



CITY OF BEAVERTON
Planning Division
Community Development Department
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MEMORANDUM

City of Beaverton
Community Development Department

To: Interested Parties
From: City of Beaverton Planning Division
Date: June 1, 2022
Subject: DR2021-0145 / LO2021-0004 / PD2021-0005 Cedar Hills Crossing II Building 13

Please find attached the Notice of Decision for **DR2021-0145 / LO2021-0004 / PD2021-0005 Cedar Hills Crossing II Building 13**. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decisions for DR2021-0145 / LO2021-0004 / PD2021-0005 Cedar Hills Crossing II Building 13, 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 DR2021-0145 / LO2021-0004 / PD2021-0005 Cedar Hills Crossing II Building 13 is 4:30 p.m., June 13, 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, Brittany Gada, at bgada@beavertonoregon.gov.

NOTE: The Community Development Department is currently open to the public on a limited basis, Monday through Thursday from 8:30 a.m. to 4:30 p.m. Please note that the Community Development Department is not open to the public on Fridays at this time. Staff recommends visiting

<https://www.beavertonoregon.gov/183/Community-Development> for the most up-to-date information about in-person and virtual services.

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 Brittany Gada by calling 971-724-0517 or email bgada@beavertonoregon.gov

STAFF REPORT

Report date: June 1, 2022

Application/project name: Cedar Hills Crossing II Building 13

Application Numbers: DR2021-0145 / LO2021-0004 / PD2021-0005

Proposal: Design Review Two approval to redevelop the subject site with a new 14,273 square foot commercial building for retail and restaurant uses in addition to associated site improvements. Loading Determination approval is requested to allow no loading berths where one berth is required. Parking Determination for Shared Parking approval is also requested to allow a portion of required off-street vehicle parking spaces to be provided on an abutting property.

Proposal location: Northwest corner of SW Jenkins Road and SW Cedar Hills Boulevard, specifically identified as 2855 SW Cedar Hills Boulevard, Tax Lots 1600 and 3600 on Washington County Tax Assessor's Map 1S109AD.

Applicant: Center Developments Oregon 5 LLC

Decision: APPROVAL of DR2021-0145 / LO2021-0004 / PD2021-0005, subject to conditions identified at the end of this report.

Contact information:

City Staff Representative: Brittany Gada,
Associate Planner

971-724-0517
bgada@BeavertonOregon.gov

Applicant: Center Developments Oregon 5 LLC
Seth GaRey
1701 SE Columbia River Drive
Vancouver, WA 98661

Applicant Representative: DOWL
Matthew Robinson
720 SW Washington Street
Portland, OR 97205

Property owners: Same as applicant



Existing conditions

Zoning: Community Service (CS)

Site conditions: The site is currently developed with a bank with drive-throughs and associated site improvements.

Site Size: Tax Lot 1600: Approximately 0.70 acres (30,556 square feet) following right of way dedication; Tax Lot 3600: Approximately 2.31 acres (100,623.6 square feet)

Location: The site is located at the northwest corner of SW Jenkins Road and SW Cedar Hills Boulevard at 2855 SW Cedar Hills Boulevard.

Neighborhood Association Committees: Central Beaverton

Table 1: Surrounding uses

Direction	Zoning	Uses
North	Community Service (CS)	Retail, Eating and Drinking
South	Community Service (CS)	Eating and Drinking, Office, Retail, Service Business
East:	Community Service (CS)	Service Business
West:	Community Service (CS)	Retail, Eating and Drinking

Application information

Table 2: Application summaries

Application	Application type	Proposal summary	Approval criteria location
DR2021-0145	Design Review Two	Redevelop site with existing bank and drive-throughs with a 14,273 square foot commercial building with retail and restaurant uses.	Development Code Section 40.03 and Section 40.20.15.2.C
LO2021-0004	Loading Determination	Request to allow zero Type B loading berths where one Type B berth is required.	Development Code Section 40.50.15.1.C

Application	Application type	Proposal summary	Approval criteria location
PD2021-0005	Parking Determination – Shared Parking	Request to allow a portion of required off-street vehicle parking spaces to be provided on an adjacent property.	Development Code Section 40.55.15.2.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR2021-0145	Oct. 22, 2021	March 25, 2022	Aug. 18, 2022	March 25, 2023
LO2021-0004	Oct. 22, 2021	March 25, 2022	Aug. 18, 2022	March 25, 2023
PD2021-0005	Oct. 22, 2021	March 25, 2022	Aug. 18, 2022	March 25, 2023

* The applicant submitted Continuance Request Forms for all land use applications to extend the 120-day final decision date by 26 days until August 18, 2022 pursuant to BDC Section 50.25.10.

