



## STAFF REPORT

STAFF REPORT DATE: December 20, 2019

TO: Interested Parties

FROM: Rob Zoeller, Associate Planner

PROPOSAL: **Beaverton Public Safety Center Plaza and Entryway  
DR2019-0130 / SDM2019-0013 / SDM2019-0014**

LOCATION: The site is located at 6055 SW Hall Blvd at the southwest corner of SW Allen Blvd and SW Hall Blvd ; Tax Lot 00100 of Washington County Assessor's Map 1S121AA.

SUMMARY: The applicant, City of Beaverton, requests Design Review Two and Sidewalk Design Modification approval for the development of a public plaza and entryway on 0.29 acres adjacent to the Beaverton Public Safety Center, currently under construction.

APPLICANT: City of Beaverton  
Cadence Petros  
12725 SW Millikan Way  
Beaverton, OR 97076

APPLICANT'S REPRESENTATIVE: Knot  
Mike O'Brien  
308 SW 1<sup>st</sup> Ave, Suite 400  
Portland, OR 97204

PROPERTY OWNER: City of Beaverton  
12725 SW Millikan Way  
Beaverton, OR 97076

DECISION: **APPROVAL** of **DR2019-0130 / SDM2019-0013 / SDM2019-0014**, subject to conditions of approval, as identified in Attachment E.

# BACKGROUND FACTS

## Key Application Dates

Application	Submittal Date	Application Deemed Complete	120-Day*	365-Day**
DR2019-0041	September 11, 2019	November 13, 2019	March 11, 2020	November 12, 2020
SDM2019-0013	September 11, 2019	November 13, 2019	March 11, 2020	November 12, 2020
SDM2019-0013	September 11, 2019	November 13, 2019	March 11, 2020	November 12, 2020

\*This is the latest date, without a continuance, by which a final written decision on the proposal can be made.

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## Existing Conditions Table

<b>Zoning</b>	Community Service (CS)	
<b>Current Development</b>	Gas Station	
<b>Site Size &amp; Location</b>	The site is south of SW Allen Blvd, north of SW 22 <sup>nd</sup> Street, east of SW Main Avenue, and west of SW Hall Boulevard; on Tax Lot 00100 of Washington County Assessor's Map 1S121AA, and is approximately 0.29 acres pre dedication.	
<b>NAC</b>	Highland Neighborhood Association	
<b>Surrounding Uses</b>	<b>Zoning:</b> <u>North:</u> NS, R1, R5, and R7 <u>South:</u> CS, R1, R2, and R7 <u>East:</u> NS, R1, and R7 <u>West:</u> CS, NS, R1, R5, and R7	<b>Uses:</b> <u>North:</u> Commercial and Residential <u>South:</u> Institutional and Religious <u>East:</u> Commercial and Residential <u>West:</u> Institutional and Residential

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## STAFF REPORT

SR1 – SR5

## ATTACHMENTS

<b>A</b>	Facilities Review Committee Technical Review and Recommendation Report	FR-1 – FR-9
<b>B</b>	DR2019-0130 <i>Design Review Two</i>	DR-1 – DR-13
<b>C</b>	SDM2019-0013 <i>Sidewalk Design Modification (Allen)</i>	SDM-1 – SDM-3
<b>D</b>	SDM2019-0014 <i>Sidewalk Design Modification (Hall)</i>	SDM-1 – SDM-3
<b>E</b>	<i>Conditions of Approval</i>	COA-1 – COA-4

