposed parking space to the south of the building and adjacent streets (SW Hall Boulevard and SW Oleson Road). See the Landscape Plan (Drawing PFC-05, Exhibit A).</p> <p>Therefore, the proposed development is consistent with this guideline.</p>
<p><i>7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones. [ORD 4584; June 2012]</i></p>	
<p><i>A. Pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)</i></p>	<p>Existing 5.5 to 8.5 foot wide sidewalks on the commercial center’s frontages of SW Hall Boulevard and SW Oleson Road can accommodate high levels of pedestrian activity (Site Plan, Drawing PFC-01, Exhibit A). The proposed development will not impact existing sidewalks.</p>

	Response
	Therefore, existing public pedestrian facilities are consistent with this guideline.
<p><i>B. Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)</i></p>	<p>The primary building elevation for the PFC Facility is its front elevation, along which a walkway will be provided. The 4 foot wide concrete walkway is shown on the Site Plan (Drawing PFC-01, Exhibit A). The building will only be accessed by staff and not the public. Therefore, the proposed walkway is sufficient and consistent with this guideline.</p>
<p>60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.</p>	
<p><i>3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.</i></p>	
<p><i>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)</i></p>	<p>As indicated in the Landscape Plan and Landscape Details (Drawings PFC-05 and PFC-06, Exhibit A) and shown in the renderings (Drawings A-06 - A-11, Exhibit A), shrubs and ground cover or mulch will directly surround the PFC Facility. Shrubs and grasses of varying heights are proposed between the building and SW Oleson Road and shrubs and a tree are proposed between the building and SW Hall Boulevard. Most notably, the stormwater facility adjacent to the PFC Facility and SW Oleson Road will be rehabilitated, including numerous trees (38), shrubs (191), and emergents (17,610) planted on its slopes. These new plantings, together with existing landscaping, will soften the edges of the utility building and parking areas.</p>

	Response
	Therefore, the proposed development is consistent with this guideline.
<p><i>C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standards 60.05.25.5.A and B)</i></p>	<p>Native vegetation and vegetation compatible with local conditions are proposed in the Landscape Plan, and are listed in the Landscape Details table (Drawing PFC-06, Exhibit A). For example, trees proposed for landscaping and the stormwater pond slopes are identified in the City of Beaverton’s Approved Tree List or are otherwise identified as native plants of the Pacific Northwest.²</p> <p>Therefore, the proposed development is consistent with this guideline.</p>
<p><i>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)</i></p>	<p>One landscape island tree will be replaced in a relocated landscape island. Eight existing trees in the stormwater facility are proposed for removal as part of the rehabilitation of the facility to improve its stormwater management function. Thirty-eight (38) new trees will be planted in the stormwater facility (Landscape Details, Drawing PFC-06, Exhibit A). Otherwise, existing trees and vegetation on the commercial center site will be retained.</p> <p>Therefore, the proposed development is consistent with this guideline.</p>
<p><i>E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)</i></p>	<p>Landscaped areas outside the stormwater facility to be rehabilitated are small and provide planting suitable to this parking lot edge location. Those landscaped areas combined with the rehabilitated stormwater facility will provide a diversity of tree and shrub species as illustrated in the CWS Pond Slope Planting Template and the Landscape Details table/schedule in Drawing PFC-06 (Exhibit A).</p>

² Native Plants PNW, <http://nativeplantspnw.com/>

	Response
	Therefore, the proposed development is consistent with this guideline.

SECTION 60.30 OFF-STREET PARKING

60.30.05. Off-Street Parking Requirements. Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05. to 60.30.20.

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

Response: A parking space will be provided on the south side of the PFC Facility building (see the Site Plan, Drawing PFC-01, Exhibit A). It will be available only for use by visiting operations and maintenance staff and delivery vehicles. Therefore, this standard is met.

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.

Response: The proposed development includes parking for staff. The PFC Facility (a water utility building) is not a listed use in the parking requirement tables in Section 60.30.10.5; however, City staff have advised that a similar use was proposed in the PGE St. Mary's Substation Improvements application (DR2020-0028).³ In that case, the parking requirements for a "storage warehouse" use were found appropriate given that the building will not be occupied and is solely designed for housing equipment. Section 60.30.10.5 requirements are addressed below accordingly. Therefore, this standard is met.

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]

Response: As stated in this requirement, bicycle parking is required for specified residential, retail, office, institutional, and transit development, which does not include this utility development. Staff will travel to the site in a vehicle, due to the need to transport items and also the potential need to travel (possibly quickly) to other locations. Members of the public on foot or on bicycles are

³ Email correspondence from Steven Regner, City of Beaverton Senior Planner, February 5, 2021

excluded from the PFC Facility in order to maintain the utility's safety and security. Therefore, this standard is not applicable.

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:

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

2. Parking Categories...

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

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

5. Parking Tables. The following tables list the required minimum and maximum vehicle and bicycle parking requirements for listed land use types. [ORD 4584; June 2012]

Table 60.30.10.5.A - PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES

Required Parking Spaces, Multiple Use Zones

Storage warehouse – 0.3

Retail/shopping – 3.0

Maximum Permitted Parking Spaces, Zone A and Zone B

Storage warehouse – 0.4 and 0.5

Retail/shopping – 6.2 (Zone B)

Response: The findings below address the PFC Facility and the entire Washington Green site in turn.