** 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

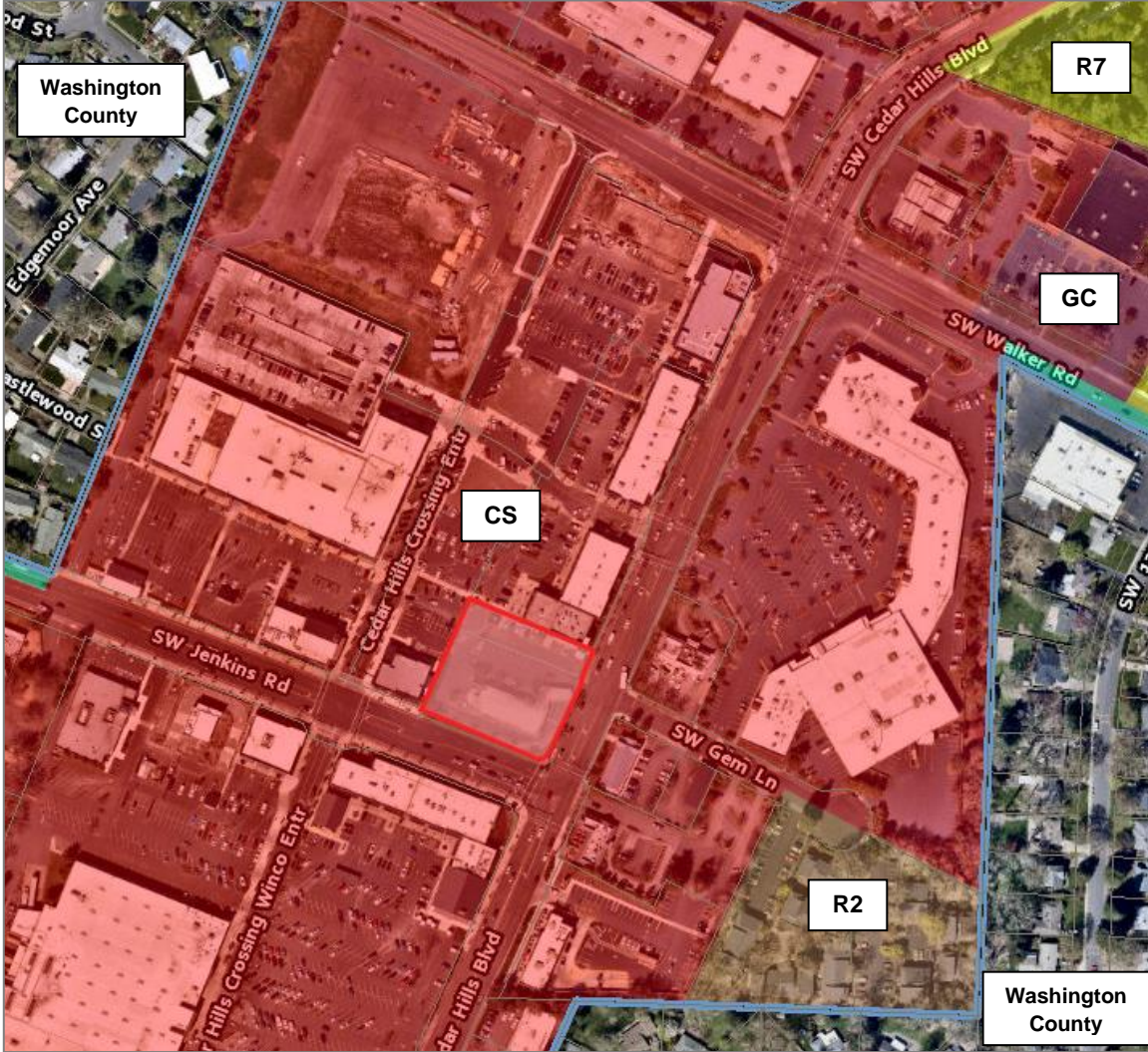


DR2021-0145 / LO2021-0004 / PD2021-0005

Cedar Hills Crossing II Building 13

Vicinity Map

Exhibit 1.2



DR2021-0145 / LO2021-0004 / PD2021-0005

Cedar Hills Crossing II Building 13

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 - Project Narrative

Exhibit 3.2 - Exhibit A Application Forms

Exhibit 3.3 - Exhibit B Pre-application Conference Notes

Exhibit 3.4 – Exhibit C Plan Set

Exhibit 3.5 – Exhibit D CWS Service Provider Letter

Exhibit 3.6 - Exhibit E Beaverton Water Service Provider Letter

Exhibit 3.7 - Exhibit F TVFR Service Provider Permit

Exhibit 3.8 - Exhibit G Preliminary Drainage Report

Exhibit 3.9 - Exhibit H Trip Generation Assessment

Exhibit 3.10 - Exhibit I Exterior Finish Legend & Materials Board

Exhibit 3.11 - Exhibit J Photometric Plan

Exhibit 3.12 - Exhibit K Lighting Cut Sheets

Exhibit 3.13 - Exhibit L SW Cedar Hills Boulevard Conceptual Cross Sections

Exhibit 3.14 - Exhibit M Truck Turning Diagrams

Exhibit 3.15 - Exhibit N Shared Parking Agreement

Exhibit 3.16 - Exhibit O On-Street Photometric Plan

Exhibit 3.17 - Exhibit P SW Jenkins Road Franchise Utility Trench Cross Section

Exhibit 3.18 - Exhibit Q Hardscape and Softscape Area Plan

Exhibit 3.19 - Exhibit R Continuance Request Forms

Attachment A: FACILITIES REVIEW

Application: Cedar Hills Crossing II Building 13

Proposal: The applicant, Center Developments Oregon 5 LLC, requests Design Review Two approval to redevelop the subject site with a new 14,273 square foot commercial building for retail and restaurant uses in addition to associated site improvements. Loading Determination approval is requested to allow no loading berths where one berth is required. Parking Determination for Shared Parking approval is also requested to allow a portion of required off-street vehicle parking spaces to be provided on an abutting property.

Recommendation: APPROVE DR2021-0145 / LO2021-0004 / PD2021-0005 subject to conditions of approval

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 (DR2021-0145) and Replat One (LD2021-0005) applications as submitted.
- Facilities Review Committee criteria do not apply to the submitted Loading Determination (LO2021-0004) or Parking Determination (PD2021-0005) applications.

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 subject properties are currently served by the City of Beaverton public water service by a 12-inch water main located in the right of way for SW Cedar Hills Boulevard. The provided City of Beaverton Water Service Provider Letter (SPL) confirms that existing potable water service is adequate to serve the proposed redevelopment of the site from a bank to a commercial shopping center. New private potable water lines are proposed to connect to the existing 12" water main on the east side of the property and extend to all tenant spaces within the commercial building to provide potable water throughout the site. The potable water connection will also supply water for firefighting purposes to the development. Therefore, the Committee finds that adequate potable public water service will be provided to the site to serve the proposed development.

Non-Potable Water: There is no non-potable water network available to serve the proposed development. Therefore, connection to this network is not required.

Sanitary Sewer: Sanitary sewer service is provided by the City of Beaverton, and the applicant states that service for the site will connect to an existing eight-inch public sewer main through a manhole located on Tax Lot 3600. A four-inch private sanitary sewer line will be constructed and is planned to connect to individual private sewer lines serving commercial tenant spaces. A four-inch grease sewer line and a 1,500-gallon grease trap are also proposed to serve future restaurant uses on the site. The applicant proposes to record a 15-foot private utility easement over the portion of the private sewer line located on the adjacent tax lot. The Committee recommends a condition of approval which would require the applicant to submit a recorded private utility easement to the city prior to issuance of the Site Development Permit. Therefore, the Committee finds that by meeting the conditions of approval, adequate sanitary sewer service will be provided to the site to serve the development.

Stormwater Drainage, Treatment, and Retention: The property is served by City of Beaverton storm sewer service. The applicant states that stormwater quality, detention, and flow control will be provided by a treatment manhole and an underground chamber treatment system. A new 12-inch storm line would connect to an existing public stormwater manhole located on the adjacent property to the west, Tax Lot 3500. The new line would cross over Tax Lot 3600 before extending onto Tax Lot 1600. The previously mentioned private utility easement would also encompass the portion of the stormwater line that crosses over Tax Lots 3500 and 3600. The proposed chamber treatment system has been designed to receive treated runoff from a 48" Bayfilter manhole and to outlet to a 60" flow control manhole. Upon review of the storm plans and Preliminary Drainage Report provided by the applicant, the Committee finds that by meeting the conditions of approval, adequate stormwater drainage, treatment, and retention will be provided for the proposed development.

Transportation: The site is located at the northwest corner of SW Cedar Hills Boulevard and SW Jenkins Road. Both abutting streets are designated Arterial functional classifications in the Transportation System Plan and are maintained by the City of Beaverton. No new vehicular access points are proposed to serve the development.

Rather, existing access points from SW Cedar Hills Boulevard and SW Jenkins Road and proposed to serve the development which would connect to the site via private internal streets. The applicant states that there are existing reciprocal access easements which benefit the subject properties. Thus, the Committee recommends a condition of approval requiring the applicant to submit documentation of a recorded cross access easement prior to Site Development Permit issuance.

Per BDC Section 60.55.20.2.A, a Traffic Impact Analysis (TIA) is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant submitted a Trip Generation Assessment identifying the average daily trips for the proposed use compared to the existing use of a bank with drive-throughs. The Committee concurs with the findings of the Trip Generation Assessment which found that the proposed development will result in an average net reduction of 96 weekday trips compared to the drive-in bank use. Therefore, this application does not require a TIA, and the development is not anticipated to result in traffic impacts beyond existing conditions.

Pedestrian and bicycle facilities are provided throughout the site to connect commercial tenant spaces, parking areas, nearby commercial uses, and public pedestrian facilities. Four pedestrian connections are proposed to access public sidewalks abutting SW Cedar Hills Boulevard and SW Jenkins Road. Due to topography, three pedestrian connections require the use of stairs to access public sidewalks. One proposed connection is an accessible ramp in the southeast corner of the site which provides a direct route to the adjacent intersection and crosswalks to continue to other pedestrian destinations and transit stops near the development. Proposed pedestrian connections are provided at more frequent intervals than the minimum 300-foot spacing required by the development code and maintain a continuous five-foot-width.

The site also provides two long-term and two short-term bicycle parking spaces. Dimensions of parking spaces meet Engineering Design Manual (EDM) requirements, but dimensions of bike racks do not meet the required height of 36 inches. Therefore, the Committee recommends a condition of approval that the applicant provide plans demonstrating all bicycle parking racks meet EDM Figure 340.2. The submitted Photometric Plans demonstrate that three of the four bicycle parking spaces meet the lighting standards of the EDM. However, more information is needed to confirm that lighting standards are met for the fourth space, the long-term bike parking space adjacent to SW Cedar Hills Boulevard. Therefore, the Committee recommends a condition of approval requiring the applicant to provide a Photometric Plan demonstrating compliance with EDM lighting standards for bicycle parking spaces prior to Building Permit Issuance.

In conclusion, the Committee finds that by meeting the conditions of approval, adequate transportation facilities will be provided to serve the proposed development.