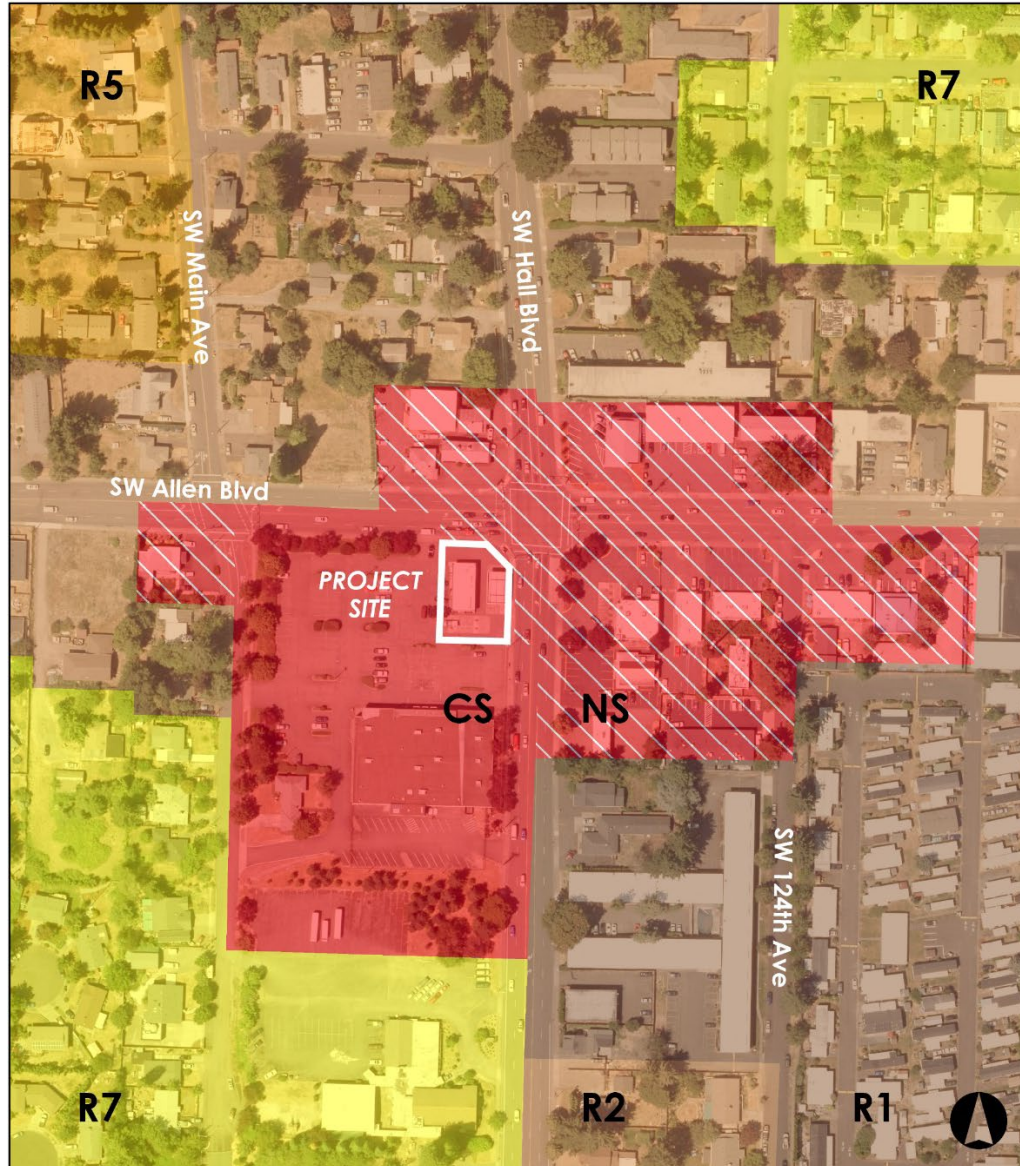
## EXHIBITS

<b>1</b>	<b>Materials Submitted by Staff</b>	
1.1	Project vicinity map	SR-4
1.2	Aerial map	SR-5
<b>2</b>	<b>Materials Submitted by the Applicant</b>	
2.1	Submittal package including plans	
<b>3</b>	<b>Public Comment</b>	
	None received	

# EXHIBIT 1.1

## Project Vicinity Map with Surrounding Zoning

DR2019-0130 / SDM2019-0013 / SDM2019-0014

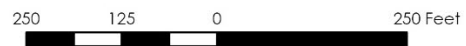


### Residential Zoning

-  Urban Standard Density (R7)
-  Urban Standard Density (R5)
-  Urban Medium Density (R2)
-  Urban High Density (R1)

### Commercial Zoning

-  Neighborhood Service (NS)
-  Community Service (CS)



## EXHIBIT 1.2

### Aerial Map

DR2019-0130 / SDM2019-0013 / SDM2019-0014



**FACILITIES REVIEW COMMITTEE**  
**TECHNICAL REVIEW AND RECOMMENDATIONS**  
**BPSC Plaza and Entryway**  
 DR2019-0130 / SDM2019-0013 / SDM2019-0014

**Section 40.03 Facilities Review Committee:**

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

**The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:**

- All twelve (12) criteria are applicable to the Design Review Two application as submitted.

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

**Findings of Fact.** Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, stormwater drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water, public stormwater, and public sanitary sewer facilities.

**Public Water.** The City of Beaverton is the water service provider for the site. No new water connections are anticipated for this development. The Beaverton Public Safety Center (BPSC) site irrigation system, designed to connect to the existing water line in SW Hall Blvd, was also designed to accommodate this plaza and entryway. Adequate capacity exists to serve the proposed development. All new irrigation will be provided from the existing pressurized mainline.

**Public Sanitary Sewer.** The proposal does not include a building; therefore, sanitary sewer service is not required.

**Stormwater.** The City of Beaverton is the storm drainage provider for the site. The applicant has provided a utility plan and stormwater analysis report. The applicant is proposing to modify just over 12,000 sq. ft. of impervious area. They are proposing to pay a fee-in-lieu of hydromodification. CWS' standard section 4.03.7.a.5 allows for

development under 25,000 SF of impervious area to pay a fee-in-lieu when the receiving stream is low risk.

Detailed stormwater plans will be reviewed at the time of Site Development Permit Issuance. The City Site Development Engineer proposes certain conditions of approval to ensure the new stormwater system has adequate capacity to serve the proposed development at the time of its completion.

A Clean Water Services (CWS) Service Provider Letter has been provided indicating that the development will not substantially impact any sensitive areas on or near the site.

**Transportation.** According to the Technical Memorandum by Lancaster Engineering (October 4, 2019), the new plaza will result in a net decrease of trips on the transportation system, compared to the previous use as a gas station. The Technical Memorandum confirms that the plaza and entryway will not have parking or access from SW Hall Blvd or SW Allen Blvd. In addition, the plaza and entryway are considered ancillary to the BPSC. The site is not expected to generate any new vehicle trips during peak periods. However, the Technical Memorandum acknowledges that the plaza may generate new bicycle or pedestrian trips from nearby neighborhoods which can be accommodated by the existing and proposed bike and pedestrian facilities.

**Fire Protection.** Tualatin Valley Fire and Rescue Department (TVF&R) is the fire protection service provider for this site. The Committee finds that the proposed development will provide the required critical facilities since SW Hall Blvd and SW Allen Blvd provide access for emergency vehicles. Therefore, the Committee finds the proposal meets the criterion for approval. The applicant provided an email from TVF&R which stated that there were no concerns or conditions of approval related to the proposed development.

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

- B. Essential facilities and services are available, or can be made available, with adequate capacity to serve the development prior to 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 years of occupancy.**

**Findings of Fact.** Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant's plans and materials were forwarded to City Transportation staff and City Police Department.

**Schools.** The proposed use of the site as a plaza and entryway will not affect school facilities. A service provider letter from the Beaverton School District is not required.

**Parks.** The site is within the service district of the Tualatin Hills Park and Recreation District (THPRD). The proposed plaza will be owned and maintained by the City of Beaverton.

**Police.** The City of Beaverton Police will continue to serve the development site.

**Transit.** Tri-Met provides bus service to the site. Line 88 provides service along SW Allen Blvd, connecting the Beaverton Transit Center with the Willow Creek/SW 185th Avenue Transit Center. Lines 76 and 78 provide frequent service along SW Hall Blvd, running from the Beaverton Transit Center to the Washington Square Transit Center. In an email from Michelle Wyffels dated October 3, 2019, Tri-Met requested that the city consider moving the southbound bus stop on SW Hall Blvd closer to the intersection with SW Allen Blvd. Due to concern with potential backup and queueing into intersection, the City Transportation Engineer is not requiring that the bus stop be moved with this land use application.

**Pedestrian Facilities.** Along SW Hall Blvd, the proposal includes construction of a 6 ft. sidewalk and 5.59 ft. planter strip. According to the Engineering Design Manual (EDM), the design standard for a five lane street, such as SW Hall Blvd, requires a 7.5 ft. planter strip. The applicant submitted a Sidewalk Design Modification (SDM) application to request approval for a reduced planter width to accommodate the future bike lane on SW Hall Blvd.

