



CITY OF BEAVERTON
Planning Division
Community Development Department
Tel: 503-526-2420
www.beavertonoregon.gov

MEMORANDUM

City of Beaverton
Community Development Department

To: Interested Parties
From: City of Beaverton Planning Division
Date: June 2, 2022
Subject: DR2021-0131 Lexus of Portland

Please find attached the Notice of Decision for **DR2021-0131 Lexus of Portland**. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decisions for DR2021-0131 Lexus of Portland, is final, unless appealed within twelve (12) calendar days following the date of the decision. The procedures for appeal of a Type 2 Decision are specified in Section 50.65 of the Beaverton Development Code. The appeal shall include the following in order for it to be accepted by the Director:

- The case file number designated by the City.
- The name and signature of each appellant.
- Reference to the written evidence provided to the decision making authority by the appellant that is contrary to the decision.
- If multiple people sign and file a single appeal, the appeal shall include verifiable evidence that each appellant provided written testimony to the decision making authority and that the decision being appealed was contrary to such testimony. The appeal shall designate one person as the contact representative for all pre-appeal hearing contact with the City. All contact with the City regarding the appeal, including notice, shall be through this contact representative.
- The specific approval criteria, condition, or both being appealed, the reasons why a finding, condition, or both is in error as a matter of fact, law or both, and the evidence relied on to allege the error.
- The appeal fee of \$250.00, as established by resolution of the City Council.

The appeal closing date for DR2021-0131 Lexus of Portland is 4:30 p.m., June 14, 2022.

The complete case files including findings, conclusions, and conditions of approval, if any, are available for review. The case files may be reviewed by contacting the project planner, Steve Regner at sregner@beavertonoregon.gov.

Accessibility information: This information can be made available in large print or audio tape upon request. Assistive listening devices, sign language interpreters, or qualified bilingual interpreters can be made available at any public meeting or program with 72 hours advance notice. To request these services, contact Steve Regner by calling 503-319-4427 or email sregner@beavertonoregon.gov

STAFF REPORT

Report date: June 2, 2022

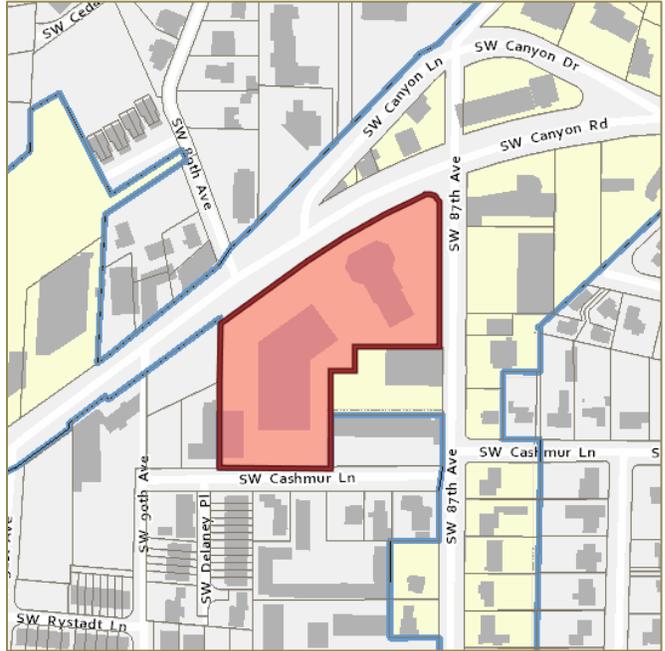
Application/project name: Lexus of Portland

Application Numbers: DR2021-0131

Proposal: The applicant, Holman Canyon Real Estate, requests Design Review Two approval for exterior modifications to the vehicle showroom, service building and car wash; expansion of the existing vehicle showroom; and modifications to parking lot striping.

Proposal location: The site is located at 8840 SW Canyon Road, specifically identified as tax lot 08700 of Washington County Assessor's Map 1S111DA.

Applicant: Lexus of Portland



Decision: APPROVAL of DR2021-0131, subject to conditions identified at the end of this report.

Contact information:

City staff representative: Steve Regner, Senior Planner
503-319-4427
sregner@BeavertonOregon.gov

Applicant: Holman Canyon Real Estate, LLC
Steve Presson
4001 Leadenhall Road
Mt Laurel, NJ 08054

Applicant representative: YSM Design, P.C.
Lyle Hutson
305 N Coast Highway Suite L
Laguna Beach, CA 92651

Property owners: Holman Canyon Real Estate, LLC
Steve Presson
4001 Leadenhall Road
Mt Laurel, NJ 08054

Existing conditions

Zoning: General Commercial (GC)

Site conditions: Developed as an auto dealership and vehicle service facility.

Site Size: Approximately 3.67 acres.

Location: The site is located at 8840 SW Canyon Road, specifically identified as tax lot 08700 of Washington County Assessor's Map 1S111DA.

Neighborhood Association Committees: West Slope

Table 1: Surrounding uses

Direction	Zoning	Uses
North	Community Service (CS)	Retail
South	General Commercial (GC) / Washington County R-24	Post Office, Multifamily Residential
East:	General Commercial GC	Retail
West:	Washington County OC / Washington County GC	Automotive Service

Application information

Table 2: Application summaries

Application	Application type	Proposal summary	Approval criteria location
DR2021-0042	Design Review Two	Expansion of existing vehicle sales showroom, and associated site improvements.	Development Code Section 40.20.15.2.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	365-Day*
DR2021-0131	Sept. 24, 2021	Mar. 23, 2022	Jul. 21, 2022	March 23, 2022

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Summary of Public Comment

No public comments were received related to these applications.