PFC Facility

Per the response above to Section 60.30.05.2, a storage warehouse use has been found to be similar to the proposed utility building for purposes of calculating parking requirements. The PFC Facility will be approximately 26 feet by 24 feet in length and depth, for a building area of approximately 624 square feet, as shown in the Site Plan (Drawing PFC-01, Exhibit A). That building area translates into a minimum required 0.18 parking spaces and a maximum permitted 0.25 spaces or 0.31 spaces. In the case of the minimum required parking, the number of parking spaces rounds down to zero spaces pursuant to the ratios provision in Section 60.30.10.3 above. A maximum of one parking space should be permitted.

In order to maintain the same number of parking spaces that currently exist on the site, the applicant will replace eight existing parking spaces, which will be affected by the proposed development, for use by the commercial center. Those parking spaces are depicted in the Existing Conditions Plan and Site Plan (Drawings PFC-00A and PFC-01, Exhibit A).

Washington Green Site

Minimum Parking Required

The minimum requirement for this commercial center (retail/shopping uses) in a multiple use zone is 3 spaces per 1,000 square feet of gross floor area.

Given 79,306 square feet in the Washington Green commercial center, the minimum requirement is 238 spaces. The count of existing parking spaces is approximately 428 spaces, plus one new parking space proposed for the PFC Facility, which meets the minimum requirement. Therefore, this standard is met.

Maximum Parking Permitted

The maximum number of spaces permitted for the commercial center is determined by floor area and the frequency of nearby transit service.

Parking Zone A includes "parcels that are located within one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service." Stops that are within a quarter mile include the following:

- Oleson (near Hall), 0.2 miles – Bus 45
- Hall/Greenburg, 0.2 miles – Buses 43 and 78
- Palmblad (near Hall), 500 feet – Buses 43, 45, and 78

Buses 43, 45, and 78 do not provide frequent service, but hourly or half hourly service.

For Parking Zone B, the maximum number of permitted spaces is 6.2 spaces per 1,000 square feet gross floor area, or 492 spaces. The existing 428 spaces and proposed one new space for the PFC Facility fall within this allowance. Therefore, this standard is met.

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-Beaverton Central (RC-BC), Regional Center-Mixed Use (RC-MU), Regional Center-Downtown Transition (RC-DT), and Regional Center-East (RC-E) are two (2) parking districts. [ORD 4584; June 2012] [ORD 4686; July 2016]

Response: The proposed development is not located in one of the Regional Centers listed above. Therefore, this table is not applicable.

7. *Exceeding Parking Ratios. More parking spaces for motor vehicle and bicycle parking may be required as a condition of a Conditional Use. Variation from the specified minimum or maximum number of required motor vehicle and bicycle parking spaces may be approved by the City subject to Section 40.10.15.2. (Major Adjustment) of this Code. However, if surplus parking is located in a parking structure, the parking ratios may be exceeded without requiring an approval of a Major Adjustment for parking.*

Any surplus parking may be designed to any of the City standards for off-street parking lot design. The Facilities Review Committee may recommend approval of parallel parking spaces or other non-standard designs for surplus parking in any zone. [ORD 4224; August 2002] [ORD 4498; January 2009] [ORD 4659; June 2015]

Response: Exceeding the specified minimum required or maximum permitted number of parking spaces is not proposed. However, City staff indicated that this provision allows for the Planning Commission to specify the number of parking spaces for conditional use permits.⁴ One reserved parking space will adequately serve the occasional visits that operations and maintenance staff or delivery vehicles will make to the PFC Facility – approximately one trip per day on average, which is a high estimate. Therefore, the applicant finds that a condition of approval specifying that one parking space be allowed and required for the proposed building is adequate and appropriate.

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

Response: The proposed development is not residential. Therefore, this standard is not applicable.

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.*

Response: Multiple uses are not proposed. Therefore, this standard is not applicable.

B. *Spaces which only meet the requirements of one establishment may serve more than one establishment on the same parking lot, provided that sufficient evidence is presented which shows that the times of peak parking demand for the various establishments do not coincide,*

⁴ Email correspondence from Steven Regner, City of Beaverton Senior Planner, February 5, 2021

and that adequate parking will be available at all times when the various establishments are in operation.

Response: Shared parking is not proposed. Therefore, this standard is not applicable.

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:

Response: The parking space proposed for the PFC Facility and the parking spaces proposed to be replaced for the commercial center are located on the same property as the uses. See the Site Plan (Drawing PFC-01, Exhibit A). Therefore, this standard is met.

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

Response: The proposed parking does not require movements into a street or right-of-way (see the Site Plan, Drawing PFC-01, Exhibit A). Therefore, this standard is met.

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

Response: The proposed parking is not located in R10, R7, R5, or R4 zones and does not serve dwelling units. Therefore, this standard is not applicable.