Along SW Allen Blvd, the proposal includes right-of-way dedication to accommodate future construction of a bike lane, right turn lane, and 8 ft. curb tight sidewalk along SW Allen Blvd. The applicant submitted a SDM application to request approval for the construction of a new, 7 ft. 7 in. curb tight sidewalk on SW Allen Blvd (that would provide continuity with the sidewalk in front of the BPSC). Findings pertaining to the requested SDMs are included in the staff report. The applicant proposes to provide sidewalks along SW Hall Blvd and SW Allen Blvd which will allow for pedestrian movement to serve the proposed development and surrounding area.

**Bicycle Facilities.** The proposal includes a right-of-way dedication and the construction of a bike lane along SW Hall Blvd that will connect to an existing lane south of the site in front of the BPSC. In addition, the proposal includes right-of-way dedication to accommodate future construction of an eastbound bike lane along SW Allen Blvd.

The Development Code does not require bicycle parking for parks and open space. However, the adjacent site, the BPSC, is currently served by 10 short term and nine long term bike parking spaces.

With the recommended conditions of approval, the Committee finds that all essential 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.

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



- C. *The proposal 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 proposal.***

**Findings of Fact.** Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable code requirements of Chapter 20 for the Community Service (CS) zone as applicable to the above mentioned criteria. As demonstrated in the chart, the development proposal meets all applicable standards.

**Therefore, the Committee finds that the proposal meets the criterion.**

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

**Findings of Fact.** Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable code requirements of Chapter 60, in response to the above mentioned criteria.

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

- 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 ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the city or other public agency.***

**Findings of Fact.** The plaza will be maintained by the City of Beaverton, a public agency.

**Therefore, the Committee finds that the proposal meets the criterion.**

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

**Findings of Fact.** As noted above in response to criterion B, the pedestrian circulation patterns within the boundaries of the site are safe and efficient for the operation of the proposed development. There is no vehicular circulation on this site.

**Therefore, the Committee finds that the proposal meets the criterion.**

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

**Findings of Fact.** As noted above in response to criterion B, the pedestrian circulation patterns within the boundaries of the site are safe and efficient for the operation of the proposed development. Externally, the development's on-site pedestrian circulation system connects to the existing sidewalk system along street frontages on SW Allen Blvd and SW Hall Blvd. Internally, the plaza connects to two interior walkways: one that heads south into the entryway that leads to the main entrance of the future BPSC, and a second that extends west in front of the building. All pathways within the plaza and entryway are at least seven feet wide. There is no vehicular circulation on this site.

**Therefore, the Committee finds that the proposal meets the criterion.**

**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.***

**Findings of Fact.** The only structures proposed are two shade trellises in the plaza (each 12 ft. x 14 ft.) and one shade trellis (26 ft. 6 in. x 12 ft. 6 in.) at the BPSC entryway expansion. All structures will be designed to all applicable city codes and standards. TVF&R reviewed this project on September 9, 2019, and they had no comments or conditions on the proposal.

**Therefore, the Committee finds that the proposal meets the criterion.**

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

**Findings of Fact.** The Committee finds that review of the construction documents at the Building and Site Development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development. The proposed sidewalks and walkways will be adequately lighted to meet the minimum applicable Design Standards, as a condition of approval. The walkways have been designed to meet the applicable Engineering Design Standards.

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

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

**Findings of Fact.** The subject site is generally flat. Minimal grading is proposed to accommodate the plaza. The development integrates with the adjacent BPSC pathways and landscaping. The development, as designed, does not adversely impact adjacent properties or public utilities.

Additionally the applicant must comply with Site Development erosion control measures during construction.

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

- 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.***

**Findings of Fact.** The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that, as proposed, the sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and, through the Site Development and Building Permit reviews, will be thoroughly evaluated.

**Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.25.10 and the criterion will be met.**

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

**Findings of Fact.** The applicant submitted the application on September 11, 2019, and was deemed complete on November 13, 2019. In the review of the plans and materials as submitted, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

**Therefore, the Committee finds that the proposal meets the criterion.**

## CODE CONFORMANCE ANALYSIS

### Chapter 20 Use and Site Development Requirements Community Service (CS) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 20.10.20. Land Uses – CS</b>			
Permitted	Public Parks, Parkways, Playgrounds and Related Facilities	The applicant proposes to demolish a gas station and replace it with the development of a public plaza and entryway.	<b>YES</b>
<b>Development Code Section 20.10.15. Site Development Standards – CS</b>			
Land Area Minimum	7,000 sq. ft.	12,422 sq. ft.	<b>YES</b>
Lot Dimensions Minimum	Width: 70 ft. Depth: 100 ft.	Width: 100 ft. (Allen); 130 ft. (Hall) Depth: 130 ft. (Allen); 100 ft. (Hall)	<b>YES</b>
Yard Setbacks Minimum	Front: 20 ft. Side (Corner): 20 ft. Rear: 0 ft.	No buildings; therefore, yard setbacks do not apply.	<b>N/A</b>
Building Height Maximum	60 ft.	No buildings.	<b>N/A</b>

**CODE CONFORMANCE ANALYSIS**  
Chapter 60 Special Requirements

<b>CODE STANDARD</b>	<b>CODE REQUIREMENT</b>	<b>PROJECT PROPOSAL</b>	<b>MEETS CODE?</b>
<b>Development Code Section 60.05</b>			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review standards will be reviewed in the Design Review portion of the staff report.	<b>See Findings for DR2019-0130</b>
<b>Development Code Section 60.30 – Off-street Parking</b>			
<u>Off-street motor vehicle parking</u> Parking Zone B	Total Required: 0 Spaces	0 spaces provided on site	<b>N/A</b>
<u>Required Bicycle Parking</u>	Short Term Total: 0 Spaces Long Term Total: 0 Spaces	Short Term Total: 0 Spaces Long Term Total: 0 Spaces	<b>N/A</b>
<b>Development Code Section 60.55 – Transportation Facilities</b>			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	<b>Yes - with COA</b>
<b>Development Code Section 60.65 – Utility Undergrounding</b>			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground under certain conditions if impacted by the proposed development.	SW Hall Blvd is the only street frontage along the subject property with overhead utility lines. Since the utility poles along this frontage are not impacted by the proposed development, the utilities are not required to be placed underground.	<b>N/A</b>

**RECOMMENDATION AND CONDITIONS OF APPROVAL  
BY THE FACILITIES REVIEW COMMITTEE:**

BPSC Plaza and Entryway  
DR2019-0130 / SDM2019-0013 / SDM2019-0014

**Recommendation**

The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority **APPROVE** the proposal **DR2019-0130 / SDM2019-0013 / SDM2019-0014 Beaverton Public Safety Center Plaza and Entryway**, subject to conditions of approval identified in Attachment E.