Exhibit 1.1 Vicinity Map

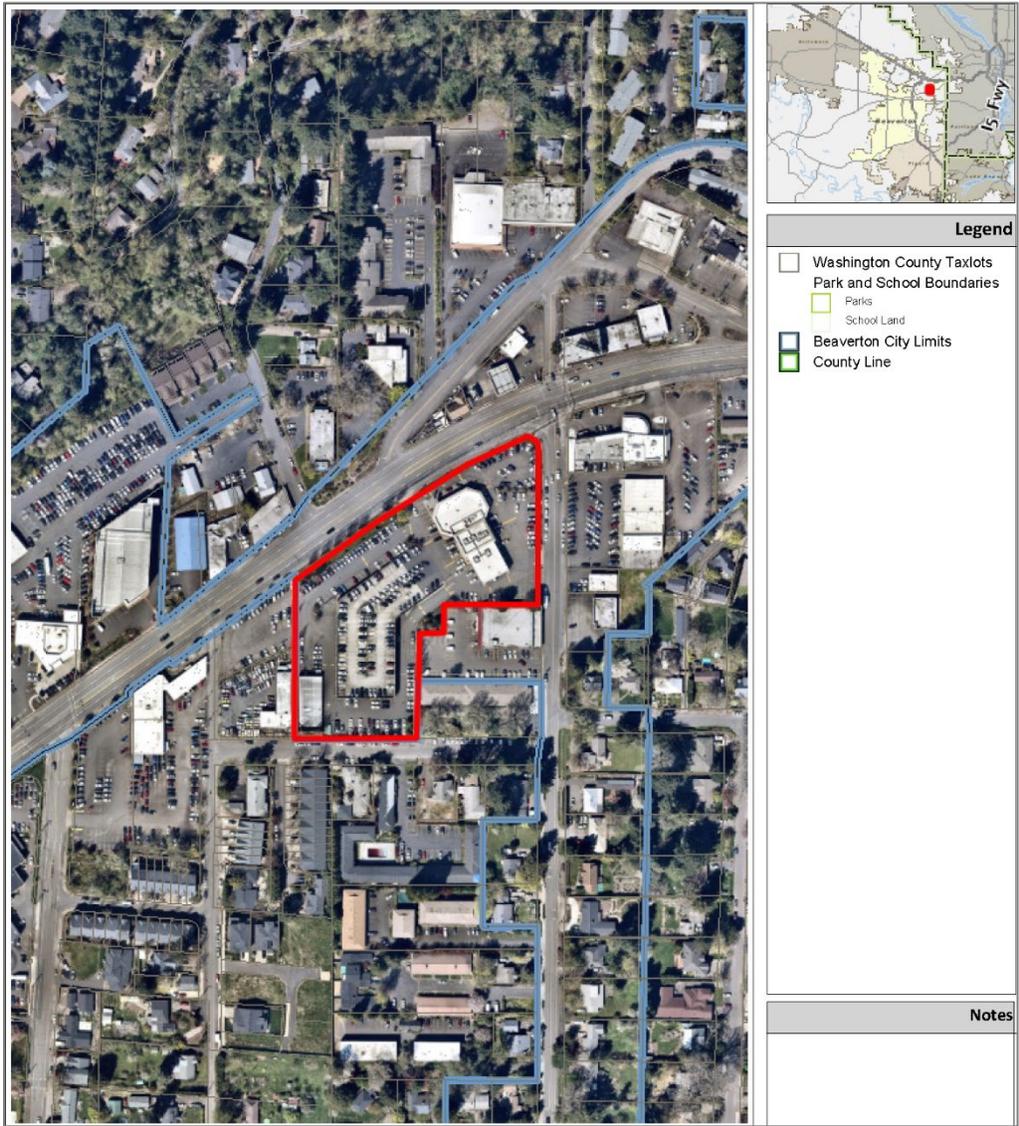


Exhibit 1.2 Zoning Map

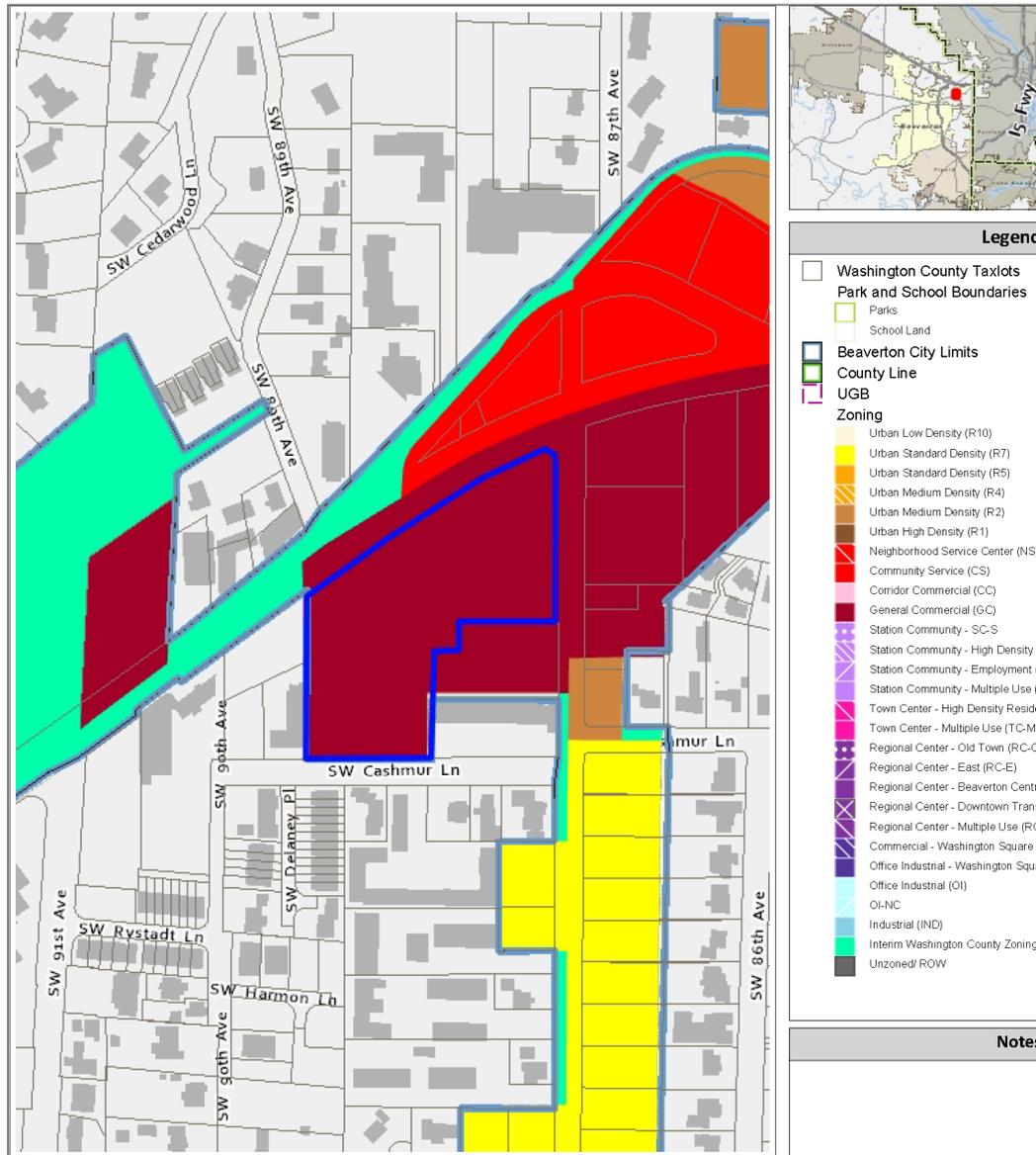


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Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Vicinity Map (Page 6 of this report)

