

STAFF REPORT

Report date: September 5, 2023

Application/project name: Beaverton-Hyundai Remodel and Expansion

Application Numbers: DR2023-0018

Proposal: The applicant, Kaiser Holdings H, LLC, requests Design Review Two approval for additions and renovations to the existing auto dealership sales/showroom and services buildings and associated site improvements for landscaping, vehicle maneuvering areas, and electric vehicle charging infrastructure.



Proposal location: 13255 SW Farmington Rd, specifically identified as Tax Lots 100, 190, 200 and 400 on Washington County Tax Assessor's Map 1S116AC.

Applicant: Kaiser Holdings H, LLC

Recommendation: APPROVE DR2023-0018, subject to conditions of approval.

Contact information:

City staff representative: Fabio de Freitas, Senior Planner
(503) 526-2557
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Applicant: Dan Kaiser
Kaiser Holdings H, LLC
13255 SW Farmington Rd
Beaverton, OR 97005

Applicant representative: Brian Dueltgen
LRS Architects
720 NW Davis St, Ste 300
Portland, OR 97209

Property owners: Francis & Francis Joint Venture
PO Box 744
Beaverton, OR 97075

Existing conditions

Zoning: General Commercial-GC

Site conditions: The area of work is located on a developed lot with a retail business.

Site Size: Approximately 2 acres.

Location: 13255 SW Farmington Rd.

Neighborhood Association Committees: Central Beaverton

Table 1: Surrounding uses

Direction	Zoning	Uses
North	Regional Center – Multiple Use (RC-MU)	Railroad & Street Right-of-Way
South	Multi-Unit Residential (MR) Residential Mixed C (RMC)	Residential & Beaverton High School
East:	Regional Center-Old Town (RC-OT)	Right-of-Way
West:	General Commercial (GC)	Retail

Application information

Table 2: Application summaries

Application	Application type	Proposal summary	Approval criteria location
DR2023-0018	Design Review Two	Additions and renovations to the existing auto dealership sales/showroom and services buildings and associated site improvements for landscaping, vehicle maneuvering areas, and electric vehicle charging infrastructure.	Development Code Sections 40.03 and 40.20.15.2.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	365-Day*
DR2023-0018	February 8, 2023	July 7, 2023	November 4, 2023	July 6, 2024

* 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

There have been no public comments received in relation to this project.