**ANALYSIS AND FINDINGS FOR  
DESIGN REVIEW TWO APPROVAL  
BPSC Plaza and Entryway  
DR2019-0130**

**Section 40.20.05. Design Review: Purpose**

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development.

**Section 40.20.15.2.C Approval Criteria:**

In order to approve a Design Review 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 Design Review Two application.***

**Findings of Fact.** The applicant proposes a design that will replace a gas station with a public plaza and entryway on 0.29 acres adjacent to the BPSC. The applicant will redevelop 100% of the site; therefore, the applicant meets Threshold 6 of a Design Review Two: *Any change in excess of 15 percent of the square footage of on-site landscaping or pedestrian circulation area with the exception for an increase in landscape art of up to 25 percent.*

**Therefore, staff find that the criterion is met.**

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

**Findings of Fact.** The applicant paid the required fee for a Design Review Two application.

**Therefore, staff find that the criterion is not applicable.**

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

**Findings of Fact.** The applicant submitted the application on September 11, 2019, and was deemed complete on November 13, 2019. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

**Therefore, staff find that the criterion is met.**

**4. The proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards).**

**Findings of Fact.** Staff cites the findings in the Design Standards Analysis chart in this report which evaluate the project in response to applicable code standards of Sections 60.05.15 through 60.05.30 (Design Standards). In part, the chart provides a summary response to design review standards determined to be applicable in the subject case. The applicant's plans and materials show compliance with these standards. Staff has proposed conditions of approval to ensure that the plan constructed is consistent with these standards.

**Therefore, staff find that by meeting the conditions of approval the criterion is met.**

**5. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Standards if any of the following conditions exist:**

**Findings of Fact.** The design proposal does not add to or modify existing development.

**Therefore, staff find that the criterion is not applicable.**

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

**Findings of Fact.** The applicant submitted a Design Review Two application, written narrative, pre-application summary, required Service Provider Letters and supporting documentation, and a full plan set. The Design Review Two application is accompanied by two Sidewalk Design Modification applications. The Design Review Two application is dependent upon approval of the two Sidewalk Design Modification applications.

**Therefore, staff find that by meeting the conditions of approval the criterion is met.**



**DESIGN STANDARDS ANALYSIS:**

## SECTION 60.05.20 CIRCULATION AND PARKING DESIGN STANDARDS

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Connections to the Public Street System</b>		
<b>60.05.20.1</b> Connect on-site circulation to existing and planned street system	<p>A continuous sidewalk wraps around the property line from SW Allen to SW Hall. At the corner of SW Allen and SW Hall, people can enter the plaza. The plaza connects to two interior walkways: one that heads south into the entryway that leads to the main entrance of the future BPSC, and a second that extends west in front of the building. All circulation paths are accessible, at least seven feet wide and paved with concrete with a broom concrete or acid wash finish.</p> <p>A bike lane will be added on SW Hall Blvd, designated a major bikeway in the Active Transportation Plan (adopted 2017).</p>	<b>YES</b>
<b>Loading Areas, Solid Waste Facilities and Similar Improvements</b>		
<b>60.05.20.2.A-E</b> Screen from public view	No outdoor service areas, storage areas, waste storage, disposal facilities, recycling containers, utility vaults, or similar uses are proposed with this project.	<b>N/A</b>
<b>Pedestrian Circulation</b>		
<b>60.05.20.3.A</b> Link to adjacent facilities	Pedestrian circulation is provided to the existing sidewalk system along street frontages on SW Allen and SW Hall through the plaza. The plaza connects to two interior walkways: one that heads south into the entryway that leads to the main entrance of the future BPSC, and a second that extends west in front of the building. All pathways within the plaza and entryway are at least seven feet wide.	<b>YES</b>
<b>60.05.20.3.B</b> Direct walkway connection	No buildings are included in this project. However, pedestrian connections are provided to the adjacent BPSC.	<b>N/A</b>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>60.05.20.3.C</b> Walkways every 300 ft.	The width of the street frontage on SW Allen is 100 ft. and the width of the street frontage on SW Hall is 130 ft.; therefore, this standard does not apply.	YES
<b>60.05.20.3.D - E</b> Physical separation	The proposed plaza and entryway does not include a driveway or parking lot; therefore, these standards do not apply.	N/A
<b>60.05.20.3.F</b> 5 ft. minimum width	All interior pathways within the plaza and entryway are at least seven feet wide. Pedestrians can freely move around inside the plaza and entryway. All circulation paths are paved with concrete with either a broom concrete or acid wash finish.	YES
<b>Street Frontages and Parking Areas</b>		
<b>60.05.20.4.A</b> Perimeter Landscaping	No surface parking lots are proposed.	N/A
<b>Parking Area Landscaping</b>		
<b>60.05.20.5.A-D</b> 1 Landscaped planter island per 10 contiguous parking spaces	No surface parking lots are proposed.	N/A
<b>Off-Street Parking Frontages in Multiple-Use Zones</b>		
<b>60.05.20.6.A.1-3</b> Surface parking area maximums for pedestrian routes and detached residential projects.	The subject site is not located within a Multiple-Use Zone.	N/A
<b>Sidewalks Along Streets and Primary Building Elevations in Commercial and Multiple Use Zones</b>		
<b>60.05.20.7.A</b> Required sidewalk widths	Sidewalks line the full extent of SW Allen and SW Hall. The sidewalk along SW Allen is approximately seven feet wide, and the sidewalk along SW Hall is approximately six feet wide. The applicant is seeking Sidewalk Design Modification approval which is conditions on this Design Review approval.	YES – with COA
<b>60.05.20.7.B</b> Internal pathway widths	There are no buildings on this site; however, the plaza and entryway serve a building approximately 25 ft. outside the property	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>line. All internal pathways within the plaza and entryway that connect to this building are at least seven feet wide.</p> <p>In addition, the building outside the property line is accessible by other internal pathways.</p>	
<p><b>60.05.20.7.C</b> Common Greens</p>	<p>No common greens or shared courts are proposed.</p>	<p><b>N/A</b></p>
<p align="center"><b>Connect On-site Buildings, Parking, and Other Improvements with Identifiable Streets and Drive Aisles in Residential, Commercial, and Multiple Use Zones</b></p>		
<p><b>60.05.20.8.A</b> Drive aisles to be designed as public streets, if applicable</p>	<p>No parking lots are proposed.</p>	<p><b>N/A</b></p>
<p><b>60.05.20.8.B</b> Standards for private streets, common greens, and shared courts.</p>	<p>No private streets, common green, or shared courts are proposed.</p>	<p><b>N/A</b></p>
<p align="center"><b>Ground Floor Uses in Parking Structures</b></p>		
<p><b>60.05.20.9</b> Parking Structures</p>	<p>No parking structures are proposed.</p>	<p><b>N/A</b></p>