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

Response: The proposed parking does not serve dwelling units. Therefore, this standard is not applicable.

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

- A. Vehicle Parking Reduction for Transit Amenities.*
- B. Reduction for Transportation Management Association Participation.*
- C. Reduction for Combination of Uses with Shared Parking.*
- D. Reduction for Special Needs Residential.*
- E. Reduction for Substitution of Bicycle Parking.*

Response: Parking reductions are not being requested. Therefore, this standard is not applicable.

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

Response: Temporary uses are not proposed. Therefore, this standard is not applicable.

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

Response: Compact car parking spaces are not proposed. Therefore, applicable standards are not applicable.

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

Response: The proposed development does not serve 50 or more employees. Therefore, this standard is not applicable.

60.30.15. Off-Street Parking Lot Design. All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables...

90 degrees

B = Stall Width – 8.5 feet

C = Stall Depth – 18.5 feet

D = Aisle Width [two-way] – 24 feet

G = Bumper Overhang – 3 feet

Response: A 90-degree standard parking space is proposed on the south side of the PFC Facility for TVWD staff and deliveries, as shown in the Site Plan (Drawing PFC-01, Exhibit A). Its dimensions are 8.5 feet by 18.5 feet. Therefore, this proposed parking space meets parking stall standards.

The eight 90-degree commercial center parking spaces being removed by the proposed development will be replaced with eight standard parking spaces. As shown in the Site Plan (Drawing, PFC-01, Exhibit A), their dimensions are 8.5 feet by 18.5 feet, including approximately 2.5 feet of bumper overhang. Therefore, the proposed replacement parking spaces meet parking stall standards.

The drive aisle width between the eight replacement commercial center parking spaces and the next row of parking spaces to the west is dictated by the existing spacing between these two existing rows of parking, which is 22 feet. See the Existing Conditions Plan and Site Plan (Drawings PFC-00A

and PFC-01, Exhibit A). City Planning and Transportation staff identified this as an existing condition that is not being impacted.⁵

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]

Response: The proposed parking will be constructed consistent with existing parking lot conditions and with the City Engineering Design Manual and Standard Drawings. Therefore, this requirement will be met.

SECTION 60.50 SPECIAL USE REGULATIONS

60.50.05. ACCESSORY USES AND STRUCTURES

1. Structures or uses incidental and subordinate to the uses allowed as Permitted and Conditional Uses in any zone are allowed as accessory uses and structures subject to the provisions of this section.

Response: A flow meter vault is proposed just to the southwest of the PFC Facility, between the building and SW Hall Boulevard. It is a subsurface use necessary to serve and support the PFC Facility, which is permitted conditionally in this C-WS zone. Therefore, this standard is met.

2. All accessory buildings must comply with the following provisions:

A. Size. For lots ten thousand (10,000) square feet or less, the combined footprint of all accessory structures may not exceed five hundred (500) square feet. For lots greater than ten thousand (10,000) square feet, the combined footprint may not exceed seven hundred (700) square feet. However, regardless of size, the lot coverage by all accessory structures shall be no more than twenty five (25) percent of a rear yard area; [ORD 4474; March 2008]

Response: This accessory structure and use is primarily subsurface, with the top of the vault being flush with the grade. The Site Plan (Drawing PFC-01, Exhibit A) shows the location and dimensions of the vault. Its dimensions make for a surface of approximately 120 square feet, which is less than the 700 square feet permitted by this standard. In addition, this structure does not occupy more than 25 percent of a rear yard area. Therefore, this standard is met.

B. Height. Accessory structures shall not exceed one story and shall be no greater than fifteen (15) feet in height; [ORD 4474; March 2008]

⁵ Email correspondence from Steven Regner, City of Beaverton Senior Planner, April 22, 2021

Response: The flow meter vault is flush with the grade located behind the curb. Therefore, this standard is met.

C. They shall not be allowed in a required front yard;

Response: The proposed vault is not located in the front yard or between the front of the PFC Facility and the street (see the Vicinity Plan, Figure 1, and the Site Plan, Drawing PFC-01, Exhibit A). Therefore, this standard is met.

D. They shall not be located within six (6) feet of main building for residential lots. Required separation distances for commercial, multiple use, and industrial zoned lots shall be determined by the applicable Building Code; [ORD 4224; August 2002] [ORD 4474; March 2008]

Response: The proposed vault is not located with 6 feet of a main building on a residential lot. The nearest residentially zoned lot is more than 500 feet from the proposed vault (Figure 4). Therefore, this standard is met.

E. Setbacks. A structure with a height of eight feet or less shall be located no closer than three (3) feet to any lot line nor built over an easement. For each foot of height, or fraction thereof, in excess of eight feet, the accessory structure shall be set back one additional foot from all lot lines;

Response: The proposed vault is not located closer than 3 feet to the nearest lot line along SW Hall Boulevard (see the Site Plan, Drawing PFC-01, Exhibit A). Therefore, this element of the standard is met.

The proposed vault is part of a water utility system (and water-related utility easement) so it must be built within that easement. Therefore, this element of the standard is not applicable.