Fire Protection: Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R) as demonstrated by the submitted TVF&R Service Provider Letter. As shown on Sheet FS-1, the site can be sufficiently accessed for fire service access.

Conclusion: Therefore, the Committee finds that 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 Beaverton School District boundaries. Since no dwelling units are proposed, school services will not be affected by this proposal.

Transit Improvements: Transit facilities are not located or planned to be located on street frontages abutting the subject site, and no transit improvements are required for this development. However, existing Trimet bus stops are located nearby south of the site on SW Cedar Hills Boulevard, serving Line 20 (Burnside/Stark). The development proposes a direct pedestrian connection to public sidewalk facilities at the intersection of SW Cedar Hills Boulevard and SW Jenkins Road which will facilitate efficient access to transit facilities near the site.

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: Pedestrian and bicycle circulation will be provided both on site and along public streets adjacent to the development. The applicant is required to install frontage improvements for SW Cedar Hills Boulevard and SW Jenkins Road according to the standard Arterial functional classification street width template of the EDM. These improvements will include ten-foot-wide curb-tight sidewalks and five-foot-wide bike lanes on both frontages.

Pedestrian walkways will connect tenant entrances within the commercial shopping center to parking areas, pedestrian plazas, and additional commercial development near the subject site. All walkways meet or exceed the required five-foot-width and are proposed to be constructed of scored concrete. No pedestrian pathways cross vehicular drive aisles.

Two long-term and two short-term bicycle parking spaces are proposed which meet the minimum required number of bicycle parking spaces for the proposed use. Staff cites the response to Criterion A as relevant to this criterion which proposes conditions of approval to ensure that adequate lighting and bike rack dimensions are provided for bicycle parking facilities of the development.

For these reasons, the Committee finds that, by meeting the conditions of approval, essential facilities and services related to the proposed development are available or can be made available with adequate capacity to serve the development.

Conclusion: Therefore, the Committee finds that, by meeting the conditions of approval, 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 Community Service (CS). The Committee refers to the Code Conformance Analysis 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 Two, Loading

Determination, and Parking Determination requests within the applicable sections of the staff report.

Section 60.25 Off-Street Loading Requirements: One Type B loading berth is required for the proposed 14,273 square foot commercial establishment. The applicant has submitted a Loading Determination application for concurrent review to request approval of zero loading berths for the site pursuant to BDC Section 40.50. Staff will provide findings for the applicable approval criteria for the Loading Determination request within the staff report.

Section 60.30 Off-Street Parking: Per BDC Section 60.30.10.5, for retail commercial uses including shopping centers in a commercial zone, the minimum parking ratio requirement for motor vehicles is 3.3 spaces per 1,000 square feet of gross floor area. Based on the size of the building, 47 off-street parking spaces are required. Twenty-five parking spaces are proposed on Tax Lot 1600, and five additional parking spaces are proposed on Tax Lot 3600, excluding nine compact parking spaces which do not count towards the minimum parking requirement. The maximum number of off-street parking spaces permitted for the development is 73 which is not exceeded by the proposal. As the proposed 30 spaces do not meet the minimum standard, the applicant has submitted a Parking Determination application to request approval of shared parking within the Cedar Hills Crossing II development pursuant to BDC 40.55.15.2. Staff will provide findings for the applicable approval criteria for the Parking Determination request within the staff report.

Per BDC Section 60.30.10.5.B, the minimum short-term bicycle parking ratio requirement is two spaces or one space per 12,000 square feet of floor area, whichever is greater. The minimum long-term bicycle parking ratio requirement is also two spaces or one space per 12,000 square feet of floor area, whichever is greater. Based on the floor area of the proposed building, two short-term and two long-term bicycle parking spaces are required for the development. The applicant's plans show two short-term and one long-term bicycle parking spaces in the interior of the site near multiple tenant entrances. Another long-term bicycle parking space is proposed on the east side of the building near SW Cedar Hills Boulevard. This long-term space is also in close proximity to a tenant entrance and to the accessible ramp leading to the interior of the shopping center.

The locations and dimensions of all bike parking spaces meet Engineering Design Manual Section 340 requirements. However, bike parking racks are required to be 36 inches tall per EDM Figure 340.2, and the proposed bike parking racks are shown to be only 34 inches tall. Staff cites the findings to Criterion A and recommends a condition of approval requiring that the applicant provide updated drawings showing bike rack dimensions compliant with EDM Figure 340.2. Long-term bike parking spaces meet weather protection standards from the proposed awnings. Lighting must also be provided in conformance with Section 450 of the EDM. Lighting meets requirements for all bike parking spaces internal to the site, but more information is needed to confirm that lighting standards are met for the long-term space adjacent to SW Cedar Hills Boulevard. Staff cites the findings

for Criterion A and the recommended condition of approval. By meeting the conditions of approval, bicycle parking will be provided in conformance with BDC 60.30.

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 (TIA) is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant submitted a Trip Generation Assessment to determine if a TIA is required for the application based on the net new average daily trips of the proposed commercial shopping center compared to the existing bank. The Trip Generation Assessment found that the proposed development will result in an average net reduction of 96 weekday trips, so a TIA was not required.

The proposal will be required to dedicate right of way and construct frontage improvements in conformance with the Comprehensive Plan Transportation Element (Figures 6.1 through 6.23 and Tables 6.1 through 6.6). Staff cites findings for Criterion A. The applicant's plans demonstrate that right of way dedication and frontage improvements meet requirements and will provide efficient and safe vehicular, pedestrian, and bicycle connections to the public realm.

Within the site, pedestrian circulation is facilitated by concrete walkways with a minimum width of five feet and connect building entrances to parking areas, pedestrian plazas, public sidewalks, and other nearby pedestrian destinations. A ramp meeting Americans with Disabilities Act standards is proposed to provide direct access to the public sidewalk along SW Jenkins. Stairs are utilized elsewhere due to grade change between the right of way and building entrances.

Section 60.60 Trees and Vegetation Requirements: The site is currently developed as a bank with drive-throughs and associated site improvements. The bank site went through a Design Review process prior to construction which approved the development as it exists today, including approved Landscape Trees. The subject proposal would remove the 16 Landscape Trees associated with the bank development, totaling 132 inches Diameter Breast Height (DBH).

Pursuant to BDC 60.60.25.9, the removal of Landscape Trees requires mitigation. According to the Development Code, replacement of a Landscape Tree must be of a similar species, or another species otherwise approved by the City. Furthermore, Landscape Trees must be replaced with new trees at least 1.5 caliper inches in diameter totaling the same DBH of the Landscape Trees removed, depending upon the capacity of the site to accommodate replacement at a one-to-one ratio.

The proposal would replace the 16 existing Landscape Trees measuring a total DBH of 132 inches with 21 new trees with a total linear DBH measurement of 51 inches. The applicant states that trees have been added to all reasonable locations on site that are not encumbered by necessary site improvements to facilitate the development, and mitigation

of Landscape Trees at a one-to-one ratio is not possible on the subject site without overcrowded planting areas.

Upon consultation with the City Arborist, the Committee concurs that the addition of more trees would result in overcrowding of planting areas. Based on the site design, staff agrees that trees have been planted in all possible locations. Further, the applicant proposes to plant five additional trees on site than those that are planned for removal which will result in a greater total DBH of mature trees in the future. In conclusion, the Committee finds that the Landscape Tree mitigation requirements and other applicable standards of BDC Section 60.60 have been met by the proposal.

Section 60.65 Utility Undergrounding: All existing above ground utilities along the site's frontages will be undergrounded. New utility lines are also proposed to be undergrounded as shown on Sheets C5.0 of the civil plan set.

Conclusion: Therefore, the Committee finds that by meeting the conditions of approval, 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 private common facilities are easily accessible and will allow for adequate and efficient maintenance and normal operations. Maintenance and operations of private common facilities are the responsibility of the property owner or a designated property management company.