**DESIGN STANDARDS ANALYSIS:**

SECTION 60.05.25 LANDSCAPE, OPEN SPACE, AND NATURAL AREAS DESIGN STANDARDS

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Minimum Landscaping</b>		
<p><b>60.05.25.1-4</b> Minimum Landscape Requirements for Residential Development</p>	<p>No residential development is proposed.</p>	<p><b>N/A</b></p>
<p><b>60.05.25.5.A</b> Requirements for Minimum Portion of Lot Area for Landscaping</p>	<p>Planted areas total 5,045 sq. ft. This is approximately 40% of the total gross lot area, exceeding the 10% minimum requirement.</p> <p>There are neither environmentally sensitive areas, nor aboveground landscaped water quality treatment facilities in this site; therefore, they are not included in the minimum landscape requirement.</p>	<p><b>YES</b></p>
<p><b>60.05.25.5.B.1</b> 1 Tree per 800 sq. ft. of Required Landscaped Area, Including Height Requirements</p>	<p>The required planting area is 10% of the site, approximately 1,200 sq. ft.; therefore, one tree is required.</p> <p>The design includes 18 Quaking Aspen trees in the phytoremediation planter, 11 Vine Maple and two Flowering Ash trees in the five other planters, and two Eddie's White Wonder Dogwood trees in the planter strip, outside the property line, on SW Hall.</p>	<p><b>YES</b></p>
<p><b>60.05.25.5.B.1</b> 1 Evergreen Shrub per 400 sq. ft. of Required Landscaped Area, Including Height Requirements</p>	<p>The required planting area is 10% of the site, approximately 1,200 sq. ft.; therefore, three evergreen shrubs are required.</p> <p>The design, inside the property line, includes nine evergreen shrubs, evergreen huckleberry, that will meet or exceed the minimum height of 48 inches when mature.</p>	<p><b>YES</b></p>
<p><b>60.05.25.5.B.1</b> Live Ground Cover Requirements</p>	<p>Live ground cover shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs, limited to no more than 25% of the required landscaped area (in this case, 300 sq. ft.)</p> <p>The design, inside the property line and exclusive of plants and evergreen shrubs, includes ground cover for approximately 1,000 sq. ft., exceeding the 300 sq. ft. minimum.</p>	<p><b>YES</b></p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>60.05.25.5.C.1-4</b> Requirements for Hard Surface Pedestrian Plazas in Residential Districts.	No residential development is proposed.	N/A
<b>60.05.25.5.D</b> Requirements for Building Elevations Near Public Streets	No buildings are proposed.	N/A
<b>60.05.25.6</b> Common Greens	No common greens are proposed.	N/A
<b>60.05.25.7</b> Shared Courts	No shared courts are proposed.	N/A
<b>Retaining Walls</b>		
<b>60.05.25.8</b> Retaining Walls	Retaining walls longer than 50 lineal feet used in site landscaping shall be architecturally treated and match other materials in the landscape plan.  The plaza and entryway site design includes several cast-in-place concrete seat height walls (18-20 in. high) that will match finishes with the previously permitted seat walls on the Public Safety Center site that is currently under construction. These walls do not retain earth and are freestanding.  In addition to providing casual seating in the plaza, these walls are also designed to provide a substantial physical barrier for potential vehicle ramming. One of those walls is 138 ft. in length. It will be visually broken up by permanent benches and adjacent planting beds.	YES
<b>Fences and Walls</b>		
<b>60.05.25.9.A</b> Materials	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.  All site seat walls will be 18 in. wide, made of cast-in place concrete with a board-form finish on vertical surfaces that will match the previously permitted BPSC site walls.	YES
<b>60.05.25.9.B</b> Chain Link Fences	No chain link fences are proposed.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>60.05.25.9.C</b> Required Width	Masonry walls shall be a minimum of six inches thick. All site seat walls will be 18 in. wide, made of cast-in place concrete. The height of site seat walls will not exceed 20 in.	YES
<b>60.05.25.9.D</b> Industrial Districts	This site is not in an Industrial District.	N/A
<b>60.05.25.9.E.1</b> Required Height	Walls may not exceed three feet in height in a required front yard along streets, except required above ground stormwater facilities fencing which may be four feet in height in a required front yard, and eight feet in all other locations. On this corner site, the front yard is considered to be on SW Hall Blvd. The height of seat walls does not exceed 20 in.	YES
<b>60.05.25.9.E.2</b> Required Height in Front Yard along Collector and Arterial Streets	Walls may be permitted up to six feet in a required front yard along designated Collector and Arterial streets. On this corner site, the front yard is considered to be on SW Hall Blvd, a Principal Arterial. The height of seat walls does not exceed 20 in.	YES
<b>60.05.25.9.E.3</b> Residential Requirements	No residential development is proposed.	N/A
<b>Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines</b>		
<b>60.05.25.10</b> Minimize Grade Changes	This site is not abutting with residential property lines.	N/A
<b>Integrate Water Quality, Quantity, or Both Facilities</b>		
<b>60.05.25.11</b> Location of Facilities	Surface runoff will be directed to area drains in landscape areas and piped to the city's storm water system. No above ground stormwater facilities are proposed.	N/A
<b>Natural Areas</b>		
<b>60.05.25.12</b> No Encroachment into Buffer Areas	This site was previously a gas station. It does not have natural resource features.	N/A
<b>Landscape Buffering and Screening</b>		
<b>60.05.25.13</b> Landscape Buffering Between Contrasting Zoning Districts	A landscape buffer is required along the side and rear of properties between different zoning district designations.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>The front of this property is considered to be SW Hall Blvd (zoning: CS). Therefore, the sides include SW Allen Blvd to the north (zoning: NS), and the BPSC to the south (zoning: CS). The rear property line also faces the BPSC (zoning: CS).</p> <p>Even though one side faces a different zoning district, this standard does not apply since Table 60.05-2 indicates that there is no minimum landscape buffer requirements between CS and NS districts.</p>	
<b>Community Gardens</b>		
<b>60.05.25.14</b> Community Gardens	No community gardens are proposed.	<b>N/A</b>