Exhibit 1.2 Zoning Map (Page 7 of this report)

Exhibit 2. Public Comment

No Public Comment Received

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1 Application package submittal

Attachment A: FACILITIES REVIEW

Application: Lexus of Portland

Proposal: The applicant, Holman Canyon Real Estate, requests Design Review Two approval for exterior modifications to the vehicle showroom, service building and car wash; expansion of the existing vehicle showroom; and modifications to parking lot striping.

Recommendation: APPROVE DR2021-0131

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 a 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.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted application(s) as identified below:

- All twelve (12) criteria are applicable to the Design Review Two (DR2021-0131) application as submitted.

Section 40.03.1.A

Approval Criterion: *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.*

FINDING:

Chapter 90 of the Development Code defines "critical facilities" to be services that include potable and non-potable public water; public sanitary sewer; stormwater drainage, treatment, and retention; transportation; and fire protection.

Potable Water: The property is served by West Slope Water public water service and the applicant has stated that the water services are adequate to service the proposed development. The development will continue to receive water service from an existing water main connected to a public water line in SW 87th Avenue.

Therefore, the Committee finds that adequate potable public water service can be provided to the site to serve the proposed development.

Non-Potable Water: There is no non-potable water network in the area of development. Therefore, the proposal is exempt from connecting to a non-potable water network.

Sanitary Sewer: The property is served by Clean Water Service sanitary sewer service and the applicant has stated that the sanitary sewer services are adequate to service the proposed development. The site currently connects to an eight-inch sewer line in SW Cashmur Lane, and will continue to use that connection for sanitary sewer service.

Stormwater Drainage, Treatment, and Retention: The property is served by City of Beaverton and Clean Water Services for storm sewer service. The applicant proposes to address storm water quality through the renovation of five existing catch basins and the construction of three new catch basins. All catch basins will be fitted with proprietary filters. Storm water quantity will be addressed through the upsizing of an existing 36-inch detention pipe. Stormwater will be conveyed to a public line on site maintained by the City of Beaverton, which connects to a Clean Water Services line in the right of way of SW Cashmur Lane.

The applicant has provided a Preliminary Stormwater Report for the quantity and quality of stormwater resulting from the proposed development. The Committee finds that by meeting the conditions of approval, adequate stormwater drainage, treatment, and retention service can be provided to the site to serve the proposed development.

Transportation: Vehicular access is already provided to the site via one driveway along each frontage. These driveways are not proposed to be modified with this application.

Per BDC Section 60.55.20.2.A, a Traffic Impact Analysis is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. A trip generation has been provided, and projects 108 new daily trips per day are expected with the expansion. No new improvements to the local circulation system are needed for this expected increase in trips.

Internal pedestrian circulation is provided by concrete pathways along building frontages that connect adjacent indoor spaces. A new pedestrian connection to the public street is proposed between the new building expansion area and SW Canyon Road.

Fire Protection: Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). Emergency service access is provided via existing driveways on SW Canyon Road and SW 87th Avenue. TVF&R has approved this design, as shown on sheet FS-1.

Conclusion: Therefore, the Committee finds the proposal meets the approval criterion.

Section 40.03.1.B

Approval Criterion: *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.

FINDING:

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities in the public right-of-way.

Schools: The proposed development is within the Beaverton School District (BSD) boundaries. No dwelling units are proposed with this development; therefore no BSD comments have been provided.

Transit Improvements: Bus transit service is provided at the intersection of SW Canyon Road and SW 87th Avenue (Bus Line 58 – Canyon Road).

Police Protection: The City of Beaverton Police Department will continue to serve the development site. As of the date of this report, Beaverton Police have not provided comments or recommendations to the Committee. Therefore, the Committee finds that adequate police protection service can be provided to the site to serve the proposed development.

Pedestrian and Bicycle Facilities: SW Canyon Road is an Oregon Department of Transportation facility along the north frontage of the subject site. SW Canyon Road is currently developed as a five-lane arterial, tapering down to four lanes as it approaches the intersection of SW Canyon Road and SW 87th Avenue. ODOT has identified the limited scale of expansion does not provide the nexus or rough proportionality warrant the dedication of right of way or frontage improvements along SW Canyon Road. ODOT defers sidewalk design to the City of Beaverton. Sidewalks along SW Canyon Road are either eight feet wide and curb tight, or six feet wide behind a six-and-a-half-foot wide landscape strip. Beaverton staff find that the limited scale of expansion does not provide the nexus or rough proportionality warrant to require the sidewalks to be reconstructed to the 10-foot-wide standard required in BDC 60.05.20.7.A. Therefore, no sidewalk improvements are required with the proposed improvements.

SW 87th Avenue is a Neighborhood Route under the jurisdiction of the City of Beaverton. The current right of way width is approximately 58 feet, two feet narrower than the NR1 standard width, which accommodates parking on both sides of the street and full sidewalk buildout. However, the subject site has already dedicated the minimum 30 feet for half street improvements, therefore, no additional right of way dedication is required. Sidewalks along SW 87th Avenue are curb tight and approximately five and a half feet wide. Beaverton staff find that the limited scale of expansion does not provide the nexus or rough proportionality warrant to require the sidewalks to be reconstructed to the 10-foot-wide standard required in BDC 60.05.20.7.A. Therefore, no sidewalk improvements are required with the proposed improvements.