Regarding operations of trash and recycling service, the applicant proposes the installation of signage prohibiting the use of three vehicular parking in front of the trash area loading ramp between 5:00 a.m. and 10 a.m. to allow continuity of Waste Management services. Waste Management has no concerns about the proposal and concurs that trash and recycling facilities will be adequately serviced and maintained. Staff recommends conditions of approval which require the applicant to install signage which prohibits vehicular parking in the three parking spaces in front of the trash loading ramp (as identified on Sheet C2.0 of Exhibit C) between the hours of 5:00 a.m. and 10:00 a.m.

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, 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:

The proposal includes on-site improvements that facilitate safe and efficient vehicular and pedestrian circulation patterns. Concrete walkways provide direct connections between tenant spaces, parking areas, and pedestrian plazas within the development. Staff cites findings for Criterion A as applicable to this approval criterion.

Vehicular circulation patterns have been designed to meet City standards per BDC 60.30.15 which ensures safe maneuvering on site. Proposed drive aisles also provide efficient circulation to access parking spaces, trash service areas, and all proposed tenant spaces within the commercial development. 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, 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:

Staff cites the response to Criterion A as relevant to this criterion. Pedestrian access from the development to the public sidewalks along SW Cedar Hills Boulevard and SW Jenkins Road is facilitated by four pedestrian pathways. Due to topographical constraints, stairs are proposed in three locations to access the public sidewalk while a fourth connection is facilitated by an accessible ramp. Vehicular access is proposed via internal private drives, and the Committee recommends a condition of approval requiring the applicant to submit documentation of recorded easements establishing access to the subject site. The Committee found that proposed on-site vehicular and pedestrian circulation systems are safe and efficient and connect to the surrounding circulation system in a direct manner.

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 internal to the site. The applicant states that structures and facilities have been designed to provide adequate fire protection, including a new six-inch fire service line connecting to the existing 12-inch water main within SW Cedar Hills Boulevard. The applicant notes that this design will provide adequate fire flow.

TVF&R staff has reviewed the development's site plan and endorsed the proposal as reflected in the submitted TVF&R Service Provider Letter. 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 which will ensure adequate protection from crime and accident. 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 proposed grading and contouring of the development has been designed to minimize effects on off-site properties and will have no adverse impacts on neighboring properties. Stormwater facilities have been designed to adequately manage runoff from the proposed development without impacting the right of way of public stormwater system.

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 condition 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 continuous uninterrupted access routes within the project site are proposed that will connect to existing facilities within the Cedar Hills Crossing II development area as well as to adjacent public sidewalks. An accessible ramp is proposed at the intersection of SW Cedar Hills Boulevard and SW Jenkins Road, providing direct access to crosswalks at this intersection and an efficient route to nearby transit facilities.

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, Loading Determination, and Parking Determination applications on October 22, 2021. The applications were deemed complete on March 25, 2022. However, the applicant submitted revisions on April 20, 2022, exceeding the 14-day window established by BDC 50.25.10 during which time an applicant may submit an amended application. Pursuant to BDC 50.25.10, the applicant was required to submit Continuance Request Forms for each land use application to extend the 120-day final decision date. As such, the Continuance Requests extended the 120-day final decision date by 26 days to September 5, 2022.

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

Code Conformance Analysis

Table 4: Chapter 20 Use and Site Development Requirements
Community Service (CS) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.10.20			
Eating and Drinking Establishment Retail Trade	Permitted	The applicant proposes to construct a 14,273 square foot commercial shopping center with retail and restaurant uses.	YES
Development Code Section 20.10.15			
Minimum Parcel Area	7,000 square feet	Tax Lot 1600: 0.70 acres (30,556 square feet) following right of way dedication Tax Lot 3600: 2.31 acres (100,623.6 square feet)	YES
Minimum Lot Dimensions	Width: 70 Depth: 100	Tax Lot 1600: 128 feet wide / 198 feet deep Tax Lot 3600: 520 feet wide / 215 feet deep	YES
Minimum Yard Setbacks	Front: None Side (abutting lot zoned CS): None Side (abutting street): None Rear: 0 feet (when not abutting a residential zone)	Front (East): 8 feet 5 inches Side (North): 8 feet 3 inches Side (South): 0 feet 4 inches Rear (West): 5 feet	YES
Maximum Building Height	60 feet	33 feet	YES

Table 5: 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.	There is no floodplain, floodway, or floodway fringe located on the subject properties.	N/A
Development Code Section 60.11			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	No food cart pods are 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.	The proposed site is zoned CS and does not abut 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: 1 Type B Berth	The applicant has submitted a Loading Determination application to request approval of zero loading berths for the proposed development where one Type B berth is required.	See LO findings

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30			
Off-Street Motor Vehicle Parking (Retail, including Shopping Centers)	Minimum: 47 Maximum: 73	Tax Lot 1600: 25 spaces Tax Lot 3600: 5 spaces (excluding 9 compact spaces) The applicant has submitted a Parking Determination application for Shared Parking within the Cedar Hills Crossing II development area.	See PD findings
Development Code Section 60.30			
Required Bicycle Parking	Short-term: 2 spaces Long-term: 2 spaces	Short-term: 2 spaces Long-term: 2 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.	The subject site is not a part of a Planned Unit Development.	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.	N/A
Development Code Section 60.45			
Solar Access Protection	Solar access requirements for subdivisions and single-family homes.	No subdivisions or single-detached homes are proposed.	N/A
Development Code Section 60.50			
Accessory Uses and Structures	Requirements for accessory uses and structure.	Accessory uses or structures are not proposed.	N/A
Development Code Section 60.55			
Transportation Facilities	Requirements pertaining to the construction or reconstruction of transportation facilities	Refer to the Facilities Review Committee findings herein.	YES w/ COA

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.60			
Trees and Vegetation	Regulations pertaining to tree removal and preservation.	Refer to the Facilities Review Committee findings herein.	YES
Development Code Section 60.65			
Utility Undergrounding	Requirements for placing overhead utilities underground.	All existing above ground utilities and new utility lines will be undergrounded.	YES
Development Code Section 60.67			
Significant Natural Resources	Regulations pertaining to wetlands and riparian corridors.	There are no identified Significant Natural Resources on the subject 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: DR2021-0145

ANALYSIS AND FINDINGS FOR DESIGN REVIEW TWO

Decision: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2021-0145**, subject to the applicable conditions identified in Attachment E.

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 to demolish an existing bank with drive-throughs to construct a new 14,273 square foot commercial building for retail and restaurant uses in addition to associated site improvements. The site does not abut a residential zone. Thus, staff finds that the proposal satisfies the Design Review Two application threshold 1:

- 1. New construction of up to and including 50,000 gross square feet of non-residential floor area where the development does not abut any Residential District.*

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 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 evaluates the project in response to applicable Code standards of Sections 60.05.15 through 60.05.30 (Design Standards). The chart provides a summary response to the Design Review standards determined to be applicable to 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:

The proposed project is not an addition to or a modification of an existing development. Rather, the applicant proposes to demolish the existing bank development and replace it with a new commercial building and site improvements such as landscaping, parking and maneuvering areas, and stormwater facilities.

Conclusion: Therefore, staff finds that this criterion is not applicable.

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.

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 Loading Determination and Parking Determination land use applications to be processed concurrently with this Design Review Two request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated Loading Determination and Parking Determination applications prior to site improvements.