**DESIGN STANDARDS ANALYSIS:**  
SECTION 60.05.30 LIGHTING DESIGN STANDARDS

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Adequate On-site Lighting and Minimize Glare on Adjoining Properties</b>		
<p><b>60.05.30.1.A</b> Lighting Complies with the City's Technical Lighting Standards</p>	<p>In commercial districts, when a bollard luminaire or pole-mounted luminaire has a total cutoff of light at an angle less than 90 degrees and is located so that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five feet above the ground at the points where the cutoff angle intersects the ground, then the:</p> <ul style="list-style-type: none"> <li>• Min. required illumination is 1.0 fc;</li> <li>• Max. required illumination is none,</li> <li>• Max. permitted illumination at property line is 0.5 fc.</li> </ul> <p><b>Cutoff angles.</b> The applicant included a street luminaire schedule on plan E-901 and a spec sheet for adjustable mast lights. Both documents confirm that the total cutoff angle is less than 90 degrees.</p> <p><b>Minimum required illumination.</b> The applicant provided an on-site photometric plan. The current design indicates that illumination levels are at least 1.0 fc in places where pedestrians have access.</p> <p><b>Maximum permitted illumination.</b> The applicant can disregard the maximum permitted illumination of 0.5 fc at the property line since the properties share a property owner (The City of Beaverton). Furthermore, the intent of lighting at the property line is to illuminate the main entrance of the BPSC.</p> <p><b>Relationship to other lighting standards in 60.05.30.</b> Staff acknowledges that even though the lighting plans (received November 26, 2019) include luminaires that meet the required cutoff angles and min/max required illumination, the applicant will submit an updated on-site photometric plan, prior to issuance of the Site Development permit, because the current on-site luminaires are greater than 15 ft. When new luminaires are added to the plan, they must continue to adhere to</p>	<p><b>YES – with COA</b></p>



DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	all of the city's technical lighting standards.	
<p><b>60.05.30.1.B</b> Lighting Provided for Vehicle and Pedestrian Circulation</p>	<p>In the narrative, the applicant indicates that lighting for circulation areas in the plaza and entryway will be provided by (3) new street lights, (2) 12 ft. pedestrian lights, and (2) adjustable mast lights.</p> <p><b>Street lights.</b> The lighting plans (received November 26, 2019) indicate that the (3) new street lights are on-site. Per the City Transportation Engineer, street lights should be relocated to the right-of-way. The standards in Section 60.05.30 are not intended to apply to street lighting.</p> <p><b>Pedestrian lights.</b> In an email sent on November 27, 2019, the applicant clarified that the (2) 12 ft. pedestrian lights are on the adjacent site, the BPSC. Nevertheless, these are the luminaires that adequately provide lighting for the circulation areas in the plaza and entryway.</p> <p><b>Relationship to other lighting standards in 60.05.30.</b> Staff acknowledges that even though the current lighting plans include luminaires that meet the standards in 60.05.30.1.B, the applicant will submit an updated on-site photometric plan, prior to issuance of the Site Development permit, because the current on-site luminaires are greater than 15 ft. When new luminaires are added to the plan, they must continue to adhere to all of the city's technical lighting standards.</p>	<p><b>YES – with COA</b></p>
<p><b>60.05.30.1.C</b> Lighting of Pedestrian Plazas</p>	<p>In the narrative, the applicant indicates that lighting for the pedestrian plaza and entryway will be provided by (3) new street lights, (2) 12 ft. pedestrian lights, and (2) adjustable mast lights.</p> <p><b>Street lights.</b> In an email sent on November 27, 2019, the applicant clarified that the 12 ft. pedestrian lights are on the adjacent site, the BPSC. Nevertheless, these are the luminaires that adequately provide lighting for the pedestrian plaza.</p> <p><b>Relationship to other lighting standards in 60.05.30.</b> Staff acknowledges that even though the current lighting plans include luminaires that meet the standards in 60.05.30.1.C, the applicant will submit an</p>	<p><b>YES – with COA</b></p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	updated on-site photometric plan, prior to issuance of the Site Development permit, because the current on-site luminaires are greater than 15 ft. When new luminaires are added to the plan, they must continue to adhere to all of the city's technical lighting standards.	
<b>60.05.30.1.D</b> Lighting of Building Entrances	No buildings are proposed inside the property line; therefore, there are no building entrances inside the property line. However, the BPSC is approximately 25 ft. outside the property line. Lighting for the building entrance to the BPSC is located on the BPSC site itself, close to the property line for the plaza and entryway. As a result of this placement, the interior walkways that lead from the plaza and entryway to the BPSC building entrance display illumination levels that are always above 1.0 fc.	<b>YES</b>
<b>60.05.30.1.E</b> Canopy Lighting Recessed	No canopy lighting is proposed.	<b>YES</b>
<b>Pedestrian-scale On-site Lighting</b>		
<b>60.05.30.2.A</b> Maximum Height and Material Requirements for Pole-mounted Luminaires	Pole-mounted luminaires shall not exceed a maximum of 15 ft. in height for on-site pedestrian paths of travel. Poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.  The applicant submitted a plan set, received November 26, 2019, in which the plaza will be lit with 20-25 ft. adjustable mast lights with shielded luminaires directed away from the adjacent right of way. However, the Design Standard requires a maximum height 15 ft. pole for pedestrian luminaires. The applicant's proposed poles exceed this height currently.  A condition of approval is provided to require a revised lighting plan which includes lowering the pole height to comply with the Design Standard.  All lighting will be painted dark gray to match metalwork on the BPSC facade.	<b>YES – with COA</b>
<b>60.05.30.2.B</b> Non-pole-mounted Luminaires	No non-pole-mounted luminaires are proposed.	<b>N/A</b>
<b>60.05.30.2.C</b> Lighted Bollards	Non lighted bollards are proposed.	<b>N/A</b>

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### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2019-0130 (Beaverton Public Safety Center Plaza and Entryway)**, subject to the applicable conditions identified in Attachment E.

**ANALYSIS AND FINDINGS FOR  
SIDEWALK DESIGN MODIFICATION APPROVAL  
BPSC Plaza and Entryway  
SDM2019-0013 (Allen)**

**Section 40.58.05. Sidewalk Design Modification Application: Purpose**

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

**Section 40.58.15.C. Approval Criteria**

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

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

***Section 40.58.15.A.1 Threshold: An application for Sidewalk Design Modification shall be required when the following threshold applies: (1) The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.***

**Findings of Fact.** The applicant proposes to build a curb tight sidewalk along SW Allen Blvd (in front of the property line). Therefore, the design does not include a planter strip, as required in the EDM, meeting threshold 1 for a Sidewalk Design Modification.