F. They shall cause no encroachment upon or interference with the use of any adjoining property or public right-of-way;

Response: The proposed vault will not encroach upon the adjoining right-of-way. There is only right-of-way and not another property adjoining the area in which the vault will be located (see the Site Plan and Utility Plan, Drawings PFC-01 and PFC-02, Exhibit A). Therefore, this standard is met.

G. Attached accessory structures. When an accessory structure is attached to the main structure, such accessory structure shall be considered as part of the main structure. Attached means wall-to-wall or any permanent attachment, as determined by the Director; [ORD 4474; March 2008]

Response: The proposed vault is not attached to a main structure. Therefore, this standard is not applicable.

H. They shall be built in accordance with the applicable building codes as determined by the Building Official. [ORD 3293; November 1982] [ORD 4474; March 2008]

Response: It is understood that the proposed vault must be built in accordance with applicable codes. Therefore, this standard will be met.

3. Examples of residential accessory uses. The following types of accessory structures or similar structures as determined by the Planning Director shall be permitted in districts where residential use types are allowed...

Response: The proposed vault is not accessory to residential uses. Therefore, this standard is not applicable.

4. Non-residential accessory uses. Accessory uses customarily associated with the principal commercial or industrial use shall be permitted where these commercial and industrial use types are authorized. [ORD 4474; March 2008]

Response: The proposed vault is customarily associated with the primary utility use proposed on the development site. Therefore, this standard is met.

5. A conflict of interpretation concerning whether a use or structure is an accessory use or structure shall be resolved in accordance with the provisions of Section 10.20.

Response: The applicant understands that conflicts will be resolved in accordance with Section 10.20.

6. A. The City Council may, by resolution, establish a list of uses found not to be accessory to specific Permitted Uses.

B. Prior to including a use on such list the City Council shall hold a public hearing and allow interested persons an opportunity to testify on the matter.

C. The City Council may delegate to the Planning Commission the authority to perform the functions authorized and required by this subsection.

Response: The applicant understands that the City Council has authority to conduct procedures to determine uses not found to be accessory to specific Permitted Uses.

SECTION 60.55 TRANSPORTATION FACILITIES

60.55.20 Traffic Impact Analysis. 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.

[...]

2. Analysis Threshold.

A. A Traffic Impact Analysis is required when the proposed land use change or development will generate 300 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer. [ORD 4706; May 2017]

B. A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.

Response: The proposed development will not generate 300 vehicles or more per day, and the City Engineer has not requested that a Traffic Impact Analysis be conducted. Therefore, these standards are not applicable.

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.

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.

Response: Safe and efficient vehicle and pedestrian circulation and access are addressed in responses to criteria in Section 40.03 (Facilities Review Committee) and below in Section 60.55.35.

In terms of transit access, transit service runs on SW Hall Boulevard and SW Oleson Road; however, transit stops are located about a block away in each direction from the Washington Green commercial center property. The proposed development will maintain and will not affect existing pedestrian access from the commercial center property to those transit stops. The proposed development also will not require access to transit stops as visitors to the PFC Facility will travel there by maintenance or delivery vehicle.

Bicycle and pedestrian facilities are addressed in responses to criteria in Section 40.03 (Facilities Review Committee) and Section 60.05 (Design Review Standards and Guidelines).

Therefore, applicable elements of this standard are met.

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.

Response: The roadways adjacent to the development site (SW Hall Boulevard and SW Oleson Road) are both under Washington County jurisdiction. The County did not indicate that there is any dedication needed in order to provide ultimate right-of-way width in its comments in the Pre-Application Conference Summary Notes (Exhibit C). The Comprehensive Plan Transportation

Element figures do not identify future potential street, bicycle, and pedestrian connections on or through the proposed development site. Therefore, this standard is met.

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.

Response: Given the abutting property is developed, the proposed development site is a small area in the southeast corner of the commercial center property adjacent to the intersection of SW Hall Boulevard and SW Oleson Road, the adjacent frontages of SW Hall Boulevard and SW Oleson Road are already developed with sidewalks, and the proposed building is not publicly accessible, future street, bicycle, and pedestrian connections through the development site are not appropriate and are not proposed. Therefore, this standard is not applicable.

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.

Response: Per the previous response and other responses related to pedestrian and bicycle circulation for criteria in Section 40.04 (Facilities Review Committee) and Section 60.05 (Design Review Standards and Guidelines), street, bicycle, and pedestrian connections through the proposed development site are not appropriate, necessary, or proposed. Therefore, this standard is not applicable.

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.

Response: Washington County has not indicated that right-of-way for SW Hall Boulevard or SW Oleson Road adjacent to the proposed development site is inadequate or that dedication is needed (see Pre-Application Conference Summary Notes, Exhibit C). Therefore, this standard is not applicable.

6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.

Response: As addressed in responses above and in other responses in this narrative, bicycle and pedestrian connections are not necessary, appropriate, or proposed. Therefore, this standard is not applicable.

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.

Response: As addressed in responses above and in other responses in this narrative, bicycle and pedestrian connections are not necessary, appropriate, or proposed. Therefore, this standard is not applicable.