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

Table 6: 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.	<p>All building facades either face the street or contain a primary building entrance. 30% articulation of building elevations is required for all uses in Commercial zones unless glazing is less than 35% when 50% articulation is required. The building proposes the use of windows, doors, changes in material, and projecting and recessing walls to provide adequate articulation.</p> <p>Percentage of façade articulation:</p> <ul style="list-style-type: none"> • East: 55.3% • West: 50.3% • North: 53.8% • South: 53.5% 	YES
60.05.15.1.C.2 Maximum 40' spacing between permanent architectural features.	The horizontal spacing between permanent architectural features is less than 40 feet. The submitted architectural plans show the use of permanent architectural features approximately every 25 horizontal feet or less.	YES
Roof Forms		
60.05.15.2.A-E Roof Forms	The building uses a combination of sloped and flat roofs. The sloped roof has a 4:12 pitch and features eaves which project 24 inches from the building wall. All flat roofs are capped with parapets that project at least 12 inches above the roofline. The applicant states that parapet heights vary across the building and range from 30 to 55 inches above the roofline.	YES
Primary Building Entrances		
60.05.15.3.A Primary Entrances	All primary entrances include an overhang providing weather protection measuring at least six feet wide by four feet deep.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Exterior Building Materials		
60.05.15.4.A Residential Buildings	The site is located in a Commercial zone.	N/A
60.05.15.4.B 30% untreated elevations	<p>Smooth concrete foundations treated with a sacked finish are exposed in portions the east and south-facing facades which front public streets. Other facades are not visible from public streets or public open space. On the south-facing façade, 12.9% of the area consists of smooth concrete. On the east-facing façade, approximately 3.6% of the wall area is exposed smooth concrete.</p>	YES
60.05.15.4.C Foundations	<p>Proposed foundation material is smooth concrete. Due to the grade change along the south-facing elevation, portions of the foundation measure over three feet from the finished grade level. At the tallest point, the smooth concrete foundation measures four feet from finished grade. Therefore, staff recommends a condition of approval that the applicant provide architectural plans demonstrating the addition of pigment, texture, or both over portions of the foundation over three feet from the finished grade level prior to building permit issuance.</p>	YES w/ COA
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	<p>Roof-mounted equipment is proposed for this building. The applicant states that proposed parapets range from 3.5 to 4 feet tall as measured from the roofline and have been designed to fully screen rooftop mechanical equipment from view of adjacent streets and properties. However, submitted architectural plans do not identify the locations or heights of roof-mounted equipment, so more information is needed to confirm that proposed parapets fully screen the equipment. Therefore, staff recommends a condition of approval prior to building permit issuance that the applicant submit plans demonstrating that screening of roof-mounted equipment is in conformance with 60.05.15.5.A-C.</p>	YES w/ COA

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 proposed building is in a Commercial zone on a parcel that is less than 60,000 square feet. The site does not abut a Major Pedestrian Route. Therefore, these standards are not applicable.	N/A
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	The subject site is not located on a MPR. The building is proposed on a parcel over 25,000 square feet in a Commercial zone which abuts public streets to the east and south and contains tenant entrances on all sides. 35% glazing is required on all elevations unless increased building articulation is proposed. Glazing on all elevations is less than 35% of the ground floor elevation area. However, all elevations propose approximately 50% articulation where a minimum of 30% is required. Therefore, this standard is met on all elevations due to the presence of increased building articulation in lieu of 35% minimum glazing.	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	Four direct pedestrian connections are provided to the public network from the subject site, two to SW Cedar Hills Boulevard and two to SW Jenkins Road. One of the four pedestrian connections is an accessible ramp at the intersection of abutting public streets. Vehicle connections are proposed via private internal streets to both public streets. A condition of approval is recommended prior to site development permit issuance requiring the applicant to submit documentation of cross-access easements over internal private streets to confirm adequate access and connectivity.	YES w/ COA
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A Service Area Screening	Two trash enclosures and one utility vault are proposed on the north side of the building. One trash enclosure is existing and will remain. All facilities have been fully screened from public view.	YES
60.05.20.2.B Loading Area Screening	Loading zones are not proposed.	N/A
60.05.20.2.C Screening Materials	Two trash enclosures and a utility vault are subject to screening requirements of this section. Trash enclosures are screened with a wall made of primary exterior finish materials. The utility vault is screened by evergreen hedge shrubs that will have a 95% opacity or greater within two years.	YES
60.05.20.2.D Chain Link Prohibition	No chain link fencing is proposed.	N/A
60.05.20.2.E Screen Waiving	No waiver is requested.	N/A
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	Four direct pedestrian connections are provided to the public network, two to SW Cedar Hills Boulevard and two to SW Jenkins Road. Pedestrian connections are also facilitated between tenant entrances and parking areas on the subject site. Sidewalks connect this site to other areas within the Cedar Hills Crossing II	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	development. In areas with significant grade change, stairs and ramps are used to facilitate direct connections to adjacent pedestrian facilities.	
60.05.20.3.B Direct walkway connection	Four direct pedestrian connections provide access to facilities along abutting public streets. A ramp located at the intersection of SW Cedar Hills Boulevard and SW Jenkins Road also provides a direct connection to nearby transit stops on SW Cedar Hills Boulevard. Direct walkway connections are also provided between primary entrances for all future tenants on the site. Reasonably direct walkways are also provided to connect the subject site with other locations within the Cedar Hills Crossing II development.	YES
60.05.20.3.C Walkways every 300'	Four pedestrian connections are provided along the approximately 370 feet of frontage.	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	No new pedestrian connections are proposed across drive aisles. An existing pedestrian connection using a different paving material crossing a vehicular drive aisle exists on the north side of the site and will serve pedestrians using the subject site.	N/A
60.05.20.3.F 5' minimum width	The applicant's materials show that all pedestrian walkways are a minimum paved width of five feet.	YES
Street Frontages and Parking Areas		
60.05.20.4.A.1-2 Street frontages and parking areas	Surface parking abutting a public street is not proposed.	N/A
Parking and Landscaping		
60.05.20.5.A Contiguous Parking	No bay of parking is greater than 10 contiguous spaces.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.20.5.B Landscape Island Size	Each island is at least 70 square feet and six-feet-wide. All landscape islands are planted with a tree except one where a conflict exists with a pole-mounted light.	YES
60.05.20.5.C Raised sidewalks	Raised sidewalks are not utilized for landscape island requirements.	N/A
60.05.20.5.D Tree species	All trees in landscape islands are hybrids of trees on the City of Beaverton approved street tree list. The City Arborist confirmed that the proposed tree species are acceptable in the landscaped planter islands.	YES
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 -B Required sidewalk/internal pathway widths	<p>The site proposes sidewalks on both abutting streets and along building elevations containing tenant entrances. Sidewalks abutting SW Jenkins Road and SW Cedar Hills Boulevard will be constructed in conformance with the applicable Arterial street template, as demonstrated in the applicant's plan set. Sidewalks will be a 10-foot curb-tight design with a minimum unobstructed path of at least five feet. To ensure adequate sidewalk width along SW Cedar Hills Boulevard, staff recommends a condition of approval requiring the applicant to dedicate a 4-foot-wide public pedestrian access easement along the site's frontage to SW Cedar Hills Boulevard.</p> <p>Sidewalks along the north- and west-facing sides of building elevations are also proposed to be 10-foot-wide curb-tight pathways. The sidewalk is separated from the parking area by a raised curb and maintains a continuous unobstructed path at least five feet wide.</p>	YES w/ COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
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	The proposed site does not include drive aisles that link public or private streets with parking stalls.	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 Non-residential minimum landscaping	The subject site is comprised of two tax lots totaling 130,736 square feet in area. As such, 19,610 square feet must be landscaped (15%). The site proposes 20,465 square feet of landscaping which is 15.7% of the site area, exceeding the standard.	YES
60.05.25.5.B Non-residential minimum landscaping	Based on site size and the required amount of landscaping, 21 trees and 43 shrubs are required within the proposed softscape landscaped areas. The site proposes 21 trees and 270 shrubs which meets the standard. An additional 2,385 square feet, 12% of required landscaped area, is proposed as hardscape pedestrian plazas which are subject to the standards of 60.05.25.5.C.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<p>60.05.25.5.C Hard surface plaza for meeting landscaping requirements.</p>	<p>Hard surface plazas are proposed on 2,385 square feet of the site, 12% of the required landscaped area. All hardscape pedestrian plaza areas consist of scored concrete and pedestrian scale lighting. Seven trees are proposed based on the total size of the hard surface plaza area which meets the minimum requirement. All trees will have a minimum mature height of 20 feet. The applicant proposes a variety of street furniture including tables, benches, and trash receptacles. However, the applicant requests that final type and placement of street furniture within the hardscape pedestrian plaza areas are determined at a later date according to tenant preferences. Staff finds this acceptable and recommends a condition of approval prior to building permit issuance that the applicant submit plans demonstrating that hard surface pedestrian plazas provide adequate street furniture in compliance with this standard.</p>	<p>YES w/ COA</p>
<p>60.05.25.5.D Landscaping along foundations</p>	<p>All building elevations visible from abutting public streets have windows on the ground floor. Additionally, the building is proposed within three feet of the south and east property lines. Therefore, this standard does not apply.</p>	<p>N/A</p>
Retaining Walls		
<p>60.05.25.8 Retaining Walls</p>	<p>No retaining walls are proposed that are greater than six feet tall or longer than 50 linear feet.</p>	<p>N/A</p>
Fences and Walls		
<p>60.05.25.9.A through E Materials</p>	<p>Fencing is not proposed. Walls are proposed to be constructed on durable materials used on primary building elevations.</p>	<p>YES</p>
Minimize Significant Changes to Existing On-Site Surface Contours At Residential Property Lines		
<p>60.05.25.10 Minimize grade changes</p>	<p>The site does not abut residential property lines. Grading associated with required street frontage improvements is exempt from these requirements.</p>	<p>N/A</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
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	The project site abuts other properties zoned Community Service. Therefore, landscape buffering requirements do not apply.	N/A