For these reasons, the Committee finds that essential facilities and services related to the proposed development are available with adequate capacity to serve the development.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.C

Approval Criterion: *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).*

FINDING:

The site is zoned General Commercial (GC). The Committee refers to the Chapter 20 use and site development requirements table at the end of this report, which evaluates the project as it relates to applicable code requirements of Chapter 20 (Land Uses). As demonstrated in the table, the development proposal is consistent with all applicable provisions of Chapter 20 (Land Uses).

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.D

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

FINDING:

The Committee 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 (Special Requirements). Staff will provide findings for the Design Review Three request within the applicable section of the staff report.

Section 60.30 Off-Street Parking: Beaverton Development Code (BDC) Section 60.30.10.5 does not provide motor vehicle parking ratios for the specific uses proposed on the subject site. Consistent with previous approvals (DR2003-0116), parking requirements are broken down into Showroom (Retail), Automotive Service (Service Business), Office, and Storage. The minimum parking ratio requirement for Retail is 3.3 spaces per 1,000 square feet of gross floor area, 3.0 spaces per 1,000 square feet of

gross floor area for the Service Business use, 2.7 spaces per 1,000 square feet of gross floor area for the Office use, and 0.3 spaces per 1,000 square feet of gross floor area for the Storage use.

The proposal contains 6,845 square feet of Vehicle Sales use, 28,446 square feet of Automotive Service use, 7,018 square feet of Office use, and 16,075 square feet of Storage use, which requires a minimum of 130 parking spaces, and sets a maximum number of spaces of 196 . 303 parking spaces are provided. While the site has more spaces than permitted, the remaining spaces are considered utilized for vehicle sales inventory storage and therefore the site is not overparked.

BDC Section 60.30.10.5.B does not provide bicycle parking ratios for the auto sales and major auto service uses proposed on the subject site. Therefore, the more general Retail ratio applies to the Vehicle Sales use and the Minor Automotive Service ratio applies to the Major Automotive Service use. The minimum parking ratio requirement for both short-term bicycle parking and long-term bicycle parking is two spaces, or one space per 12,000 square feet of floor area, whichever is greater, for the Vehicle Sales (Retail) use. Two spaces, or one space per 5,000 square feet of floor area, whichever is greater, for both short-term bicycle parking and long-term bicycle parking, is required for the Major Automotive Service (Minor Automotive Service) use. Two spaces, or one space per 8,000 square feet of floor area, whichever is greater, for both short-term bicycle parking and long-term bicycle parking, is required for the Office use. Two spaces, or one space per 80,000 square feet of floor area, whichever is greater, for long-term bicycle parking, is required for the Storage use. No short term bicycle parking is required for the Storage use. Based on the square footages of each use described in the previous paragraph, ten short term spaces and nine long-term spaces are required.

The applicant's plans indicate that ten short term parking spaces will be provided in a plaza along the SW Tualatin Valley Highway, approximately 35 feet from a Vehicle Sales showroom entrance. The applicant's materials lack specific details for rack design and rack spacing. Per BDC Section 60.30.10.2.B.3, short-term bicycle parking spaces must be designed to the standards of the Engineering Design Manual (EDM). The Committee recommends a condition of approval requiring the applicant to submit detailed plans demonstrating that the short-term bicycle parking spaces meet the design standards for bicycle parking in EDM Section 340 as required by BDC Section 60.30.10.2.B.

The applicant states that nine new long-term bicycle parking spaces will be provided under the stairwell of the existing service building. The applicant's materials lack additional detail regarding the exact design and accessibility of the long-term parking spaces. Per BDC Section 60.30.10.2.B.2, long-term bicycle parking spaces must be covered or sheltered to protect the bicycles from prolonged direct exposure to the elements. Providing long-term bicycle parking spaces within the building under the existing stairwell will meet this requirement. The Committee recommends a condition of approval requiring the applicant to submit detailed plans demonstrating that the long-term bicycle parking spaces meet the

design standards for bicycle parking in EDM Section 340 as required by BDC Section 60.30.10.2.B.

Section 60.40 Sign Regulation: The applicant's plans show an existing freestanding sign within the right of way of SW 87th Avenue. Private signs are not permitted in the right of way. Although the applicant is not proposing to modify the sign or areas of the right of way around the sign's location, the sign is located within the sight clearance area of the driveway at SW 87th. The proposed showroom expansion is project to result in 108 new trips per day per the applicant's submitted Trip Generation Memo. These added trips present additional hazards to turning movements to and from the driveway at SW 87th. To address this hazard, the committee recommends a condition of approval requiring the applicant to remove this freestanding sign from the right of way.

Section 60.55 Transportation Facilities: As stated in the findings for approval criterion 40.03.1.A, above, per BDC Section 60.55.20.2.A, a Traffic Impact Analysis is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant has submitted a Trip Generation Memo report that estimates the number of trips generated by the proposed project, which identifies 108 new average weekday trips. Because the 300 daily trip threshold was not met, no Traffic Impact Analysis was required.

SW Canyon Road is an Oregon Department of Transportation facility along the north frontage of the subject site. SW Canyon Road is currently developed as a five-lane arterial, tapering down to four lanes as it approaches the intersection of SW Canyon Road and SW 87th Avenue. ODOT has identified the limited scale of expansion does not provide the nexus or rough proportionality warrant the dedication of right of way or frontage improvements along SW Canyon Road. ODOT defers sidewalk design to the City of Beaverton. Sidewalks along SW Canyon Road are either eight feet wide and curb tight, or six feet wide behind a six-and-a-half-foot wide landscape strip. Beaverton staff find that the limited scale of expansion does not provide the nexus or rough proportionality warrant to require the sidewalks to be reconstructed to the 10-foot-wide standard required in BDC 60.05.20.7.A. Therefore, no sidewalk improvements are required with the proposed improvements.

SW 87th Avenue is a Neighborhood Route under the jurisdiction of the Cit of Beaverton. The current right of way width is approximately 58 feet, two feet narrower than the NR1 standard width, which accommodates parking on both sides of the street and full sidewalk buildout. However, the subject site has dedicated the minimum 30 feet for half street improvements, therefore, no additional right of way dedication is required. Sidewalks along SW 87th Avenue are curb tight and approximately five and a half feet wide. Beaverton staff find that the limited scale of expansion does not provide the nexus or rough proportionality warrant to require the sidewalks to be reconstructed to the 10-foot-wide standard required in BDC 60.05.20.7.A. Therefore, no sidewalk improvements are required with the proposed improvements.