Exhibit 1.1 Vicinity Map

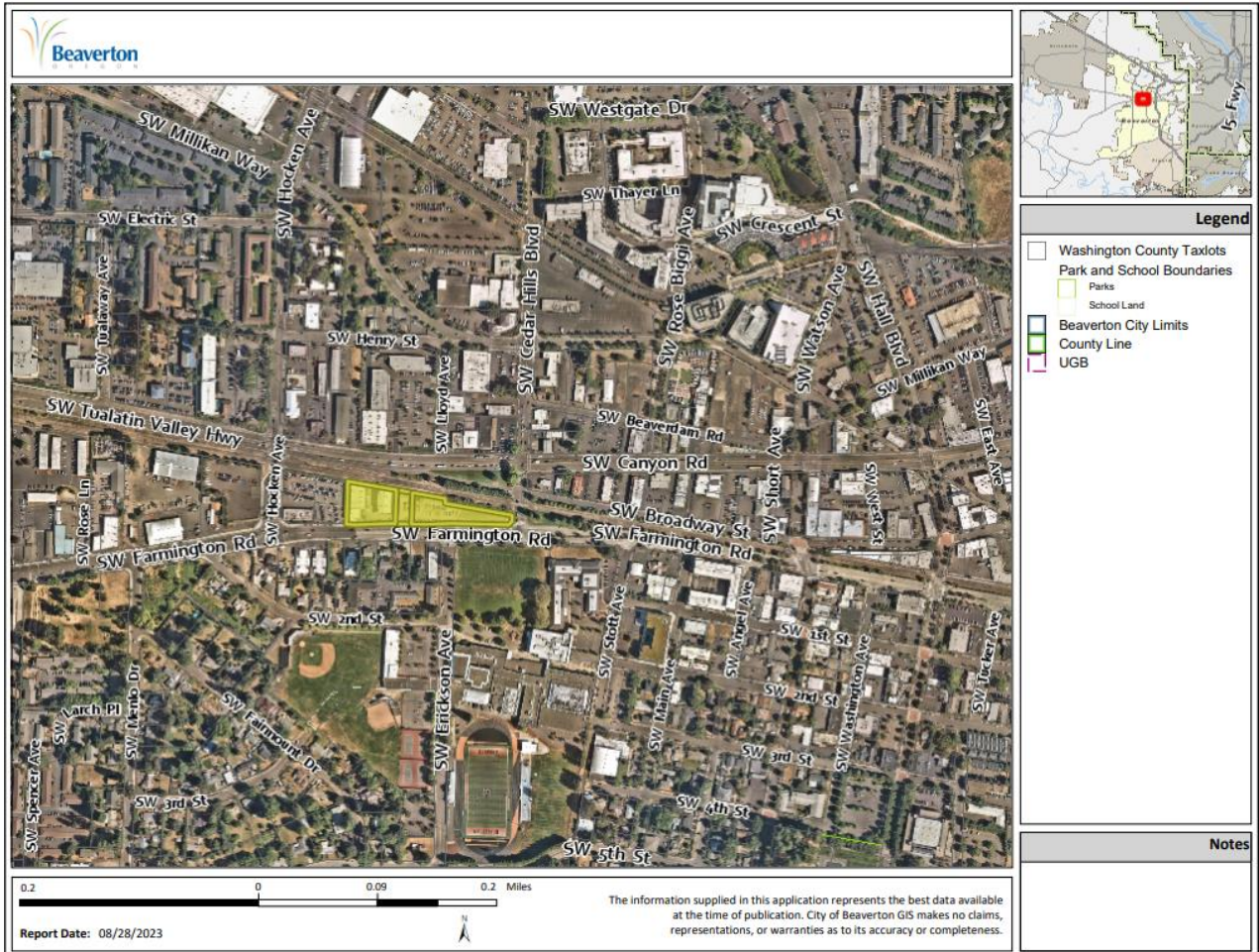


Exhibit 1.2 Zoning Map

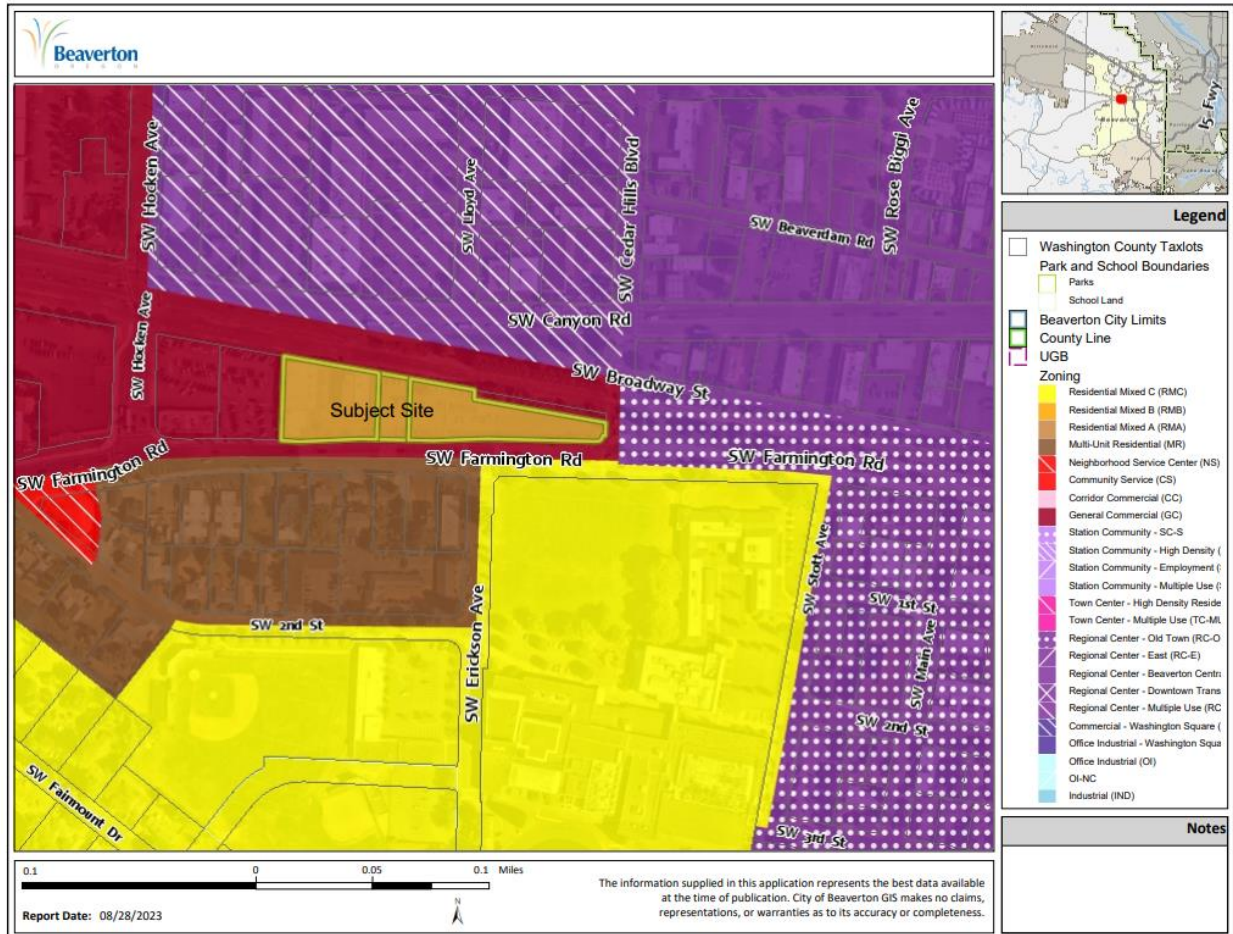


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Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Vicinity Map (Page 4 of this report)

Exhibit 1.2 Zoning Map (Page 5 of this report)

Exhibit 2. Public Comment

None

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1 Application Package

Attachment A: FACILITIES REVIEW REPORT

TECHNICAL REVIEW AND RECOMMENDATIONS

Application: Beaverton Hyundai Remodel and Expansion

Proposal: The applicant, Kaiser Holdings H, LLC, requests Design Review Two approval for additions and renovations to the existing auto dealership sales/showroom and services buildings and associated site improvements for landscaping, vehicle maneuvering areas, and electric vehicle charging infrastructure. The eastern (sales/showroom building) of the two existing buildings on the site will be enhanced with separate canopies for a car wash area and new car delivery, both of which will be located along the western façade of the building. An approximate 1,665 square foot addition is proposed at the south-east corner of the western building on the site (service building). A new service exit door at the northern end of the western façade of this building is also proposed. The project proposes exterior improvements to both building facades including replacing existing wall & fascia finishes, enhancing the existing primary business entry, and replacing the existing storefront system on the sales/showroom building. Updates to the buildings facades, interiors, and site are intended to align with current branding requirements for the auto dealership.

Site work is minimal and include the narrowing of the existing westernmost driveway to create a right-only exit on to SW Farmington Road, which will result in the widening of the adjacent landscaped area and improved to provide a pedestrian plaza experience. There will be a closure of the existing driveway at the intersection of SW Farmington Rd and SW Erickson Ave. New directional and pylon signs will be included to facilitate service vehicle circulation and new electric vehicle charging stations will be installed.

Recommendation: APPROVE DR2023-0018 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:

- a) All twelve (12) criteria are applicable to the Design Review Three (DR2023-0018) application.

Section 40.03.1.A

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

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. The applicant states the civil plans provided by the Engineer show that the utilities are available and able to provide adequate service to the site. Standard conditions of approval have been added to ensure critical facilities provided with this development meet City standards.