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 provided a Photometric Plan demonstrating that most areas of the site are in conformance with Technical Lighting Standards. However, some small areas near the north-facing building elevation do not meet the minimum required illumination level of one foot-candle. Because of this, staff recommends a condition of approval requiring the applicant to submit a Photometric Plan demonstrating that Technical Lighting Standards are met in required areas.	YES w/ COA
60.05.30.1.B Lighting provided for vehicle and pedestrian circulation	The applicant provided a Photometric Plan demonstrating that all vehicular and pedestrian maneuvering areas have on-site lighting. However, some small areas near the north-facing building elevation do not meet the minimum required illumination level of one foot-candle. Because of this, staff recommends a condition of approval prior to building permit issuance requiring the applicant to submit a Photometric Plan and lighting cut sheets demonstrating that Technical Lighting Standards are met in all pedestrian and vehicular circulation areas.	YES w/ COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<p>60.05.30.1.C Lighting of Ped Plazas</p>	<p>Pedestrian plazas are proposed. The applicant's Photometric Plan demonstrates that lighting in conformance with these standards are provided in Area 1 identified on Exhibit Q submitted by the applicant. However, the applicant requests to finalize lighting in pedestrian plaza Areas 2 and 3 according to tenant preferences at a later date. Thus, staff recommends a condition of approval prior to building permit issuance that the applicant submit a Photometric Plan and lighting cut sheets demonstrating that adequate on-site lighting is provided in all pedestrian plaza areas on the subject site prior to building permit issuance.</p>	<p>YES w/ COA</p>
<p>60.05.30.1.D Lighting of building entrances</p>	<p>The applicant's Photometric Plan shows adequate lighting at proposed building entrances.</p>	<p>YES</p>
<p>60.05.30.1.E Canopy lighting</p>	<p>No canopy lighting is proposed.</p>	<p>N/A</p>
Pedestrian-scale on-site lighting		
<p>60.05.30.2.A Pole Mounted Luminaires</p>	<p>The applicant submitted a Photometric Plan and lighting cut sheets detailing proposed on-site lighting. However, the submitted materials do not specify the height of pole mounted luminaires. Thus, staff recommends a condition of approval that the applicant submit Photometric Plan(s) and lighting cut sheet(s) demonstrating compliance with maximum permitted heights of pole mounted luminaires prior to building permit issuance.</p>	<p>YES w/ COA</p>
<p>60.05.30.2.B Non-Pole Mounted Luminaries</p>	<p>Wall mounted lights are proposed. The Photometric Plan demonstrates that wall mounted lights meet the illumination requirements of the Technical Lighting Standards. However, the submitted Photometric Plan and lighting cut sheets do not indicate mounting height of proposed wall mounted fixtures. Therefore, staff recommends a condition of approval prior to building permit issuance that the applicant submit plans demonstrating that wall mounted luminaires comply with the maximum permitted mounting height of the Technical Lighting Standards.</p>	<p>YES w/ COA</p>
<p>60.05.30.2.C Lighted Bollards</p>	<p>The proposal does not include bollards.</p>	<p>N/A</p>

Attachment C: LO2021-0004

ANALYSIS AND FINDINGS FOR LOADING DETERMINATION APPROVAL

Decision: Based on the facts and findings presented below, staff recommends **APPROVAL** of **LO2021-0004**, subject to the applicable conditions identified in Attachment E.

Section 40.50.05 Purpose

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

Section 40.50.15.1.C Approval Criteria

In order to approve a Loading Determination 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 40.50.15.1.C.1

Approval Criteria: The proposal satisfies the threshold requirements for a Loading Determination application.

Finding:

The applicant proposes zero loading berths on the subject site where the Development Code requires one Type B loading berth based on the type and size (aggregate floor area) of the use. Therefore, staff finds that proposal satisfies threshold 2 of the Loading Determination application which reads:

- 2. A request to modify the total number of off-street loading spaces from the required number listed in Section 60.25.(Off-Street Loading) of this Code.*

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

Section 40.50.15.1.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, the Committee finds that the proposal meets the criterion.

Section 40.50.15.1.C.3

Approval Criteria: The determination will not create adverse impacts, taking into account the total gross floor area and the hours of operation of the use.

Finding:

The total gross floor area of the commercial retail and restaurant establishment is 14,273 square feet, and the applicant anticipates hours of operation between 7:00 a.m. and 10:00 p.m. The applicant states that traditional loading berths are not expected to be necessary for this type of use, and single-unit truck deliveries will be scheduled during off-peak hours to use standard vehicle parking spaces.

Staff concurs with the applicant's assessment of the site's loading needs based on the size of the operation and proposed uses. The commercial site will be occupied by several businesses offering different products and services to customers of the commercial shopping center. Accordingly, deliveries will be for individual tenants, rather than for one large retail or restaurant establishment. Staff agrees that single-unit truck deliveries will be adequate to serve the needs of individual tenants, and traditional loading berths for tractor trailer deliveries are not needed to serve this site. Staff has not identified any adverse impacts related to loading activities that would be caused by the elimination of the required Type B loading berth.

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

Section 40.50.15.1.C.4

Approval Criteria: There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site and in connecting with the surrounding circulation system.

Finding:

Staff cites the response to criterion A in Attachment A. The subject site provides both pedestrian and vehicular facilities that meet Development Code and Engineering Design Manual requirements which will ensure safe and efficient circulation for users of the development. Internal paved sidewalks provide connections to tenant entrances and other nearby destinations within the Cedar Hills Crossing development. Pedestrian pathways, stairs, and ramps connect to the surrounding public sidewalk network in several locations along SW Cedar Hill Boulevard and SW Jenkins Road to facilitate efficient circulation patterns. Vehicular facilities have been designed to allow safe maneuvering within the site, as demonstrated by the truck turning diagram provided by the applicant.

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

Section 40.50.15.1.C.5

Approval Criteria: The proposal will be able to reasonably accommodate the off-street loading needs of the structure.

Finding:

The applicant states that off-street loading will take place in parking areas during non-peak hours so that loading will not adversely impact patron parking or vehicular circulation within the project site. The applicant anticipates that non-bulky products will comprise the majority of deliveries for future tenants which is typical for retail and restaurant establishments. Staff concurs that the nature of the proposed land uses on the site and the proposed size of individual tenant spaces will have limited off-street loading needs which can be accommodated by single-unit delivery trucks. Staff agrees that parking single-unit delivery trucks in parking areas for loading purposes will reasonably accommodate the off-street loading needs of this site.