Section 60.60 Trees and Vegetation Requirements: No trees are proposed for removal with this proposal.

Section 60.65 Utility Undergrounding: The subject site has limited overhead utilities along its frontages. The westernmost 100 feet of frontage along SW Canyon Road has overhead utilities. Due to lack of work in this area, it is not expected that these poles will be impacted necessitating undergrounding. Individual overhead service is currently provided to the existing service building along SW 87th Avenue. This service line is not impacted by the improvements and will not be required to be undergrounded. Any new service lines must be undergrounded. The committee recommends a condition of approval requiring the undergrounding of any new services.

Section 60.67 Significant Natural Resources: No significant natural resource areas are identified in the City of Beaverton's Comprehensive Plan.

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

Section 40.03.1.E

Approval Criterion: *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.*

FINDING:

The applicant states that regular maintenance of the site will be provided. The Committee finds that the proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

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

Section 40.03.1.F

Approval Criterion: *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.*

FINDING:

Concrete sidewalks are proposed along building elevations with entrances to link different parts of the building. An existing pathway connecting the showroom and service building

to the structured parking is shown to be maintained in some drawings, but is shown to be removed in other drawings. To ensure safe internal circulation on site, the committee recommends a condition of approval requiring a pedestrian connection to be provided between the two structures.

Vehicle circulation around the expanding showroom is proposed to become one way, clockwise, due to narrowing driveway aisles. Plans provided demonstrate that sufficient width exists to accommodate this new travel pattern. However, to ensure safe vehicle maneuvering, staff recommends a condition of approval that the applicant provide revised plans showing signage and striping indicating one way vehicle travel in these areas.

The truck turning template provided shows that several existing parking spaces east of the expanded showroom conflict with the truck turning movements. As a condition of approval, the applicant will be required to provide revised plans showing the removal of these parking spaces that conflict with truck turning movements.

All other existing vehicle travel patterns are not proposed to be modified. For these reasons, the Committee finds that there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the proposed development.

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

Section 40.03.1.G

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

FINDING:

Existing vehicle driveways at SW Canyon Road and SW 87th Avenue will continue to provide vehicular access to the site. No modifications to these driveways are proposed.

Pedestrian access from the development to the public sidewalk system will be provided by a new pathway connecting SW Canyon Road to the expanded showroom building. Staff notes that BDC Section 60.05.20.3.E requires that when any pedestrian pathway crosses a driveway or vehicular access aisles, that they be composed of a differentiated paving material. The applicant's current plans do not describe the paving material used for this connection. The committee recommends a condition of approval requiring the new pedestrian connection to SW Canyon Road be made of a different material than the rest of the vehicle access way.

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

Section 40.03.1.H

Approval Criterion: *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.*

FINDING:

Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). The layout of the proposed development provides proper spacing, building access, and turning radii. TVF&R staff has reviewed the proposed development's site plan and endorsed the proposal. TVF&R will verify that their requirements are met prior to Site Development Permit issuance. The Committee finds that the site can be designed in accordance with City codes and standards and provide adequate fire protection.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Section 40.03.1.I

Approval Criterion: *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.*

FINDING:

The applicant states that all streets and public facilities are designed in accordance with adopted City codes and standards except where design modifications or exceptions have been requested. Development permits will be submitted for life and safety review prior to site development.

The Committee finds that review of the construction documents at the Site Development and Building Permit stages will ensure protection from hazardous conditions due to inadequate, substandard, or ill-designed development.

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

Section 40.03.1.J

Approval Criterion: *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.*

FINDING:

The applicant states that site has been graded in such a way to not impact neighboring properties as well as the right-of-way. The proposal will renovate five existing storm catch basins and construct three additional catch basins to address stormwater collection. See Grading & Stormwater Plans for additional reference.

The Committee has reviewed the proposed preliminary grading plan and finds no adverse effect on neighboring properties, the public right-of-way, or the public storm system. The Committee recommends conditions of approval regarding the grading and contouring of the development site, which will be reviewed and approved prior to Site Development Permit issuance.

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

Section 40.03.1.K

Approval Criterion: *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.*

FINDING:

The applicant states that the proposal complies with all requirements of Beaverton's Engineering Design Manual, and all on-site pedestrian routes will meet Americans with Disabilities Act (ADA) standards and facilitates efficient pedestrian travel.

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 ADA. The Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards.

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

Section 40.03.1.L

Approval Criterion: *The application includes all required submittal materials as specified in Section 50.25.1 of the Development Code.*

FINDING:

The applicant submitted the Design Review Two on September 24, 2021. Staff received the applicant's request to deem the submittal complete on March 23, 2022. Subsequently, the applicant provided all materials required for a complete application.

Conclusion: Therefore, the Committee finds that the proposal meets the approval criterion.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
General Commercial (GC) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.10.20 (GC)			
Vehicle Sales	Permitted	The applicant proposes to expand the vehicle showroom and renovate the Vehicle Service Building. No additional square footage is proposed for the Vehicle Service, and no additional trips are anticipated from the Vehicle Service Use. Therefore, no modification to the existing Conditional Use Permit (CU2003-0017) is required.	YES
Vehicle Service	Conditionally Permitted		
Development Code Section 20.10.15 (GC)			
Minimum Parcel Area – Non-Residential	7,000 square feet	3.67 Acres	YES
Minimum Lot Dimensions	Width: 70 feet	472 feet	YES
	Depth: 100 feet	464 feet	
Yard Setbacks	Front Min: None Front Max: Regulated by 60.05.15. Side – Abutting Street: None Side – Abutting Lot: 10 feet Rear: 0 feet	Front: 35 feet Side – Abutting Street: 56 feet Side – Abutting Lot: 5 feet; Building is existing and not being expanded. Rear: 41 feet	See DR Findings
Maximum Building Height	65 feet	31 feet at the tallest point measured from average grade plane	YES

Table 4:Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The applicant has submitted a Design Review Two application.	See DR Findings
Development Code Section 60.07			
Drive-Up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a floodplain.	N/A
Development Code Section 60.11			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	A food cart pod is not proposed.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits are requested.	N/A
Development Code Section 60.15			
Land Division Standards	On-site contouring within 25 feet of a property line within or abutting any residentially zoned property.	No grading or land division is proposed within 25 feet of a residentially zoned property.	N/A
Development Code Section 60.20			
Mobile and Manufactured Home Regulations	Requirements for the placement of mobile and manufactured homes.	No mobile or manufactured homes are proposed.	N/A
Development Code Section 60.25			
Off-Street Loading Requirements	Minimum: Two	Two spaces provided consistent with previous approvals. Proposed expansion is less than 25% of existing areas. Therefore the requirements of 60.25 do not need to be reevaluated.	N/A