Potable Water: A Service Provider Letter has been obtained from City of Beaverton Water. As-built plans show a 2-inch domestic service water meter located along the SW Farmington Rd. frontage servicing both existing buildings and servicing the site with a 1 ½-inch domestic water lateral. There are no proposed improvements to the site water system. Therefore, the Committee finds that adequate potable public water service can be provided to the site to serve the proposed development.

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

Sanitary Sewer: Both buildings are connected to existing sanitary sewer service. As-built plans show a connection to the south side of the service building, and a connection to the west side of the showroom, as well as an existing 6-inch sanitary sewer lateral between the two buildings connecting to the public main in SW Farmington Rd. near the west driveway. The project will add two (2) sanitary sewer catch basins with 6-inch PVC laterals that connect into the existing private 6-inch sewer line onsite. The Committee finds that adequate sanitary sewer service can be provided to the site to serve the proposed development.

Stormwater Drainage, Treatment, and Retention: There are two existing storm catch basins located within the parking lot between the showroom and service building. Existing 6-inch storm laterals from these catch basins and from building downspouts are routed to a single connection point with the existing public storm system in SW Farmington Rd into the existing public catch basin at the existing west driveway location. Proposed improvements maintain existing drainage patterns and protect and utilize the existing private catch basins.

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

Transportation: Although the site has frontage along SW Farmington Rd and along SW Cedar Hills Blvd, currently, vehicular access is provided to the site at three locations only along the site's SW Farmington Rd frontage. SW Farmington Rd and SW Cedar Hills Blvd have functional Transportation System Plan classifications as Arterial streets. As required by City of Beaverton Transportation staff, the existing site driveway at the intersection of SW Farmington Rd and SW Erickson Ave will be closed. Additionally, the existing westernmost driveway will be slightly modified to allow right-out exit maneuvering only (entrance onto the site via this driveway will no longer be permitted). The existing centrally located driveway will remain as a full-motion (entrance and egress) access driveway. Based on the information provided in the application and staff analysis, no street dedications are required with the proposed development. It is noted here, however, that the proposed addition to the service building will be set back appropriately to accommodate the future widening of SW Farmington Rd.

The proposed project is for a remodel and minor expansion of the existing and developed vehicle dealership. There are established pedestrian, bicycle and motor vehicle circulation patterns on-site. The proposed project will result in minor changes to the existing vehicular and pedestrian system. The applicant has responded to staff concerns expressed about the access to the existing service center building which results in vehicles spilling out onto SW Farmington Rd. In modifying the adjacent driveway to right-turn/exit only, service vehicles will now need to access the service building via the central driveway serving the site and then traversing the parking/circulation area westward and parallel to SW Farmington Rd to the proposed re-oriented entrance to the service building. This proposed new vehicle circulation pattern will result in intersecting with the pedestrian connection between the sales/showroom building and the public sidewalk along SW Farmington Rd. With low speeds within the vehicle circulation area, signage and differentiation in paving materials, staff expects potential conflicts between vehicles and pedestrians to be minimized. Additional improvements to the circulation system along the site's SW Farmington frontage (within the public right-of-way) will include adding a new sidewalk corridor to replace the existing driveway at the intersection of SW Farmington Rd and SW Erickson Ave. The new sidewalk area will be constructed to current ADA standards and will enhance the pedestrian environment along the site's SW Farmington frontage.

New concrete walkways on-site will be provided to connect the sales/showroom building to the sidewalk along SW Farmington Rd, to connect between the sales/showroom and service buildings and to connect between the service building and a proposed on-site hardscaped pedestrian plaza.

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's trip generation memorandum from Kittelson and Associates, dated March 29, 2023, states that the resulting project will not exceed the 300-vehicle trip generation threshold noted above. Accordingly, no formal TIA is required in relation to the proposed project.

The proposed project site abuts two fully developed rights-of-ways. Both roadways include existing improvements (paved streets and sidewalks) for safe and efficient vehicle, bicycle, and pedestrian circulation. The project does not trigger any improvements to these installed and functional rights-of-ways (other than the aforementioned driveway closure).

Fire Protection: Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff has reviewed the proposal and approved the submitted plans. Emergency vehicle access is provided via the central driveway along SW Farmington Rd.

Conclusion: As conditioned, staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.B

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

FINDING:

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

Schools: The proposed development is within the Beaverton School District (BSD) boundaries. The proposal is not projected to generate additional demand on the Beaverton School District system as no residential uses are proposed.

Transit Improvements: Transit service is provided along SW Farmington Rd in both directions with bus service (Trimet route #52/Farmington-185th). There are nearby accessible bus stops a short distance west of the subject site along both sides of SW Farmington Rd. The proposal is not expected to generate additional demand on the transit system.

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. The proposal is not expected to generate additional demand on the City’s Police Department. Therefore, the Committee finds that adequate police protection service can be provided to the site to serve the proposed development.

Pedestrian and Bicycle Facilities: The subject site abuts two developed City rights-of-ways (SW Farmington Rd and SW Cedar Hills Blvd). Both roadways include existing improvements (paved surfaces and sidewalks) for safe and efficient vehicle, bicycle, and pedestrian circulation. Related to the proposed project, the applicant will be closing the existing easternmost driveway along the site's SW Farmington Rd frontage and replacing it with new straight curb and ADA-compliant sidewalk.

Site work includes updated and new pedestrian walkways as well as a new hardscaped pedestrian plaza.

The Committee has reviewed the proposal and has found that the essential facilities and services to serve the site are adequate to accommodate the proposal.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.C

The proposed development is consistent with all applicable provisions of CHAPTER 20 (Land Uses), or Sections 20.25 and 70.3 if located within the Downtown Design District, 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) or Sections 20.25 and 70.3 if located within the Downtown Design District.

FINDING:

The site is zoned General Commercial (GC). 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 20.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.D

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

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 applicable guidelines for the Design Review Two request within the staff report.