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.

Response: It is understood that the City has authority to require special setbacks. However, given the proposed development site's small size, its location adjacent to the existing intersection of SW Hall Boulevard and SW Oleson Road (where a future street will not be needed), the adjacent frontages of SW Hall Boulevard and SW Oleson Road already having sidewalks, the proposed building's secure nature, and the County not having indicated any right-of-way needs, the applicant does not believe such a setback for such improvements would be needed.

9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.14. [ORD 4397; August 2006]

An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.

A. Accessways shall be provided as follows:

1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.

2. If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006]

3. Where a street connection is not feasible due to conditions described in Section 60.55.25.14., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park. [ORD 4397; August 2006]

4. The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.

5. In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.

6. Within the South Cooper Mountain Community Plan area, the City may require an accessway to connect from multiuse paths or trails to streets, multi-use paths, or trails. [ORD 4652; February 2015]

Response: The proposed development site does not have more than 600 feet of frontage on SW Hall Boulevard or SW Oleson Road, the impact from the proposed development will be low, the proposed development does not involve a cul-de-sac, and the development site is not within the South Cooper Mountain Community Plan area. Therefore, an accessway is not required and accessway design standards in Section 60.55.25.9.B are not applicable.

10. Pedestrian Circulation.

A. Walkways are required between parts of a development where the public is invited or allowed to walk.

Response: As noted in other responses in this narrative, the proposed building is a utility facility that is not publicly accessible for safety and security reasons. Therefore, this standard is not applicable.

A walkway is provided in front of the PFC Facility for staff access, as shown in the Site Plan (Drawing PFC-01, Exhibit A).

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.

Response: The proposed building is not public accessible and the development site has less than 300 feet of street frontage on SW Hall Boulevard and SW Oleson Road. Therefore, this standard is not applicable.

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 four 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.

Response: The proposed building is a utility building that is intended to be secure and not publicly and pedestrian accessible. Visitors to the proposed development will need to travel to the site by vehicle, rendering transit, bicycling, and walking connections unnecessary. Therefore, these standards are not applicable.

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.

Response: The PFC Facility does not contain occupiable areas. As such, the building is included as an exempt space under the 2010 ADA Standards for Accessibility (Section 203.5 – Machinery Spaces). Therefore, this standard is not applicable.

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.

Response: The walkway along the front of the proposed building will be illuminated by the light proposed at the building entrance. As shown in the Lighting Plan and Lighting Details (Exhibit G), the lighting has cut-off fixtures and lighting levels will be less than 0.5 foot-candles at the property line. Therefore, this standard is met.

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...

Response: The proposed building is not a commercial or institutional building located at or near a major transit stop. Therefore, this standard is not applicable.

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.

Response: Pedestrian and bicycle connections are not appropriate or proposed for the proposed building, nor are the resource areas identified in this standard present on the development site. Therefore, this standard is not applicable.

13. New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.

Response: Construction of bicycle or pedestrian connections along residential rear lot lines is not proposed. Therefore, this standard is not applicable.

14. Street and Bicycle and Pedestrian Connection Hindrances. Street, bicycle, and/or pedestrian connections are not required where one or more of the following conditions exist:

A. Physical or topographic conditions make a general street, bicycle, or pedestrian connection impracticable. Such conditions include but are not limited to the alignments of existing connecting streets, freeways, railroads, slopes in excess of City standards for maximum slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

B. Existing buildings or other development on adjacent lands physically preclude a connection now and in the future, considering the potential for redevelopment; or,

C. Where streets, bicycle, or pedestrian connections would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 1995, which preclude a required street, bicycle, or pedestrian connection.

Response: As stated in other responses to criteria in this Section, street, bicycle, and pedestrian connections through the development site are not necessary or appropriate given the site's small size, its location adjacent to the intersection of SW Hall Boulevard and SW Oleson Road, sidewalks that are already available on the adjacent frontages of SW Hall Boulevard and SW Oleson Road, and the proposed building's secure nature.

60.55.30. Minimum Street Widths. Minimum street widths are depicted in the Engineering Design Manual.

Response: New streets and frontages are not needed or proposed as part of this development. In addition, Washington County has not indicated that right-of-way for SW Hall Boulevard or SW Oleson Road adjacent to the proposed development site is inadequate or that dedication is needed. Therefore, these standards are not applicable.

The applicant will restore existing street and right-of-way improvements impacted by construction to existing or improved condition. The County did note the need to coordinate with the Department of Land Use and Transportation for work within and construction access to SW Hall Boulevard and SW Oleson Road (Pre-Application Conference Summary Notes, Exhibit C), which the applicant will undertake.

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.

Response: The proposed development will use the existing access (driveway) for the Washington Green commercial center on SW Hall Boulevard. The applicant is working with the property owner on easement agreements, which include a TCE and a general access easement through the commercial center's parking lot to allow access to the development area during construction and then permanently for the ongoing maintenance and operations of the PFC Facility. Therefore, this standard is met.

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]

Response: The proposed development does not include residential development. Therefore, this standard is not applicable.