**Therefore, staff find that the criterion is met.**

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

**Findings of Fact.** The applicant paid the required fee for a SDM application.

**Therefore, staff find that the criterion is met.**

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

- a. That there exist local topographic conditions, which would result in any of***

**the following:**

- i. A sidewalk that is located above or below the top surface of a finished curb.**
  - ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.**
- b. That there exist local physical conditions such as:**
- i. An existing structure prevents the construction of a standard sidewalk.**
  - ii. An existing utility device prevents the construction of a standard sidewalk.**
  - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.**
- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.**
- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.**

**Findings of Fact.** According to Section 40.58.05, the purpose of the SDM is to provide a mechanism whereby the city's street design standards relating to the location or dimension of sidewalks or required street landscaping can be modified to address existing conditions or constraints. The applicant states that due to the constraints of the BPSC site, the project was approved with a sidewalk design on SW Allen Blvd that is curb tight. For this project – the plaza and entryway – the sidewalks are contiguous with the adjoining BPSC site. Given the shared constraints and desire for continuity, the applicant is requesting approval for a SDM that would allow them to build the sidewalk in front of SW Allen Blvd according to the same design standards that were approved for the BPSC site, currently under construction.

The applicant states that the SDM request is to accommodate a new right turn lane on SW Allen Blvd which is identified in the City of Beaverton Transportation System Plan (June 2009). Due to the required dedication, the construction of a new right turn lane would move the property line approximately 25 ft. inward, thereby requiring the sidewalk to be demolished and reconstructed approximately 25 ft. inward.

Staff notes that the entire site is developed as a public plaza. This allows for a unique circumstance in which the entire site is designed to be utilized for pedestrian access and provides numerous pathways for pedestrians to and through the site, providing additional pedestrian amenities consistent with those provided by sidewalks.

**Therefore, staff find that the criterion is met.**

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

**Findings of Fact.** The applicant states that the proposal complies with provisions of Section 60.55.25 as demonstrated in the BPSC Plaza and Entryway Land Use Narrative (November 6, 2009). Staff cites the Facilities Review findings for approval criterion A in reference to minimum street widths. The applicant is conditioned to dedicate right-of-way to meet the full required street width for SW Allen Blvd.

The applicant must show compliance with the Conditions of Approval prior to issuance of a Site Development Permit for the proposed transportation facilities.

**Therefore, staff find that by meeting the conditions of approval the criterion is met.**

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

**Findings of Fact.** The applicant submitted two SDM applications and the associated Design Review Two application on September 11, 2019, and was deemed complete on November 13, 2019. The SDM application is reliant on approval of the Design Review Two application and is conditioned as such. No other applications are required of the applicant for this stage of city approvals.

**Therefore, staff find that by meeting the conditions of approval the criterion is met.**

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

**Findings of Fact.** Staff cites the findings prepared herein in response to Criteria F and G of Facilities Review approval as adequate for supportive findings in response to Criterion 6 of SDM approval.

**Therefore, staff find that the criterion is met.**

**Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2019-0013 (Beaverton Public Safety Center Plaza and Entryway)** subject to the applicable conditions identified in Attachment E.

**ANALYSIS AND FINDINGS FOR  
SIDEWALK DESIGN MODIFICATION APPROVAL  
BPSC Plaza and Entryway  
SDM2019-0014 (Hall)**

**Section 40.58.05. Sidewalk Design Modification Application: Purpose**

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

**Section 40.58.15.C. Approval Criteria**

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

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

***Section 40.58.15.A.1 Threshold: An application for Sidewalk Design Modification shall be required when the following threshold applies: (1) The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.***

**Findings of Fact.** The applicant would like to construct a 5.59 ft. planter strip along SW Hall Blvd (in front of the property line). According to the EDM, the design standard for a five lane street, such as SW Hall Blvd, requires a 7.5 ft. planter strip. The applicant is requesting a planter strip less than 7.5 ft. to accommodate the future bike lane on SW Hall Blvd, meeting threshold 1 for a SDM.

**Therefore, staff find that the criterion is met.**

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

**Findings of Fact.** The applicant paid the required fee for a Sidewalk Design Modification application.

**Therefore, staff find that the criterion is met.**

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

- a. That there exist local topographic conditions, which would result in any of the following:**
  - i. A sidewalk that is located above or below the top surface of a finished curb.**
  - ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.**
- b. That there exist local physical conditions such as:**
  - i. An existing structure prevents the construction of a standard sidewalk.**
  - ii. An existing utility device prevents the construction of a standard sidewalk.**
  - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.**
- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.**
- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.**

**Findings of Fact.** According to Section 40.58.05, the purpose of the SDM is to provide a mechanism whereby the city's street design standards relating to the location or dimension of sidewalks or required street landscaping can be modified to address existing conditions or constraints. The applicant states that due to the constraints of the BPSC site, the project was approved with a 5.59 ft. planter strip on SW Hall Blvd, instead of the 7.5 ft. planter strip required by the EDM. For this project – the plaza and entryway – the sidewalks and planter strips are contiguous with the adjoining BPSC site. Given the shared constraints and desire for continuity, the applicant is requesting approval for a SDM that would allow them to build the sidewalk and planter strips in front of SW Hall Blvd according to the same design standards that were approved for the BPSC site, currently under construction.

Staff notes that the entire site is developed as a public plaza. This allows for a unique circumstance in which the entire site is designed to be utilized for pedestrian access and provides numerous pathways for pedestrians to and through the site, providing additional pedestrian amenities consistent with those provided by sidewalks.

**Therefore, staff find that the criterion is met.**



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

**Findings of Fact.** The applicant states that the proposal complies with provisions of Section 60.55.25 as demonstrated in the BPSC Plaza and Entryway Land Use Narrative (November 6, 2009). Staff cites the Facilities Review findings for approval criterion A in reference to minimum street widths. The applicant is conditioned to dedicate right-of-way to meet the full required street width for SW Hall Blvd.

The applicant must show compliance with the Conditions of Approval prior to issuance of a Site Development Permit for the proposed transportation facilities.