Conclusion: As conditioned, staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.E

Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

FINDING:

The applicant states all drainage facilities, roads, structures, recreation facilities, landscaping, screening, and garbage recycling area will be maintained by the building owners. Staff finds that the design of the proposed private common facilities does not preclude adequate maintenance.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.F

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

FINDING:

The proposal includes clear vehicle and pedestrian paths. Walkways are proposed through the site connecting the two existing buildings to the right-of-way, the adjacent buildings with one another, and the parking spaces. Walkways are designed with concrete to differentiate pedestrian connections where pedestrian pathways intersect vehicle drive aisles to limit conflicts. The existing parking lot includes parking for patrons of the auto dealership, storage of vehicles for sale and presumably, employes vehicles. The quantity of vehicles and the variety of directions in which they will be parked/stored is conducive to slow speeds and maneuverability.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.G

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 cite the findings in Criterion A as applicable to this criterion. Pedestrian access from the two buildings on-site currently exists and will be enhanced in relation to the proposed project with updated and additional walkways, allowing public access between the buildings and the public sidewalk along SW Farmington Rd.

The easternmost driveway along the site's SW Farmington Rd frontage at the intersection with SW Erickson Ave will be closed for safety reasons (the existing signal system at this intersection does not control exiting vehicles from the site). Further, the westernmost driveway will be converted to allow right-turn exiting maneuvers only (it will no longer serve to allow entrance onto the site). This modification is also being done for safety reasons. The existing central driveway serving the site will continue to function as an entering and egress (full-movement) driveway.

The Committee finds that there are safe and efficient vehicular and pedestrian circulation patterns connecting to surrounding circulation system of the proposed development.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.H

Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

FINDING:

Staff cite the findings in Criterion A as applicable to this criterion. Fire protection for the site is provided by Tualatin Valley Fire and Rescue (TVF&R). The applicant states the proposed development has been designed in accordance with all adopted City codes and standards – the scope of the project will have no adverse impact on fire protection. TVF&R has provided a service provider letter confirming adequate fire protection. The Committee finds that by meeting the Conditions of Approval, and with the review of the construction documents at the Site Development and Building Permit stages, protection from hazardous conditions due to inadequate, substandard, or ill-designed development is ensured.

Conclusion: As conditioned, staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.I

Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard, or ill-designed development.

FINDING:

The applicant states the proposed structures and public facilities have been designed in accordance with all 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.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.J

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

FINDING:

According to the submitted narrative, the proposed grading for the new concrete pedestrian paths will be ADA-compliant and the grading corresponds to existing adjacent asphalt pavement grades. Proposed grading of drive aisles is safe and efficient for vehicular patterns. Surface drainage will be directed towards existing onsite or public collection and conveyance facilities. Stormwater runoff is being managed via a regional water quality facility for treatment, and fee-in lieu for hydromodification. There is no proposed grading that will direct stormwater runoff onto neighboring properties.

The Committee has reviewed the proposed preliminary grading plan and finds no adverse affect 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: As conditioned, staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.K

Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

FINDING:

Submitted plans demonstrate that facilities will be provided to provide continuous and uninterrupted access routes. Compliance with applicable ADA requirements is reviewed at the time of Building Permit and Site Development Permit application. The Committee finds that review of the proposed plans at Building Permit and Site Development stages is sufficient to guarantee compliance with accessibility standards.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Section 40.03.1.L

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

FINDING:

The application was submitted on February 8, 2023, and was deemed complete on July 7, 2023. Upon review the application submittal package, the Committee finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

Conclusion: Staff finds that the proposal satisfies this approval criterion.

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements: Corridor Commercial (CC) Zoning District.

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code 20.10.20			
Land Uses: Automotive Sales, Minor	Permitted Uses	The proposed project is for a remodel and minor expansion of an existing auto dealership.	Yes
Development Code Section 20.10.15 (Commercial Site Development Standards)			
Minimum Land Area	7,000 square feet	The site is approximately 2 acres in overall area.	Yes
Yard Setbacks	Front = None Side = None Rear = None	BDC 60.05.15.6.B requires buildings in Commercial zones to occupy a minimum of 35% public street frontage where a parcel exceeds 60,000 gross square feet. The site exceeds 60,000 gross square feet and is currently developed with two buildings. Given the minor expansion and remodel proposed, a Type 2 Design Review addressing the Design Standards is required. Compliance with the applicable standards is addressed with the Design Review findings.	See DR2023-0018 Staff Report
Maximum Building Height	60-feet	The existing height of the sales/showroom building is 25-feet. The proposed renovation of this building will not alter the existing height. The existing height of the service building is 23-ft. The proposed addition will not exceed this height.	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 addressed applicable Design Standards through a Type 2 Design Review application. Compliance with the applicable Standards is addressed with the findings.	See DR2023-0018 Staff Report
Development Code Section 60.10			
Floodplain Regulations	Requirements for development within floodplains.	The site does not contain floodplains.	N/A
Development Code Section 60.25			
Off-Street Loading Requirements	Retail Establishments (7K-24K): 1 type B Berth; Commercial Establishments not otherwise specified 7K-24K): 1 Type B Berth	No <u>building</u> or <u>structure</u> subject to the off-street loading requirements of this section shall be erected, nor shall any such existing building or structure be altered so as to increase its gross <u>floor area</u> to an amount exceeding 25% more than its existing gross floor area, without prior provisions for off-street loading space in conformance with the requirements of this section. The proposed project will add less than 25% of the building's gross floor area.	N/A
Development Code Section 60.30			
Off-Street Vehicle Parking Requirements	No parking is required due to Oregon Administrative Rule OAR 660-12-0440	No changes to existing parking are proposed.	N/A

Bicycle Parking Requirements	Retail Short: 1 space per 12K Long: 1 space per 12K	The following is the bike parking requirements for the proposal: Retail: Proposed: Short: 2 spaces 4 Long: 2 spaces 5	Yes
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and replacement of trees.	The proposal will not prune or remove any existing trees.	N/A
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities on-site must be placed underground. Existing utility poles that must be moved, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid.	No overhead utilities are anticipated to be impacted by the proposed project, however if overhead utilities are impacted than undergrounding is required per the conditions of approval.	Yes w/ COA
Development Code Section 60.67			
Significant Natural Resources	Regulations pertaining to Significant Natural Resources	There are no Significant Natural Resources on site.	N/A

Attachment B: DESIGN REVIEW TWO DR2023-0018

ANALYSIS AND FINDINGS FOR DESIGN REVIEW TWO APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2023-0018**, subject to the applicable conditions identified in Attachment C.