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.

Response: The proposed development will take access from the existing driveway for the commercial center on SW Hall Boulevard, for which sight distance compliance has already been determined.

Regarding the existing intersection of SW Hall Boulevard and SW Oleson Road, the proposed development does not encroach into the vision clearance area on this corner. The vision clearance area, as prescribed by the City's Engineering Design Manual standards, is indicated on the Site Plan (Drawing PFC-01, Exhibit A).

Therefore, this standard is met.

B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.

1. Local street connections at intervals of no more than 330 feet should apply in areas planned for the highest density multiple use development.

Response: The proposed development site occupies less than 330 feet of frontage on SW Hall Boulevard and SW Oleson Road. New streets and new intersections are not needed or proposed as part of this development. Therefore, these standards are not applicable.

C. Driveways.

Response: The proposed development will take access from the existing driveway for the Washington Green commercial center on SW Hall Boulevard. New driveways or driveway modifications are not needed. Therefore, these standards are not applicable.

60.55.40. Transit Facilities. [ORD 4302; June 2004] Transit routes and transit facilities shall be designed to support transit use through provision of transit improvements. These improvements shall include passenger landing pads, accessways to the transit stop location, or some combination thereof, as required by TriMet and the City, and may also include shelters or a pad for a shelter. In addition, when required by TriMet and the City, major industrial, institution, retail, and office developments shall provide either a transit stop on site or a pedestrian connection to a transit stop adjacent to the site.

Response: There is not an existing or planned transit stop on or adjacent to the development site. Therefore, this standard is not applicable.

The proposed development will not affect existing pedestrian access from the Washington Green commercial center to transit stops on SW Hall Boulevard, SW Oleson Road, and in the vicinity.

SECTION 60.60 TREES AND VEGETATION

60.60.05. Purpose.

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. In conjunction with processes set forth in Section 40.90. of this Code, this section is intended to help manage changes to the City's urban forest by establishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees.

60.60.10. Types of Trees and Vegetation Regulated.

Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90. of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:

1. *Significant Individual Trees.*
2. *Historic Tree.*
3. *Trees within Significant Natural Resource Areas.*
4. *Trees within Significant Groves.*
5. *Landscape Trees.*
6. *Community Trees.*
7. *Mitigation Trees.*

Response: As shown in the Tree Plan (Exhibit E), 13 Community Trees 10 inches diameter breast height (DBH) and greater are proposed to be removed from the existing stormwater facility. In addition, one Landscape Tree 8 inches DBH is proposed to be removed from a parking landscape island. As Landscape and Community Trees, these trees are not Protected Trees as defined in the Purpose statement above yet are still subject to applicable regulations of this Section.

60.60.15. Pruning, Removal, and Preservation Standards.

2. Removal and Preservation Standards.

A. All removal of Protected Trees shall be done in accordance with the standards set forth in this section.

B. Removal of Landscape Trees and Protected Trees shall be mitigated, as set forth in section 60.60.25.

C. For SNRAs and Significant Groves, the following additional standards shall apply:

1. The minimum DBH of non-exempt surveyed trees that must be preserved on a site is as follows:

b) Residential, Commercial, or Industrial zoning district: Twenty five percent (25%) of the DBH of non-exempt surveyed trees found on a project site

2. DBH to be retained shall be preserved in cohesive areas, termed Preservation Areas, when development is proposed in SNRAs or Significant Groves.

3. Native understory vegetation and trees shall be preserved in Preservation Areas.

4. Preservation Areas, conditioned for protection through the Development Review process, shall be preserved in clusters that are natural in appearance rather than in linear strips. Preservation Areas should connect with adjoining portions of the Significant Grove or SNRA on other sites.

5. Preservation Areas, conditioned for protection through the Design Review process, shall be set aside in conservation easements and recorded with a deed restriction with Washington County, unless otherwise approved by the City. The deed restriction shall prohibit future

development and specify the conditions for maintenance if the property is not dedicated to a public agency.

Response: Per Section 60.60.15.2.B above, the one Landscape Tree proposed for removal must be mitigated. Its mitigation is addressed in response to the requirements in Section 60.60.25. Therefore, this standard is met.

6. Preservation Areas, conditioned for protection through the Land Division process, shall be set aside in tracts and recorded with a deed restriction with Washington County, unless otherwise approved by the City. The deed restriction shall prohibit future development and specify the conditions for maintenance if the property is not dedicated to a public agency.

Response: The proposed development does not involve Preservation Areas conditioned for protection through the land division process. Therefore, this standard is not applicable.

7. Within the development review process, where a person is presented with a particular decision whether to retain a native or non-native tree, the native species shall be retained provided all other considerations between the two categories of trees remain equal. Non-native tree species may also be retained for aesthetic, unique condition, size, and wildlife habitat purposes.

Response: Trees are proposed for removal as needed for the construction of the PFC Facility and rehabilitation of the stormwater facility. Decisions between retaining a native or non-native tree are not involved. Therefore, this standard is not applicable.

8. Hazardous and dead trees within Significant Groves and SNRAs should be fallen only for safety and left at the resource site to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and must be removed from the area to protect the remaining trees.