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30			
Off-Street Motor Vehicle Parking	Minimum: 130 Maximum: 208	303 parking spaces are provided. Excess parking above the maximum is dedicated to storage for vehicles for sale.	YES
Development Code Section 60.30			
Required Bicycle Parking	Short-term: 10 spaces Long-term: 9 spaces	Short-term: 10 spaces Long-term: 9 spaces	YES w/ COA
Development Code Section 60.33			
Park and Recreation Facilities and Service Provision	Requirements for annexing property to THPRD.	The site is already within THPRD's boundaries.	N/A
Development Code Section 60.35			
Planned Unit Development	Development and design principles for Planned Unit Developments.	No Planned Unit Development is proposed.	N/A
Development Code Section 60.40			
Sign Regulations	Requirements for signs.	All signs will be reviewed under a separate sign permit and are not reviewed with this proposal. Refer to the Facilities Review Committee findings herein regarding the removal of an existing sign within the right of way.	YES w/ COA
Development Code Section 60.45			
Solar Access Protection	Solar access requirements for subdivisions and single-family homes.	No subdivisions or single-family homes are proposed.	N/A
Development Code Section 60.50			
Accessory Uses and Structures	Requirements for accessory uses and structure.	No accessory structures are proposed.	N/A
Development Code Section 60.55			
Transportation Facilities	Requirements pertaining to the construction or reconstruction of transportation facilities	The Traffic Impact Analysis recommends no improvements to the surrounding circulation system. Refer to the Facilities Review Committee findings herein.	YES

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.60			
Trees and Vegetation	Regulations pertaining to tree removal and preservation.	No trees are proposed for removal.	N/A
Development Code Section 60.65			
Utility Undergrounding	Requirements for placing overhead utilities underground.	Refer to the Facilities Review Committee findings herein.	YES w/ COA
Development Code Section 60.67			
Significant Natural Resources	Regulations pertaining to wetlands and riparian corridors.	No Significant Natural Resources are located on site.	N/A
Development Code Section 60.70			
Wireless Communication Facilities	Regulations pertaining to wireless facilities.	No wireless communication facilities are proposed.	N/A

Attachment B: DR2021-0131

ANALYSIS AND FINDINGS FOR DESIGN REVIEW TWO

Decision: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2021-0131**, subject to the applicable conditions identified in Attachment C.

Section 40.20.05 Purpose:

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

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:

Section 40.20.15.2.C.1

Approval Criteria: The proposal satisfies the threshold requirements for a Design Review Two application.

Finding:

The applicant proposes the expansion of an existing vehicle showroom, adding approximately 2,393 square feet of floor area, as well as modifying parking lot design, vehicle circulation patterns and landscaping. The site abuts residentially zoned property in Washington County. Thus, staff finds that the proposal satisfies the Design Review Two application thresholds 2 and 7:

- 1. New construction of up to and including 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential District.*
- 7. Any new or change to existing on-site vehicular parking, maneuvering, and circulation area which adds paving.*

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Section 40.20.15.2.C.2

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

Finding:

The applicant has paid the required fees related to the land use applications.

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Section 40.20.15.2.C.3

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

Finding:

Pursuant to Section 50.25.1, the application package includes all of the necessary submittal requirements.

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Section 40.20.15.2.C.4

Approval Criteria: The proposal is consistent with all applicable provisions of Sections 60.05.15. through 60.05.30. (Design Standards).

Finding:

Staff cites the findings in the Design Review Standard 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.

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Section 40.20.15.2.C.5

Approval Criteria: 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 proposed additions or modifications are moving towards compliance with specific Design Standards 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 standard; or
- b) The location of existing structural improvements prevent the full implementation of the applicable standard; or
- c) The location of the existing structure to be modified is more than 300 feet from a public street.

If the above listed conditions are found to exist and it is not feasible to locate a proposed addition in such a way that the addition abuts a street, then all applicable design standards except the following must be met:

- d) If in a Multiple Use District, building location, entrances and orientation along streets, and parking lot limitations along streets (Standards 60.05.15.6 and 60.05.20.8)
- e) If in a Multiple Use or Commercial District, ground floor elevation window requirements (Standard 60.05.15.8).

Finding:

Staff cites the findings in the Design Review Standard 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.

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Section 40.20.15.2.C.6

Approval Criteria: The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance.

Finding:

Staff cites the findings in Facilities Review (Attachment A) for analysis regarding compliance with the grading standards of Section 60.15.10. The applicant's plans and materials show compliance with these standards. No Adjustment or Variance is requested.

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Section 40.20.15.1.C.7

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

Finding:

The applicant has submitted all required documentation related to request. No other applications are required of the applicant at this stage of review.

Conclusion: Therefore, staff finds that the proposal meets the criterion.