**Therefore, staff find that by meeting the conditions of approval the criterion is met.**

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

**Findings of Fact.** The applicant submitted two SDM applications and the associated Design Review Two application on September 11, 2019, and was deemed complete on November 13, 2019. The SDM application is reliant on approval of the Design Review Two application and is conditioned as such. No other applications are required of the applicant for this stage of city approvals.

**Therefore, staff find that by meeting the conditions of approval the criterion is met.**

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

**Findings of Fact.** Staff cites the findings prepared herein in response to Criteria F and G of Facilities Review approval as adequate for supportive findings in response to Criterion 6 of SDM approval.

**Therefore, staff find that the criterion is met.**

**Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2019-0014 (Beaverton Public Safety Center Plaza and Entryway)** subject to the applicable conditions identified in Attachment E.

## CONDITIONS OF APPROVAL

### DR2019-0130 DESIGN REVIEW TWO

#### **A. Prior to Issuance of the Site Development permit, the applicant shall:**

1. Ensure that the concurrently processed Sidewalk Design Modification applications (SDM2019-0013 and SDM2019-0014) have been approved and are consistent with the approved plans. (Planning/RZ)
2. Provide an updated on-site photometric plan, and attach specification sheets referenced on the photometric plan, showing compliance with the city's Technical Lighting Standards (BDC Table 60.05-1), including a maximum height of 15 ft. for all pedestrian pole-mounted luminaires. (Planning/RZ)
3. Provide a plan showing the southwest corner of the SW Hall Blvd and SW Allen Blvd intersection having two curb ramps that meet the minimum standards under the American's with Disabilities Act (ADA), unless otherwise approved by the City Engineer. (Transportation / KM)
4. Provide plans that show dedication of right-of-way along the SW Allen Blvd street frontage sufficient to provide a minimum 60 ft. from centerline of the existing street. (Transportation / KM)
5. Provide plans that show dedication of right-of-way along the SW Hall Blvd street frontage sufficient to provide a minimum 48 ft. from centerline of the existing street. (Transportation/KM)
6. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./SS)
7. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050 and 4010+rev., and Resolution 4542; however, any required land use action shall be final prior to city staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./SS)
8. Have the ownership of the subject property guarantee all public improvements, site grading, and stormwater management facilities by submittal of a city-approved security. The security approval by the city consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./SS)
9. Submit any required off-site easements, executed and ready for recording, to the city after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./SS)
10. Submit a geo-technical and geo-environmental report with the Site Development permit application for review and approval by the City Engineer. The report shall include an

assessment of the soil and any toxic contaminants, ground/surface water issues, any needed clean-up action, remediation methods, Oregon Department of Environmental Quality (DEQ) requirements, disposal regulations, and construction worker safety measures. It shall be prepared by a professional engineer or registered geologist to the specifications of the City Engineer and rules of the Oregon DEQ. (Site Development Div./SS)

11. Have obtained approvals needed from the CWS District for storm system connections as a part of the city's plan review process. (Site Development Div./SS)
12. Provide an erosion control plan showing best management practices needed per CWS Standard Drawing #945. Make provisions for installation of all mandated erosion control measures prior to site disturbance of 500 sq. ft. or more. These shall be maintained and replaced as necessary during the duration of the project to prevent sediment laden run-off from leaving the site. (Site Development Div./SS)
13. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report, demonstrating compliance with CWS Resolution and Order 2019-05 in regard to storm water quality, quantity, and hydromodification, and City of Beaverton EDM Section 530 requirements for surface water management. (Site Development Div./SS)
14. Provide plans that delineate all areas on the site that are inundated during a 100-year storm event. On all plan sheets that show grading and elevations, the 100-year inundation level shall be identified. (Site Development Div./SS)
15. Submit to the city a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces on the site. In addition, specific types of impervious area totals, in square feet, shall be given for sidewalks, pedestrian areas, and any gravel or pervious pavement surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, modified existing impervious, the new impervious surface area created, and total final impervious surface area on the entire site after completion. (Site Development Div./SS)
16. Pay stormwater system development charges (SDC) (stormwater quality, quantity, hydromodification, and overall system conveyance) for any net new impervious area proposed. The storm water quality, quantity, and hydromodification development charges will be determined with the final impervious surface determination. The final City Storm Water SDC shall also be determined with the final impervious surface determination. (Site Development Div./SS)
17. Provide plans for street lights (Option C per Chapter 4 in the EDM unless otherwise approved by the City Operations and Maintenance Director) in which the base, pole, and mast arm are located within the right-of-way. (Transportation/KM; Site Development Div./SS)
18. Provide plans for the placement of underground utility lines for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either

undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Transportation/KM; Site Development Div./SS)

19. Provide plans that show the bicycle lane along the SW Hall Blvd frontage consistent with the city's arterial street standards. (Transportation/KM)
20. Include plans for transit amenities along the SW Allen Blvd street frontage, as well as the associated relocation of the traffic signal and redesign of the ADA ramps at the SW corner of the Hall/Allen intersection. (Transportation/KM; Site Development/SS)

**B. Prior to Issuance of the Building Permit, the applicant shall:**

21. Apply for a Building Permit for the new structure(s) as well as any required electrical or plumbing permits. (Building/CW)
22. Submit a complete Site Development Permit application and obtain the issuance of Site Development Permit from the Site Development Division. (Site Development Div./SS)
23. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval. (Site Development Div./SS)

**C. Prior to Project closeout and acceptance, the applicant shall:**

24. Ensure all site improvements, including grading and landscaping, are completed in accordance with plans marked Exhibit 2.1, except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/RZ)
25. Ensure all construction is completed in accordance with the Materials and Finishes List (Exhibit 2.1), except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/RZ)
26. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked Exhibit 2.1, except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/RZ)
27. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/RZ)
28. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches and be adequately staked. (Planning/RZ)
29. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane, unless the light trespass affects the public right-of-way or abutting property owned by the City of Beaverton. Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. (Planning/RZ)

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

30. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./SS)
31. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./SS)
32. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./SS)
33. Install or replace, to city specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./SS)
34. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./SS)
35. Submit any required on-site easements, executed and ready for recording, to the city after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet city standards. (Site Development Div./SS)

**SDM2019-0013 SIDEWALK DESIGN MODIFICATION (ALLEN)**

1. Ensure that the Design Review Two (DR2019-0130) application has been approved and is consistent with the submitted plans. (Planning/RZ)

**SDM2019-0014 SIDEWALK DESIGN MODIFICATION (HALL)**

1. Ensure that the Design Review Two (DR2019-0130) application has been approved and is consistent with the submitted plans. (Planning/RZ)