Response: Hazardous or dead trees were not documented in the tree survey, nor are there Significant Groves or SNRAs on the development site (Exhibit E). Therefore, this standard is not applicable.

60.60.20. Tree Protection Standards during Development.

1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following...

Response: Protected Trees – defined in the Purpose statement of this Section as Significant Individual Trees, Historic Trees, Mitigation Trees, and trees within a Significant Natural Resource Area (SNRA) or Significant Grove – are not present in the proposed development area. See the tree inventory in Exhibit E. Therefore, this standard is not applicable.

60.60.25. Mitigation Requirements.

1. The following standards shall apply to mitigation for the removal of Significant Individual Trees or trees within Significant Groves or SNRAs...

2. Mitigation for the removal of trees from Significant Groves or SNRAs shall be required as follows...

3. In addition to the requirements listed in Section 60.60.25.1. Mitigation Requirements, the following mitigation requirements shall apply for the removal of trees from Significant Groves or SNRAs...

4. Significant Grove or SNRA on-site mitigation, 2:1 planting ratio...

5. Significant Grove or SNRA off-site mitigation, 1:1 planting ratio...

6. Significant Grove or SNRA Tree Plan 3 mitigation, 1:1 planting ratio...

Response: The Protected Trees that are addressed by these requirements are not present in the proposed development area. Therefore, these standards are not applicable.

7. In-Lieu fee. If the total caliper inch on-site- or off-site tree planting mitigation does not equal the DBH inch removal or if no tree planting mitigation is proposed, the remaining or total caliper inch tree planting mitigation shall be provided as a fee in-lieu payment. The in-lieu fee shall be specified in the Community Development In-Lieu Fee schedule. Fee revenues shall be deposited in the City's Tree Mitigation Fund.

Response: Proposed tree planting mitigation equals proposed DBH removal. Therefore, this provisions is not necessary or applicable.

9. The following standards apply to the replacement of a Landscape Tree:

A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.

B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.

C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:

1. Calculate the sum of the total linear DBH measurement of the tree to be removed.

2. The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.

Response: Per the Tree Plan (Exhibit E), one Landscape Tree, which is a Honey Locust and is 8 inches DBH, is proposed to be removed. In its place, four new Landscape Trees are proposed to be planted, as shown in the Landscape Plan and Landscape Details (Drawings PFC-05 and PFC-06, Exhibit A). The

trees will be Persian Parrotias, which are on the City of Beaverton's Approved Tree List.⁶ One tree will be planted in a new parking landscape island dividing parking spaces adjacent to the stormwater facility. Two trees will be planted in the landscape island across from (to the west of) the PFC Facility. The fourth tree will be planted in mulch between the PFC Facility and SW Hall Boulevard. All of the trees will be a minimum of 2 caliper inches. Therefore, these standards are met.

SECTION 60.65 UTILITY UNDERGROUNDING

60.65.10. Authority. The provisions of private utility undergrounding shall pertain to all activities subject to Design Review (Section 40.20.), as well as Land Divisions (Section 40.45.).

60.65.15. Regulation. All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.

Response: The proposed development will not impact existing above-ground utility poles. Utilities that the applicant proposes to construct or re-locate are all located underground. See the Utility Plan in Drawing PFC-02, Exhibit A. Therefore, this standard is met.

1. At the option of the applicant and subject to rules promulgated by the Oregon Public Utility Commission (PUC), this requirement does not apply to surface mounted transformers, surface mounted connection boxes and meter cabinets, which may be placed above ground, temporary utility service facilities during construction, high capacity electric lines operating at 50,000 volts or above, and that portion of a project where undergrounding will require boring under a Collector or Arterial roadway, and City funded roadway projects which the City Council has specifically considered and declined to fund utility undergrounding as a component of the roadway project, Washington County funded roadway projects, such as MSTIP projects, and Oregon Department of Transportation funded roadway projects. [ORD 4343; April 2005] [ORD 4363; September 2005]

Response: Development and conditions specified in this standard are not proposed. Therefore, this standard is not applicable.

2. The developer shall make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground;

Response: The applicant is coordinating with affected service providers to coordinate underground utility work during construction of the proposed development. This coordination involves relocation

⁶ City of Beaverton Approved Tree List: <https://www.beavertonoregon.gov/442/Approved-Tree-List>

and upgrades of existing utilities, specifically City stormwater. See the Utility Plan in Drawing PFC-02, Exhibit A. Therefore, this standard is and will be met.

3. *The City reserves the right to approve surface mounted facilities;*

Response: Surface-mounted facilities are not proposed. However, the applicant understands that the City has the authority to approve surface mounted facilities.

4. *All underground public and private utilities shall be constructed or installed prior to the final surfacing of the streets; and*

Response: The proposed development – namely the installation of underground water pipelines and relocation or upgrade of other existing underground utility (stormwater) lines – will involve the disturbance of existing sidewalks and roadways (SW Hall Boulevard and SW Oleson Road). The applicant will perform all the utility work before restoring sidewalk and street facilities to existing or improved conditions, in coordination with Washington County. Therefore, this standard will be met.