Table 5: Section 60.05 Design Standards

Section 60.05.20 Building Design and Orientation Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Design and Orientation		
60.05.15.1.A Max length of attached residential buildings	The proposal is not a residential building	N/A
60.05.15.1.B Buildings visible from and within 200 feet on an adjacent street...the street-facing elevation(s) and the elevation(s) containing a primary building entrance.	All elevations exceed 50% articulation.	YES
60.05.15.1.C.2 Maximum 40' spacing between permanent architectural features.	The minimum spacing between permanent architectural features is 15 feet	YES
Roof Forms		
60.05.15.2.A-E Roof Forms	The roof form has a pitch less than 4/12. A 24 inch tall parapet wall has been provided.	YES
Primary Building Entrances		
60.05.15.3.A Primary Entrances	The primary entrance includes an overhang measuring 28 feet wide and between six and 12 feet deep.	YES
Exterior Building Materials		
60.05.15.4.A Residential Buildings	Building is commercial in nature.	N/A
60.05.15.4.B 30% untreated elevations	No visible concrete, block, plywood, or pressboard is proposed.	YES
60.05.15.4.C Foundations	Where concrete foundations are proposed, they do not exceed three feet.	YES
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	Roof mounted equipment is screened by a two foot parapet wall and will not be visible from finished grade 100 feet from the property line.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Location and Orientation along Streets in MU and Com. Districts		
60.05.15.6.A-F Street frontage Multiple Use Zones	The existing development does not comply with the frontage requirements. The building expansion moves the building façade closer to Canyon Road, but still does not conform with the proposal. Per BDC 30.25.1, a proposal may be approved if does not move a structure less out of conformity with a proposal. As the building façade is being moved closer to the street, not further away, this provision can be met.	YES per provisions of BDC 30.25.1
Building Scale along Major Pedestrian Routes		
60.05.15.7.A through C 22' Height Minimum 60' Height Maximum	The site is not located on a MPR.	N/A
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A-B Glazing and Weather Protection	Glazing along ground floor elevations exceed 50%	YES
Compact Detached Housing Design		
60.05.15.9.A-K	Compact Detached Housing is not proposed.	N/A
Eligible Residential -Only Buildings		
60.05.15.10.A	Eligible residential is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	Two existing driveways are being maintained, providing vehicular access via both frontages. One new pedestrian connection between the expanded showroom and SW 87 th Avenue is proposed to increase pedestrian access to the surrounding circulation system.	YES
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A Service Area Screening	All on site service areas are currently screened and are not proposed to be modified by this proposal.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.20.2.B Loading Area Screening	The existing loading spaces are currently screened and are not proposed to be modified by this proposal.	YES
60.05.20.2.C Screening Materials	Screening materials are not proposed to be modified with this proposal.	N/A
60.05.20.2.D Chain Link Prohibition	No chain link proposed or currently utilized.	N/A
60.05.20.2.E Screen Waiving	No waiver requested.	N/A
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	One new pedestrian connection is proposed between the expanded showroom and SW 87 th Avenue.	YES
60.05.20.3.B Direct walkway connection	The new pedestrian connection at SW 87 th Avenue provides direct access to the primary entrance for the expanded showroom.	YES
60.05.20.3.C Walkways every 300'	One new pedestrian connection are provided along the approximately 500 feet of frontage on SW 87 th where the building expansion is proposed. No new construction or building entries are proposed	YES
60.05.20.3.D Physical separation	Pedestrian connections are separated from drive aisles with curb and landscaping.	YES
60.05.20.3.E Distinct paving	The applicant's materials do not clearly indicate that new pedestrian connection is composed of distinct paving. A condition of approval will require the new pedestrian connection between the showroom and SW 87 th be composed of a differentiated material.	YES
60.05.20.3.F 5' minimum width	The applicant's materials show that all pedestrian walkways are a minimum of five feet.	YES
Street Frontages and Parking Areas		
60.05.20.4.A.1-2	Existing parking along street frontages are not proposed to be modified with this proposal.	N/A
Parking and Landscaping		
60.05.20.5.A	No bay of parking is greater than 12	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Contiguous Parking	contiguous spaces.	
60.05.20.5.B Landscape Island Size	Each existing island is at least 70 square feet and is planted with a tree. No new islands are proposed.	YES
60.05.20.5.C Raised sidewalks	Raised sidewalks are not utilized for landscape island.	N/A
60.05.20.5.D Tree species	No new landscape islands are proposed.	N/A
Off-Street Parking Frontages in Multiple-Use Districts		
60.05.20.6.A 50% Max on MPR 1 65% Max on MPR 2	The site is not located in Multiple-Use District	N/A
Sidewalks Along Streets and Primary Building Elevations in Multiple-Use and Commercial Districts		
60.05.20.7.A Required sidewalk widths	Sidewalks currently exist along both frontages. Staff cites findings in Facilities Review Criterion B, noting that the proposal lacks nexus and rough proportionality to require the reconstruction of sidewalks.	N/A
60.05.20.7.A Required internal pathway widths	Internal pathways along the primary building elevation is 14 feet wide, exceeding the 10 foot minimum requirement.	YES
Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
60.05.20.8.A Drive aisles to be designed as public streets, if applicable	New parking lot drive aisles or private streets are not proposed.	N/A
Ground Floor uses in parking structures		
60.05.20.9 Parking Structures	No parking structures are proposed.	N/A

Section 60.05.25 Landscape, Open Space, and Natural Areas Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.1-4 Residential minimum landscaping.	The site is not a residential development.	N/A
60.05.25.5.A	Based on site size, 24,556 square feet of	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Non-residential minimum landscaping.	landscaping must be provided. According to the applicant's plans, 25,117 square feet of landscaping is provided.	
60.05.25.5.B Non-residential minimum landscaping.	Based on site size, 31 canopy trees and 62 shrubs must be provided. The proposal includes over 40 canopy trees and over 100 shrubs.	
60.05.25.5C Hard surface plaza for meeting landscaping requirements.	Hard surface plazas make up approximately 10% of the landscape requirements, and is colored and scored, contains benches and trees.	N/A
60.05.25.5.D Landscaping along foundations	Landscaping is provided in front of all street facing elevations along the foundation.	YES
Retaining Walls		
60.05.25.8 Retaining Walls	No retaining walls are proposed	N/A
Fences and Walls		
60.05.25.9.A through E Materials	No new fences or walls are proposed.	N/A
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	The proposal does not include any grading adjacent to abutting properties.	N/A
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of non-vaulted facilities	Proposed storm facilities are vaulted.	N/A
Natural Areas		
60.05.25.12 No encroachment into buffer areas.	No natural areas exist on site	N/A
Landscape Buffering Requirements		
60.05.25.13 Landscape buffering between contrasting zoning districts	Properties to the north and east where the showroom expansion is proposed are zoned CS and GC, respectively, which does not require a landscape buffer.	YES