Section 40.03.1 Facilities Review Committee Approval Criteria:

The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B and all the following criteria have been met, as applicable.

Finding:

Staff has reviewed the applicable Facilities Review Committee approval criteria in Attachment A of this report. Staff cites the findings presented in Attachment A in response to the Facilities Review Committee approval criteria. As identified in Attachment A, the proposal meets Approval Criteria 40.03.1.A through L, subject to conditions of approval identified in Attachment C.

Conclusion: Therefore, staff finds that by meeting the conditions of approval, the proposal satisfying the Facilities Review Committee approval criteria.

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

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

Finding:

The applicant requests Design Review Two approval for an addition and renovations to the existing auto dealership sales/showroom and services buildings and associated site improvements for landscaping, vehicle maneuvering areas, and electric vehicle charging infrastructure. Threshold number two of Design Review Two reads “New construction of up to and including 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential District.” Therefore, the application meets Threshold number two for Design Review Two.

Conclusion: Therefore, staff finds the proposal satisfies this criterion.

Section 40.20.15.2.C.2

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

Finding:

The City of Beaverton received the appropriate fee for a Design Review Two application.

Conclusion: Therefore, staff finds the proposal satisfies this criterion.

Section 40.20.15.2.C.3

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

Finding:

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

Conclusion: Therefore, staff finds that the proposal satisfies this 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:

The applicant requests Design Review Two approval for additions and renovations to the existing auto dealership sales/showroom and services buildings and associated site improvements for landscaping, vehicle maneuvering areas, and electric vehicle charging infrastructure. The eastern of the two existing buildings on the site (sales/showroom building) will be enhanced with separate canopies for a car wash area and new car delivery, both of which will be located along the western façade of the building. An approximate 1,665 square foot addition is proposed at the south-east corner of the western building on the site (service building). A new service exit door at the northern end of the western façade of this building is also proposed. The project proposes exterior improvements to both building facades including replacing existing wall & fascia finishes, enhancing the existing primary business entry, and replacing the existing storefront system on the sales/showroom building. Updates to the buildings facades, interiors, and site are intended to align with current branding requirements for the auto dealership.

Site work is minimal and will include the narrowing of the existing westernmost driveway to create a right-only exit onto SW Farmington Rd, which will result in the widening of the adjacent landscaped area and improved to provide a pedestrian plaza experience. There will be a closure of the existing driveway at the intersection of SW Farmington Rd and SW Erickson Ave. New directional and pylon signs will be included to facilitate service vehicle circulation and new electric vehicle charging stations will be installed. Staff cites the findings in the Design Review Standard Analysis chart (Table 4) in this report which evaluate the project in response to applicable Code standards of Sections 60.05.15 through 60.05.30 (Design Standards). In part, the chart provides a summary response to design review standards determined to be applicable in the subject case. The applicant's plans and materials show compliance with these standards. Certain conditions of approval are proposed to ensure the plan is constructed consistent with these standards.

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

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 additions or modifications are moving towards compliance of specific Design Standards if any of the following conditions exist:

Finding:

The proposal involves upgrades to the exterior of both of the existing buildings on the subject site for corporate branding design requirements. The project also involves a minor addition to the existing service building which will be located at the south-east corner of the building and new canopies along the western façade of the sales/showroom building for vehicle washing and new car delivery.

Staff highlights two applicable and associated standards found in Section 60.05.15 below:

60.05.15.6.B

Buildings in Commercial zones shall occupy a minimum of 35 percent public street frontage where a parcel exceeds 60,000 gross square feet.

60.05.15.6.C

Buildings subject to the street frontage standard shall be located no farther than 20 feet from the property line. The area between the building and property line shall be landscaped to standards found in Section [60.05.25.5.B](#) or [60.05.25.5.C](#).

In this case, the site frontage is approximately 692 feet in length. To satisfy the above referenced standards, the buildings on the site should be within 20 feet from the property line and occupy 243 feet of the site frontage along SW Farmington Rd. The existing sales/showroom building is located approximately 41 feet from the front property line. Other than the two canopy structures for the proposed vehicle washing area and new vehicle delivery along the western facade, there are no additions to this building. The existing service building, which is nearly 42 feet wide, is located approximately 7 feet from the front property line. The proposed addition to this building shown to be 29 feet wide, will be located approximately 11 feet from the front property line. The applicant has proposed the location of the building addition based on coming further into compliance with the street frontage standard and on the future right-of-way cross section standard along SW Farmington Rd.

Based on the information above, only the existing service building is currently located within 20 feet from the applicable property line along SW Farmington Rd. The proposed addition to this building will also be located within 20 feet from the same property line. Together, the existing service building length and the proposed service building addition represent approximately 29 percent (71 feet combined length / 243 feet = 29 percent) of the length of public street frontage that should be occupied by building(s). Although the resulting development will not be in compliance with the minimum 35 percent standard, the existing conditions will be “moving towards compliance with the specific Design Standard” pursuant to BDC Section 40.20.15.2.C.5.

In relation to other applicable standards, staff cites the Design Review Standard Analysis chart which evaluates the proposal's compliance with Design Review Standards. The applicant's plans and materials show compliance with these standards. Certain conditions of approval are proposed to ensure the plan is constructed consistent with these standards.

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

Section 40.20.15.2.C.6

Approval Criteria: For reconstruction of a destroyed existing single-detached dwelling in a Multiple Use zoning district, the reconstructed dwelling is no more than 500 sq. ft. larger in floor area than the original dwelling.