5. *Stubs for service connections and other anticipated private extensions at street intersections shall be long enough to avoid disturbing street surfaces and right-of-way improvements such as sidewalks and landscaping areas when service connections are made.*

Response: There are currently not stubs for future service connections or other anticipated private extensions at street intersections. All connections to existing distribution and service lines are being made as part of this project.

6. *Unless otherwise specifically required in an existing franchise between the City and the particular private utility, or PUC rule, the applicant or developer responsible for initiating the requirement for placing overhead utilities underground is responsible for the cost of converting all existing customer equipment and private utilities on private or public property, or both to meet utility undergrounding requirements.*

Response: The proposed development will not involve placing overhead utilities underground. Therefore, this standard is not applicable.

7. *If the private utility service provider requires an applicant, as a component of the applicant's placing private utilities underground, to install facilities to accommodate extra capacity beyond those necessitated by the proposed development, the private utility service provider shall be financially responsible for providing the means to provide such extra capacity.*

Response: The applicant is the utility service provider and is sizing the proposed PFC Facility and water pipelines according to projected needs. Therefore, this standard is not applicable.

60.65.20. *Information on Plans. The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:*

1. *Easements for all public and private utility facilities;*
2. *The location of all existing above ground and underground public and private utilities within 100 feet of the site;*
3. *The proposed relocation of existing above ground utilities to underground; and*
4. *That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.35.3 of this Code.*

Response: The Existing Conditions Plan and Utility Plan show the location of existing utilities and utility easements (Drawings PFC-00A and PFC-02, Exhibit A). Utilities to be constructed or relocated are shown in the Site Plan (Drawing PFC-01, Exhibit A) and do not encroach into the vision clearance area indicated by hatching on the corner of the property. The proposed development does not impact existing above-ground utility poles and, thus, is not required to place them underground. Therefore, this standard is met.

60.65.25. *Optional Fee In Lieu of the Undergrounding Requirement.*

60.65.30. *Fees to be Paid In-Lieu of Undergrounding.*

Response: Undergrounding existing above-ground utilities is not required for the proposed development. Therefore, this standard is not applicable.

3 CONFORMANCE WITH CITY OF BEAVERTON COMPREHENSIVE PLAN

3.1 LAND USE ELEMENT

Goal 3.3.1 Promote sustainable development, resilience, and resource protection.

Policy e) Increase the resiliency of the built environment by...

Response: One of the fundamental objectives of the WWSS is to increase the resiliency of the water facilities serving the communities and customers within its service area. From the www.ourreliablewater.org web site: “When complete, the WWSS will be one of Oregon’s most seismically-resilient water systems—built to better withstand natural disasters, protect public health, and speed regional economic recovery through restoring critical services more quickly.” The proposed PFC Facility is one small, but important, part of the new water system and the increased resiliency it will provide to the water delivery in the Metzger area.

Therefore, the proposed development is consistent with this policy.

Goal 3.7.3 Community Commercial: Provide for commercial services that serve the surrounding community, with limited auto-oriented uses.

Policy d) Use development standards and/or conditional use review to address issues related to compatibility of commercial uses with adjacent housing, including noise, access and parking.

Response: The proposed utility-related development is a Conditional Use and this application addresses those criteria and all applicable development standards. There is no adjacent housing, but the PFC Facility will ultimately provide water service supportive of housing in the surrounding area. Compatibility with the existing commercial center is demonstrated through the PFC Facility’s location at the edge of the property, improvements to the stormwater facility, and the architectural and landscape treatments proposed.

Therefore, the proposed development is consistent with this policy.

3.2 PUBLIC FACILITIES AND SERVICES ELEMENT

Goal 5.4.1 Ensure long-term provision of adequate storm water management within existing City limits and areas to be annexed in the future.

Policy c) All new land development will be connected to a storm water drainage system. Each new development will be responsible for the construction or assurance of construction of their portion of the major storm water run-off facilities that are identified by the SWM program as being necessary to serve the new land development.

Response: The proposed development includes a comprehensive rehabilitation of the existing stormwater facility. This facility was built under previous CWS standards that are now out-of-date. The applicant has coordinated closely with the City and CWS to determine a design and set of

improvements that will be acceptable under current standards and practices, as described in Exhibit B. The improved stormwater facility will not only serve the PFC Facility, but also the commercial center and some stormwater received from SW Hall Boulevard run-off.

Therefore, the proposed development is consistent with this policy.

5.5.1 Goal: The City shall continue to participate in the Joint Water Commission and work with the West Slope, Raleigh and Tualatin Valley Water Districts to ensure the provision of adequate water service to present and future customers in Beaverton.

Policy b) All new development served by the Beaverton Water Division shall be reviewed by the City to determine that the pressure of water available to serve the proposed development meets City standards.

Response: The purpose of the PFC Facility is to reduce and control water pressure so that water can be conveyed from the higher pressure regional pipeline to pressures that are required to serve local distribution lines serving customers in the area.

Therefore, the proposed development is consistent with this policy.