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A Lighting complies with the City's Technical Lighting Standards	The applicant provides a lighting plan (Sheet E100) and lighting cut sheets with photometric details demonstrating on-site lighting meets the minimum lighting	YES w/ COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	requirements, except for areas west of the service building, north of the existing car wash. As these areas are proposed to be restriped for parking in a different orientation from existing conditions, they are subject to the provision of the technical lighting standards. A condition of approval will require plans at Site Development Permit review to show these areas compliant with the minimum footcandle requirement of the Technical Lighting Standards.	
60.05.30.1.B Lighting provided for vehicle and pedestrian circulation	The applicant provides a lighting plan with photometric details demonstrating on-site lighting meets the minimum lighting requirements, excepting the areas described in Section 60.05.30.1.A above, for which a condition of approval is already recommend.	YES
60.05.30.1.C Lighting of Ped Plazas	The proposal does not include any pedestrian plazas.	N/A
60.05.30.1.D Lighting of building entrances	The applicant's lighting plan shows lighting at proposed and existing building entrances.	YES
60.05.30.1.E Canopy lighting recessed	All proposed canopy lighting is recessed.	YES
Pedestrian-scale on-site lighting		
60.05.30.2.A-B Pole and Non-Pole Mounted Luminaires	The applicant states that existing lighting will be utilized to light pedestrian walkways. Photometric diagrams indicate that all new and impacted existing walkways meet the minimum footcandle standards and is consistent with the Technical Lighting Standards.	YES
60.05.30.2.C Lighted Bollards	The proposal does not include bollards.	N/A

Attachment D: Conditions of Approval

Design Review Two (DR2021-0131)

A. Prior to site development permit issuance, the applicant shall:

1. 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. / CR)
2. Retain a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / CR)
3. 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 utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; 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. / CR)
4. Have the applicant for the subject property guarantee all City-owned and maintained public improvements, grading, storm water management facilities, and driveway paving 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. / CR)
5. Submit an executed easement document ready for recording, to the City when a public easement is required. City will require approval of legal description and form prior to execution. (Site Development Div. / CR)
6. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the County right of way. (Site Development Div. / CR)

7. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation for work within, and/or construction access to ODOT right of way. (Site Development Div. / CR)
8. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. These submittals will go to City for processing to Clean Water Services. (Site Development Div. / CR)
9. Provide an erosion control plan showing best management practices needed per Clean Water Services Standard Drawing #945. Make provisions for installation of all mandated erosion control measures prior to site disturbance of 500 square feet 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. / CR)
10. Provide construction plans and a drainage report demonstrating compliance with City surface water management requirements per City 2019 Engineering Design Manual, Resolution 4542, Section 530; and with CWS Resolution and Order 2019-22 for quantity control for conveyance capacity, hydromodification and quality treatment. Fee-in-lieu can be requested if development meets criteria set forth in City EDM Sections 190, table 530.1, and 530.1.A.4 and CWS Design & Construction Standards Section 4.03.7.a and 4.04.2.a. (Site Development Div. / CR)
11. Submit a grading plan showing building pad elevation and minimum finished floor elevation (FFE). Pad elevation shall be at least one foot higher and FFE shall be at least three feet higher than the 100 year/emergency overflow of the storm water management facility. (Site Development Div. / CR)
12. Any changes to approved grading must meet provisions of Beaverton Code 9.05.110 and 9.05.115, no grading can occur within 10 feet of a property line or half the height of the vertical embankment created, whichever is greater. This applies to all exterior property boundaries of the proposed project. (Site Development Div. / CR)
13. Provide plans showing a proprietary stormwater treatment system for treatment of the site's piped surface water runoff. Plans shall also show a trash capture water quality pre-treatment unit located directly upstream from any proprietary stormwater treatment system vaults or manholes. Plans shall also show a high flow bypass system to bypass surface water runoff high flows. (Site Development Div. / CR)
14. Pay any required storm water system development charges (storm water quality, quantity, hydromodification and overall system conveyance) for the new impervious area proposed. (Site Development Div. / CR)
15. Provide plans showing the installation of a 60" diameter water quality manhole system with minimum five foot deep sump and Snout system. (Site Development Div. / CR)

16. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div. / CR)
17. Submit to the City a Stormwater Management Worksheet for the proposed project's net new impervious area proposed 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 as a total. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area of the entire site. (Site Development Div. / CR)
18. When 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. (Site Development Div. / CR)
19. When required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. If private sewer systems crossing lot lines and within a private easement is proposed, please submit plumbing permit application to the Building Division. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div. / CR)
20. Submit plans demonstrating compliance with the City's minimum standards for short-term bicycle parking (BDC 60.30.2.B and EDM Section 340). (Planning / SR)
21. Submit plans showing the new pedestrian path crossing the drive aisle between SW Canyon Road and the showroom composed of a paving material different from the primary material of the drive aisle. (Planning / SR)
22. Submit plans showing the retention of the existing pathway from the showroom building to the service building. (Planning / SR)
23. Submit signage and striping plan for the on-site circulation confirming that drive aisles less than the required 24' in width are for one-way travel only. (BDC 40.03.1.D and F) (Transportation / KM)
24. Resubmit plans demonstrating that no parking spaces are located within parking lot drive aisles and where the fire truck turning templates show the path of travel for these larger vehicles. (BDC 40.03.1.D and F) (Transportation / KM)

B. Prior to building permit issuance, the applicant shall:

25. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / CR)
26. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div. / CR)

C. Prior to final inspection/occupancy of any building permit, the applicant shall:

27. 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. / CR)
28. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / CR)
29. 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. / CR)
30. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / CR)
31. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official when an Industrial Sewage permit is required, as determined by CWS. (Site Development Div. / CR)
32. Ensure all site improvements, including grading and landscaping are completed in accordance with approved plans, except as modified by the decision-making authority in conditions of approval. (On file at City Hall). (Planning/SR)
33. Ensure all construction is completed in accordance with approved plans, except as modified by the decision-making authority in conditions of approval. (On file at City Hall). (Planning/SR)
34. Remove the freestanding sign within the right of way of SW 87th Avenue. (Transportation/KM)

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

35. Have completed the site development improvements and verify that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. The project shall meet all outstanding conditions of approval as determined by the City. 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. / CR)
36. Submit an executed easement document ready for recording, to the City when a public easement is required. City will require approval of legal description and form prior to execution. 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. / CR)
37. Provide a post-construction cleaning, system maintenance, and any proprietary stormwater treatment system recharge/replacement servicing report per manufacturer's recommendations for the site's proprietary storm water treatment systems by a qualified maintenance provider as determined by the City Engineer. (Site Development Div. / CR)
38. A 2-year Maintenance Security will be required at 25 percent of the cost to construct City-owned and maintained public improvements, grading, storm water management facilities, and driveway paving. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount. It will run concurrently with the performance security of the plant establishment and is released 2 years after project acceptance following the correction of any identified defects. (Site Development Div. / CR)