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

Section 40.50.15.1.C.6

Approval Criteria: The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both 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 proposal.

Finding:

Staff sites the responses in Attachment A (criterion D, Table 5) and Attachment B (Table 6) as relevant to this criterion. Staff found that this proposal, by meeting the conditions of approval recommended in Attachment E, is consistent with all applicable provisions of Chapter 60. All required improvements and dedications have been or will be provided in rough proportion to the impacts of the proposal, as shown on the applicant's civil plan set (Exhibit C).

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

Section 40.50.15.1.C.7

Approval Criteria: 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: 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 periodic maintenance by the City or other public agency.

Finding:

Staff cites the findings for criterion E in Attachment A. The proposal provides adequate means to continued periodic maintenance and necessary normal replacement of private common facilities which are not subject to periodic maintenance by the City or other public agency.

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

Section 40.50.15.1.C.8

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 the necessary submittal requirements.

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

Section 40.50.15.1.C.9

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 Design Review Two and Parking Determination land use applications to be processed concurrently with this Loading Determination request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated Design Review Two and Parking Determination applications prior to site improvements.

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

Attachment D: PD2021-0005

ANALYSIS AND FINDINGS FOR PARKING DETERMINATION APPROVAL

Decision: Based on the facts and findings presented below, staff recommends **APPROVAL** of **PD2021-0005**, subject to the applicable conditions identified in Attachment E.

Section 40.55.05 Purpose

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

Section 40.55.15.2.C Approval Criteria

In order to approve a Shared Parking 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 40.55.15.2.C.1

Approval Criteria: The proposal satisfies the threshold requirements for a Shared Parking application.

Finding:

The applicant proposes to provide a portion of required parking for the site on adjacent properties within the larger Cedar Hills Crossing II development. Therefore, the proposal satisfies threshold 2 for a Shared Parking application which reads:

- 2. All or a portion of the required parking will be provided at an off-site location.*

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

Section 40.55.15.2.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, the Committee finds that the proposal meets the criterion.

Section 40.55.15.2.C.3

Approval Criteria: The shared off-street parking is located on any property within 500 feet of the property upon which the use requiring the parking is located, except in Multiple Use zoning districts where the location may be at any distance.

Finding:

The applicant proposes 30 parking spaces on the subject site, excluding compact parking spaces, where 47 spaces are required for the development. The remaining 17 parking spaces are proposed to be provided on other lots within the Cedar Hills Crossing II development, all of which are located within 500 feet of the subject site's boundaries.

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

Section 40.55.15.2.C.4

Approval Criteria: The location of the shared parking and the site containing the use shall be connected by a hard surface pedestrian pathway.

Finding:

Shared parking is proposed between the properties that comprise the Cedar Hills Crossing II shopping center. A network of paved sidewalks throughout the larger development connect parking areas to the various uses within the shopping center. The applicant's civil plan set demonstrates that hard surface pedestrian pathways on adjacent properties connect in an efficient and safe manner to the sidewalks proposed for the subject site. Where pedestrian pathways cross drive aisles on properties providing shared parking spaces, sidewalks are raised and use a different material to ensure safe pedestrian connections to the proposed commercial establishment.

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

Section 40.55.15.2.C.5

Approval Criteria: If the location of the shared parking and the site containing the use are separated by a street of collector or higher designation, the two locations shall each be within 300 feet of a controlled pedestrian crossing, such as a traffic light, stop-controlled intersection or marked pedestrian crossing such as a striped intersection or pedestrian-activated signal.

Finding:

Shared parking areas are not separated from the subject site by a street of a collector or higher designation.

Conclusion: Therefore, staff finds that the criterion for approval does not apply.

Section 40.55.15.2.C.6

Approval Criteria: If multiple properties are involved, the owners of the properties have each agreed to the shared parking by entering into a shared parking agreement.

Finding:

Properties proposed to share parking within the Cedar Hills Crossing II development are under different ownership. Therefore, a shared parking agreement is required. The applicant provided a shared parking agreement benefiting the previous owner of the subject site which must be updated to represent current ownership and site uses. Because of this, staff recommends a condition of approval requiring the applicant to submit a revised and executed shared parking agreement between the property owners within the Cedar Hills Crossing II development prior to issuance of temporary occupancy for the subject site.

Conclusion: Therefore, staff finds that, by meeting the conditions of approval, this criterion has been met.

Section 40.55.15.2.C.7

Approval Criteria: The time of peak parking demand for the various uses located on the subject properties occur at different times of the day.

Finding:

The applicant has provided a shared parking table detailing the parking needs of all uses within the Cedar Hills Crossing II development, including the subject site (Table 2 of the project narrative). The table demonstrates that the larger shopping center will provide an excess of parking spaces with the construction of this development; 915 spaces are proposed where 813 are required. Therefore, an analysis of peak parking demand is not required as adequate parking will be provided for the shopping center at all times of day.

Conclusion: Therefore, staff finds that the criterion for approval does not apply.

Section 40.55.15.2.C.8

Approval Criteria: Adequate parking will be available at all times when the various uses are in operation.

Finding:

Staff cites the response to criterion C.7 above. Since the Cedar Hills Crossing II provides an excess of parking, staff finds that adequate parking will be available at all times during operational hours of the various uses within the larger development.

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

Section 40.55.15.2.C.9

Approval Criteria: The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that all improvements, dedications, or both 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 proposal.

Finding:

Staff sites the responses in Attachment A (criterion D, Table 5) and Attachment B (Table 6) as relevant to this criterion. Staff found that this proposal, by meeting the conditions of approval recommended in Attachment E, is consistent with all applicable provisions of Chapter 60. All required improvements and dedications have been or will be provided in rough proportion to the impacts of the proposal, as shown on the applicant's civil plan set (Exhibit C).

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

Section 40.55.15.2.C.10

Approval Criteria: There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.

Finding:

Staff cites the response to Criterion A in Attachment A. The subject site provides both pedestrian and vehicular facilities that meet Development Code and Engineering Design Manual requirements which will ensure safe and efficient circulation for users of the development as demonstrated by the submitted civil plan set and truck turning diagram.

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

Section 40.55.15.2.C.11

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 the necessary submittal requirements.

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

Section 40.55.15.2.C.12

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 Design Review Two and Loading Determination land use applications to be processed concurrently with this Parking Determination request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated Design Review Two and Loading Determination applications prior to site improvements.

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

Attachment E: Conditions of Approval

Design Review Two (DR2021-0145)

A. General Conditions, the applicant shall:

1. Ensure that the Loading Determination (LO2021-0004) and Parking Determination (PD2021-0005) applications have been approved and are consistent with the submitted plans. (Planning / BG)

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

2. 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)
3. 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)
4. 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)
5. 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)
6. Submit an easement, executed and ready for recording when required, to the City. City will require approval of legal description and form prior to execution. (Site Development Div. / CR)
7. 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 the City. The City will submit review material to Clean Water Services for review

and approval. (Site Development Div. / CR)

8. 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)
9. 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)
10. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer or as permitted per sections 307 and 311 of Oregon Uniform Plumbing Code. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div. / CR)
11. 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 within a private easement are proposed, please submit plumbing permit application(s) to the Building Division. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div. / CR)
12. 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)
13. 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)
14. 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)
15. 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)