Finding:

The proposal does not include the reconstruction of a destroyed existing single-detached dwelling in a Multiple Use zoning district.

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

Section 40.20.15.2.C.7

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

Finding:

The proposed project will result in minimal grading to accommodate the proposed service building addition and site improvements, including updated and new pedestrian walkways. The Facilities Review Committee concluded that the proposal complies with all technical approval criteria, including those related to grading.

Conclusion: Therefore, staff finds that the proposal satisfies this criterion.

Section 40.20.15.2.C.8

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

Finding:

The applicant has submitted all documents related to this request for Design Review Two approval.

Conclusion: Therefore, staff finds that the proposal satisfies this criterion.

Table 4: Sections 60.05.15 – 60.05.30 Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Design and Orientation		
<p>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>	<p>The existing buildings are visible from and within 200 feet of SW Farmington Rd. Both buildings will have primary entrances that face the street (southern facades). Sales/showroom building: aside from the proposed material upgrades to the southern façade, no other changes will be made. Pursuant to BDC Section 40.20.10.4.C, “Only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable.” Accordingly, the subject standard does not apply to the sales/showroom building. Service building: Similar to the existing sales/showroom building, the southern façade of the existing service building will not be subject to this standard. The proposed addition has a 493 square foot street-facing façade that includes changes in materials (glazing, metal paneling, and a recessed primary entrance). Glazing represents 65 percent of the façade, the metal paneling represents 35% of the façade and the recessed entrance will be 23% of the façade. The entire southern façade of the proposed addition will be devoted to permanent architectural features.</p>	<p>Yes</p>
<p>60.05.15.1.C.1 Maximum 40’ spacing between permanent architectural features.</p>	<p>Similar to the description above for the previous standard, this standard is applicable to only the proposed addition to the service building. The maximum length of any of the proposed architectural features (in any direction) is 28 feet – 9 inches.</p>	<p>Yes</p>
Roof Forms		
<p>60.05.15.2 Roof Forms</p>	<p>No new roof forms are proposed.</p>	<p>N/A</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Primary Building Entrances		
60.05.15.3 Primary Building Entrances	Similar to the description above for the previous standards, this standard is applicable to only the proposed addition to the service building. A new primary entrance is proposed along the southern façade that will be recessed and covered to provide weather protection that satisfies the 6 foot wide by 4 foot deep standard.	Yes
Exterior Building Materials		
60.05.15.4.C Foundations	No changes to the existing foundation are proposed with this project	N/A
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	No new rooftop equipment is proposed.	N/A
Building Location and Orientation along Streets in MU and Com. Districts		
60.05.15.6.A-F Street frontage Multiple Use Zones	In this case, the site frontage is approximately 692 feet in length. To satisfy the above referenced standards, the buildings on the site should be within 20 feet from the property line and occupy 243 feet of the site frontage along SW Farmington Rd. The existing sales/showroom building is located approximately 41 feet from the front property line. Other than the two canopy structures for the proposed vehicle washing area and new vehicle delivery along the western facade, there are no additions to this building. The existing service building, which is nearly 42 feet wide, is located approximately 7 feet from the front property line. The proposed addition to this building shown to be 29 feet wide, will be located approximately 11 feet from the front property line. The applicant has proposed the location of the building addition in response to staff's direction based on the future right-of-way cross	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>section standard along SW Farmington Rd.</p> <p>Based on the information above, only the existing service building is currently located within 20 feet from the applicable property line along SW Farmington Rd. The proposed addition to this building will also be located within 20 feet from the same property line. Together, the existing service building length and the proposed service building addition represent approximately 29 percent (71 feet combined length / 243 feet = 29 percent) of the length of public street frontage that should be occupied by building(s). Although the resulting development will not be in compliance with the minimum 35 percent standard, the existing conditions will be “moving towards compliance with the specific Design Standard” pursuant to BDC Section 40.20.15.2.C.5.</p>	
Building Scale along Major Pedestrian Routes		
60.05.15.7.A through C	The site is not located on a Major Pedestrian Route	N/A
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A-B Glazing and Weather Protection	<p>Sub-criterion A is only applicable to the proposed service building addition. The relevant southern elevation will include glazing that represents 65% of the elevation area.</p> <p>Sub-criterion B is not applicable.</p>	Yes and 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	The applicant demonstrates on sheet DR 103 of the July 7, 2023 plan submittal package how the proposed site and frontage improvements will maintain connections to the existing public right-of-way. The site is currently accessed by three curb-cuts/driveways located along the SW Farmington Rd frontage. The curb-cut/driveway at the SW Farmington Rd/SW Erickson Ave intersection will be closed for safety reasons and will be replaced with a standard sidewalk. The westernmost curb-cut/driveway will be modified to only allow right-out exiting maneuvering. Updated and new walkways will connect pedestrians between the two existing buildings on the site as well as from the buildings to the abutting public right-of-way. No changes to the bicycle connection system are proposed.	Yes
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A-E	No changes to the existing loading areas are proposed. The project includes a new garbage/recycling enclosure that will be located along the site's northern property line and adjacent to northeast corner of the service building. The enclosure will be constructed of materials and at a height consistent with the requirements of this standard.	Yes
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	The applicant demonstrates on sheet DR 103 of the July 7, 2023 plan submittal package how pedestrian connections will continue to link to the existing public sidewalk along the SW Farmington Rd right-of-way. Updated and new walkways will connect pedestrians between the two existing buildings on the site as well as from the buildings to the sidewalk along the abutting public right-of-way.	Yes
60.05.20.3.B Direct walkway connection	The applicant demonstrates on sheet DR 103 of the July 7, 2023 plan submittal package how walkway connections will be provided as directly as possible to the existing public sidewalk along the SW	Yes