16. 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)
17. 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)
18. Submit a Stormwater Management Worksheet to the City for the proposed project's net new impervious area prepared by the applicant's engineer, architect, or surveyor. 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 surfaces, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div. / CR)
19. No overhead services shall remain on the site. If existing utility poles along street frontages must be moved to accommodate the proposed improvements, the affected lines must either be undergrounded or a fee in lieu for undergrounding must be paid per Section 60.65 of the Development Code. (Site Development Div. / CR)
20. Submit plans that show access for a maintenance vehicle within 9-feet from the front, or within 19-feet from the side of a vehicle to all flow control structures unless otherwise specifically approved by the City Engineer. (Site Development Div. / CR)
21. Submit ODOT ADA curb ramp design checklist and standard detail DET1720 and DET1721 showing level of design detail for every public sidewalk ramp proposed with this development. Maximum designed ramp slope shall be 7.5%, maximum designed cross slope, flat landing or turning space shall be 1.5%. Two directional ADA ramps shall be provided at all corners of all intersections, regardless of curb type. See ODOT standard drawings RD754, RD155, RD756, RD757, RD758 and RD759 for ramp details. (Site Development Div. / CR)
22. Provide plans showing that the canopy overhanging the frontage sidewalk in the public right of way shall be a non-structural attachment or in other words not integral (removable without damage) to the building structure. If a revocable right of way encroachment permit is desired by the owner or required by a financial institution or insurance company for the canopy, the City Attorney will need to be consulted to prepare a specific document for this situation (Site Development Div. / CR)
23. Dedicate 5' of right away along the site's frontage to SW Cedar Hills Boulevard to achieve a half street width of 52' from center line and to facilitate required frontage improvements including a 5' wide bicycle lane, standard curb, 10' wide curb tight sidewalks with tree wells, and street lighting, as shown in the applicant's submitted site plans. (BDC 40.03.1.A and D, BDC 60.55.10, and Engineering Design Manual Section 210.16, Standard Drawing 200-2) (Transportation / KM)
24. Dedicate a 4' wide public pedestrian access easement along the site's frontage to

SW Cedar Hills Boulevard as shown in the applicant's submitted site plans. (BDC 40.03.1.A and D, BDC 60.55.10, and Engineering Design Manual Section 210.16, Standard Drawing 200-2) (Transportation / KM)

25. Dedicate 7' of right of way along the site's frontage to SW Jenkins Road to achieve a minimum half street width of 45' from center line and to facilitate required frontage improvements including a 5' wide bicycle lane, standard curb, 10' wide curb tight sidewalks with tree wells, and street lighting, as shown in the applicant's submitted site plans. (BDC 40.03.1.A and D, and 60.55.10) (Transportation / KM)
26. Submit documentation of cross-access easement(s) allowing the subject site's use of private internal drives providing access to SW Jenkins Road and SW Cedar Hills Boulevard. (BDC 40.031.1, 60.55.35, and EDM 210.22) (Transportation / KM)
27. Submit civil plans including the traffic signal plan for the required intersection improvements at SW Cedar Hills Boulevard and SW Jenkins Road. (BDC 40.03.1, and 60.55.10) (Transportation / KM)
28. Submit plans demonstrating compliance with the City's minimum standards for short-term and long-term bicycle parking (BDC 60.30.10.2.B and EDM Section 340). (Planning / BG)

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

29. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / CR)
30. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to calling for foundation footing form inspection from the Building Division. (Site Development Div. / CR)
31. Demonstrate in submitted plans that signage will be installed which prohibits parking from 5:00 a.m. to 10:00 a.m. in the three vehicular parking spaces in front of the trash loading area, as shown on Sheet C2.0 of Exhibit C, to facilitate trash and recycling service. (Planning / BG)
32. Submit Photometric Plan(s) demonstrating that short-term and long-term bicycle parking spaces meet the lighting standards of Engineering Design Manual Section 450. (Planning / BG)
33. Submit Photometric Plan(s) and lighting cut sheets demonstrating that the site is in conformance with Technical Lighting Standards (BDC Table 60.05-1) for development in a Commercial zoning district. A minimum illumination level of 1 foot-candle shall be provided in all pedestrian and vehicular circulation areas. Pole-mounted luminaries shall not exceed the maximum permitted height standards of Table 60.05-1. Non-pole-mounted luminaries may not exceed the maximum permitted mounting height standards of Table 60.05-1. (Planning / BG)

34. Submit architectural plans demonstrating the addition of pigment, texture, or both over portions of the concrete foundation of the south-facing building elevation which measure over three feet tall from the finished grade level (BDC 60.05.15.4.C). (Planning / BG)
35. Submit plans demonstrating that all roof-mounted equipment is fully screened from view of adjacent streets and properties (BDC 60.05.15.5). (Planning / BG)
36. Submit plans showing that all hard surface pedestrian plazas (Areas 1, 2, and 3 identified by Exhibit Q) meet the standards of BDC 60.05.25.5.C. The applicant shall:
 - a. Submit Photometric Plan(s) and lighting cut sheet(s) demonstrating that adequate pedestrian scale lighting is provided and consistent with the City's Technical Lighting Standards in Areas 1, 2, and 3.
 - b. Submit plans demonstrating that street furniture does not obstruct pedestrian pathways to abutting streets or to tenant entrances and that a continuous width of five feet is maintained.
 - c. Submit plans demonstrating that adequate street furniture is provided according to the following requirements for each plaza area:
 - i. Area 1: Provide at least five street furniture items within Area 1 or abutting the north-facing building elevation. One of the five street furnishings may be a trash receptacle. At least four of the street furnishings must be benches, tables with seating, or a combination of both.
 - ii. Area 2: Provide at least four street furniture items within Area 2. The four required street furnishings must be benches, tables with seating, or a combination of both.
 - iii. Area 3: Provide at least seven street furniture items within Area 3 or abutting the west-facing building elevation underneath the patio cover. One of the seven street furnishings may be a trash receptacle. At least six of the street furnishings must be benches, tables with seating, or a combination of both. (Planning / BG)

D. Prior to temporary occupancy, the applicant shall:

37. Install signage which prohibits parking from 5:00 a.m. to 10:00 a.m. in the three vehicular parking spaces in front of the trash loading area to facilitate trash and recycling service. (Planning / BG)

E. Prior to final inspection and final occupancy permit, the applicant shall:

38. 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)

39. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / CR)
40. 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)
41. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / CR)
42. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Div. / CR)
43. Substantially complete the required frontage improvements along SW Cedar Hills Boulevard including a 5' wide bicycle lane, standard curb, 10' wide curb tight sidewalks with tree wells, and street lighting as indicated on the applicant's submitted site plans. (BDC 40.03.1, and 60.55.10) (Transportation / KM)
44. Substantially complete the required frontage improvements along the site's frontage to SW Jenkins Road including a 5' wide bicycle lane, standard curb, 10' wide curb tight sidewalks with tree wells, and street lighting as indicated on the applicant's submitted site plans. (BDC 40.03.1, and 60.55.10) (Transportation / KM)
45. Substantially complete the required intersection improvements at SW Cedar Hills Boulevard and SW Jenkins Road including replacing the traffic signal and replacing curb ramps as shown in the applicant's submitted site plans. (BDC 40.03.1, and 60.55.10) (Transportation / KM)
46. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision-making authority in conditions of approval. (On file at City Hall). (Planning / BG)
47. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision-making authority in conditions of approval. (On file at City Hall). (Planning / BG)
48. Ensure construction of all buildings, walls, fences, and other structures are completed in accordance with the elevations and plans marked "Exhibit A", except as modified by the decision-making authority in conditions of approval. (On file at City Hall). (Planning / BG)

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

49. 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)

50. Submit any required easements, executed and ready for recording, to the City. City will require approval of legal descriptions 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)
51. 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)
52. 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 for plant establishment and is released 2 years after project acceptance following the correction of any identified defects. (Site Development Div. / CR)

Loading Determination (LO2021-0004)

A. General Conditions, the applicant shall:

53. Ensure that the Design Review Two (DR2021-0145) and Parking Determination (PD2021-0005) applications have been approved and are consistent with the submitted plans. (Planning / BG)

Parking Determination – Shared Parking (PD2021-0005)

A. General Conditions, the applicant shall:

54. Ensure that the Design Review Two (DR2021-0145) and Loading Determination (LO2021-0004) applications have been approved and are consistent with the submitted plans. (Planning / BG)

B. Prior to temporary occupancy, the applicant shall:

55. Record and provide a copy of a revised shared parking agreement for this site in the broader Cedar Hills Crossing shopping center. (BDC 40.55.15.2) (Transportation / KM)