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<p>60.05.20.3.C Walkways every 300 feet</p>	<p>Farmington Rd right-of-way.</p> <p>As referenced previously, BDC Section 40.20.10.4.C provides that “only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable.” Although the site has approximately 691 feet of frontage along SW Farmington Rd, the “site area” that is being altered is approximately 188 feet in length. The applicant demonstrates on sheet DR 102 of the July 7, 2023 plan submittal package that there will be two walkways within 300 feet of one another that will provide the necessary direct connection between the site (and buildings) and the sidewalk within the abutting SW Farmington Rd right-of-way.</p>	<p>Yes</p>
<p>60.05.20.3.D Physical separation</p>	<p>Pedestrian connections through the areas of the parking lot that are proposed to be updated, will be physically separated from adjacent vehicle parking and parallel vehicle traffic through the use of curbs and landscaping.</p>	<p>Yes</p>
<p>60.05.20.3.E Distinct paving</p>	<p>Existing and proposed walkways will be constructed of concrete to differentiate them from the existing asphalt parking lot surface.</p>	<p>Yes</p>
<p>60.05.20.3.F 5 foot minimum width</p>	<p>Existing and proposed walkways will be constructed of concrete, will be at least 5 feet wide and ADA-compliant.</p>	<p>Yes</p>
<p>Street Frontages and Parking Areas</p>		
<p>60.05.20.4.A.1-2</p>	<p>The proposal includes site improvements to parking lot areas and circulation areas adjacent to the existing buildings. There is an existing landscape island between the two driveways that will be retained. Although it will not be otherwise modified, this landscape island will be enhanced with new landscaping plantings as presented on sheet L1.0 of the July 7, 2023 plan submittal package. Currently, this landscaped island is mostly planted only with grass.</p> <p>The parking lot area adjacent to the curb-cut/driveway that will be closed at the SW</p>	<p>Yes</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	Farmington Rd/SW Erickson Ave intersection will be improved with a new planting strip satisfying the size and planting requirements of this standard.	
Parking and Landscaping		
60.05.20.5.A-D	The proposed site improvements do not include changes to existing parking stalls. The landscape island requirements of this standard will not be triggered.	N/A
Off-Street Parking Frontages in Multiple-Use Districts		
60.05.20.6.A 50% Max on MPR 1 65% Max on MPR 2	The site is not located in Multiple-Use District	N/A
Sidewalks Along Streets and Primary Building Elevations in Multiple-Use and Commercial Districts		
	<p>The proposal does not warrant the construction of the standard 10-foot-wide sidewalk along the site's frontage(s). However, the project includes the closure of the existing curb-cut/driveway at the SW Farmington Rd/SW Erickson Ave intersection. This closure will include new straight curb in alignment with current curb location and new ADA-compliant curb-tight sidewalk matching the width of the existing 6-foot-wide curb-tight sidewalk.</p> <p>A 10-foot-wide sidewalk or walkway internal to the site is required along building elevations that include a primary building entrance, multiple tenant entrances or display windows. This requirement is applicable only along the southern façade of the proposed addition to the service building.</p> <p>As presented on sheet DR 103 of the July 7, 2023 plan submittal package, the area in question is shown to include a concrete walkway from the proposed primary entry of the service building addition to SW Farmington Rd as required by BDC Section 60.05.20.3.A.B as well as landscaping provided to satisfy BDC Section 60.05.15.6.C.</p> <p>What is not provided as part of the project, is the 10-foot-wide sidewalk along the south</p>	Yes w/COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
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elevation of the proposed addition as required by this standard.

In order to satisfy all of the applicable standards between the proposed addition and the adjacent SW Farmington Rd right-of-way, along only the length of the southern façade of the proposed service building, the applicant will be required to widen the existing 6 foot curb-tight sidewalk along the site’s SW Farmington Rd frontage to 10-feet-wide (adding 4 feet of new sidewalk); provide adequate landscaping between the back-of-sidewalk and the southern façade of the proposed service building; and, provide the direct walkway (connection) between the primary entrance of the proposed service building addition and the public right-of-way.

The sidewalk widening noted above can be achieved by either dedicating property to accommodate (and construct) the 10-foot-wide sidewalk, or, the applicant may widen the existing 6-foot-wide curb-tight sidewalk to 10 feet and place that portion of the sidewalk that would be located on private property within a public access easement.

In either case, the sidewalk widening will be a part of the Site Development (Commercial) Permit that is also being triggered by the other work that needs to occur within the public right-of-way and on private property.

Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
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60.05.20.8.A Drive aisles to be designed as public streets, if applicable	The existing drive aisle related to the center curb-cut/driveway that will be retained is less than 100-ft long and provides access to perpendicular parking spaces.	N/A
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Ground Floor uses in parking structures		
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60.05.20.9 Parking Structures	No parking structures are proposed.	N/A
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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
Minimum Landscaping		
	<p>As provided in BDC Section 40.20.10.4.C: Proposed redevelopment of existing structures and project site area is subject to all applicable design standards or guidelines to the extent where redevelopment of existing building or site area is proposed. Only that portion of existing building or site area that is proposed for redevelopment is subject to design review standards or guidelines as determined applicable.</p> <p>Further, BDC Chapter 30.40 states that “if the characteristics of a use, such as signs, off-street parking, off-street loading, lighting or other matters required by this ordinance in relation to specified uses of land, water areas, structures or premises, are not in accord with the requirements of this ordinance, no change shall be made in such characteristics of use which increases nonconformity with such requirements. <i>Change shall be permitted in the direction of conformity with such requirements.</i></p> <p>The applicant has stated that the existing landscaping on the site is 14 percent of the total gross lot area. This existing condition will be increased to 14.7 percent with the proposed additional landscaping. The increase in landscaping results in the project site moving towards compliance with the subject standard.</p>	Yes
60.05.25.5.A Non-residential minimum landscaping.		
60.05.25.5.B		
60.05.25.5.C Non-residential minimum landscaping. Pedestrian Plazas	As noted above, the proposed additional landscape associated with the project will result in the project site project site moving towards compliance with the subject standard.	Yes
	As presented on sheet DR 103 of the July 7, 2023 plan submittal package, the proposed site changes includes a new hardscaped pedestrian plaza located on the	Yes w/COA

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	east side of the modified westernmost curb-cut/driveway.	
	In order to approve the proposed pedestrian plaza, it must include the various amenities and design features found in BDC Section 60.05.25.C.1	
60.05.25.5.D Landscaping along foundations	As presented on sheet L1.0 of the July 7, 2023 plan submittal package, even though the only place where this standard must be provided is along the base of the elevation of the proposed service building addition, the applicant proposes to upgrade the landscaping along the base of the existing service building as well.	Yes
Retaining Walls		
60.05.25.8 Retaining Walls	The proposal does not include any retaining walls.	N/A
Fences and Walls		
60.05.25.9.A through E Materials	Aside from the proposed garbage/recycling enclosure, no other fences or walls are proposed.	N/A
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	As identified in the associated Facilities Review report for this project, “stormwater runoff is being managed via a regional water quality facility for treatment, and fee-in lieu for hydromodification. There is no proposed grading that will direct stormwater runoff onto neighboring properties. 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.”	N/A
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	As identified in the associated Facilities Review report for this project, “stormwater runoff is being managed via a regional water quality facility for treatment, and fee-in lieu for hydromodification. There is no proposed grading that will direct stormwater runoff onto neighboring properties. 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	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	system.”	
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 proposed project does not modify any of the existing landscape buffers.	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		
60.05.30.1-2. Lighting complies with the City’s Technical Lighting Standards	The applicant states no additional lighting is proposed and no existing lighting will be modified by the proposal. Staff proposes a condition of approval that the proposed pedestrian plaza provides adequate lighting as required by BDC Section 60.05.30.1.C consistent with the City’s Technical Lighting Standards found in Table 60.05.1.	Yes, w/ COA

Attachment C: Conditions of Approval

Application: DR2023-0018 / Beaverton Hyundai Remodel and Expansion

Decision: Approve DR2023-0018 subject to the following conditions of approval:

Design Review Two (DR2023-0018)

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

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div. / HTJ)
2. Retain a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / HTJ)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div. / HTJ)
4. Submit any required easements, 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. / HTJ)
5. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. The City will forward applicant submittals to Clean Water Services for review and processing. (Site Development Div. / HTJ)
6. 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. / HTJ)
7. 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. / HTJ)

8. Any extra-capacity water, sanitary, and storm water facility improvements, as defined and determined by the City Utilities Engineer, shall be eligible for system development charge credits to be assigned to the development. 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. / HTJ)
9. Submit a grading plan showing building pad elevation and minimum finished floor elevation (FFE). (Site Development Div. / HTJ)
10. 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. / HTJ)
11. 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. / HTJ)
12. Submit to the City a Stormwater Management Worksheet for the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div. / HTJ)
13. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div. / HTJ)
14. When required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. If private sewer systems crossing lot lines and within a private easement is proposed, please submit plumbing permit application to the Building Division. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div. / HTJ)
15. Submit preliminary sight distance analysis for modified access to SW Farmington Road consistent with the City's Engineering Design Manual. (BDC 40.03.1.D and G, and 60.55.35, and EDM Section 210.18 Intersection Sight Distance Policy. (Transportation / KM)

16. Resubmit site plans and detail drawings including any signage or striping plans for the modified right-in, right-out driveway adjacent to the service building. (BDC 40.03.1.D and G, and BDC 60.55.35) (Transportation / KM)
17. Resubmit site plans and detail drawings demonstrating the existing access at the intersection of SW Erickson Avenue will be closed, and that the existing driveway apron will be removed and replaced with 6-foot wide sidewalk and standard curb. (BDC 40.03.1.A, B, D, and I, and BDC 60.55.10 and 60.55.35) (Transportation / KM)
18. Submit plans that demonstrate the standards for long term bicycle parking can be met per EDM Section 340 Bicycle Parking Standards. (BDC 40.03.1.B and D, and BDC 60.30.10) (Transportation / KM)
19. Demonstrate a reciprocal access easement with the adjacent parcel to the west (tax lot ID 1S116AC00500) has been recorded with Washington County that meets the reciprocal access easement requirements within the Engineering Design Manual, Section 210.20 J, K, and M. (BDC 40.03.1.D and G, and BDC 60.55.35) (Transportation / KM)
20. Provide plans showing the proposed hard surfaced pedestrian plaza will be constructed as shown on the approved plans, it shall contain the various materials and amenities identified in BDC Section 60.05.25.C.1. (Planning/FdF)
21. Provide plans for the pedestrian plaza which show compliance with the City's Technical Lighting Standards. (Planning/FdF)
22. Provide plans showing, in relation to the service building addition, the following improvements to be constructed between the façade of the service building addition and the curb along SW Farmington Rd:
 - a) The existing 6-foot-wide curb tight sidewalk shall be widened to 10-feet-wide. The additional 4 feet of sidewalk shall be placed within a public access easement.
 - b) The area between the new back of sidewalk and the façade of the service building addition shall be landscaped to the standards found in BDC Section 60.05.25.5.B or 60.05.25.5.C.
 - c) The required 5-foot-wide pedestrian walkway connection between the primary entrance along the southern façade of the service building addition and the sidewalk shall be provided. (Planning/FdF)

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

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

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

25. 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. / HTJ)
26. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / HTJ)
27. 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. / HTJ)
28. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / HTJ)
29. Certify minimum sight distance standards are met pursuant to Engineering Design Manual Section 210.18, Intersection Sight Distance Policy. Documentation shall include the stamp and signature of an engineer registered in the state of Oregon. (BDC 40.03.1.D and G, and 60.55.35, and EDM Section 210.18) (Transportation / KM)
30. Have dedicated as public right-of-way or recorded as a public access easement the additional 4 feet of walkway required in COA 22. (Planning / FdF)

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

31. 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. / HTJ)
32. Submit any required easements, executed and ready for recording, to the City. City will require approval of legal description and form prior to execution. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div. / HTJ)
33. 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. / HTJ)

