

Staff Report

HEARING DATE: May 18, 2016

STAFF REPORT DATE: May 11, 2016

TO: Planning Commission

FROM: Steve Regner, Associate Planner
Jana Fox, Associate Planner

PROPOSAL: **Cedar Hills Crossing I Partial Redevelopment
DR2015-0127 & LO2016-0002**

LOCATION: The site is South of SW Jenkins Road, West of SW Cedar Hills Boulevard. Tax Lot 200, on Washington County Tax Assessor's Map 1S109.

SUMMARY: The applicant, Center Developments, requests approval for Design Review Three for the construction of four new commercial buildings totaling approximately 69,500 square feet in floor area, one level of rooftop parking, surface parking and associated landscaping. The applicant seeks a loading determination application to reduce the number of required loading berths to one (1).

APPLICANT: Center Developments Oreg II, LLC
Seth GaRey
1701 SE Columbia River Drive
Vancouver, WA 98661

APPLICANT'S REPRESENTATIVE: DOWL
Mike Towle
720 SW Washington St, Suite 750
Portland, OR 97205

PROPERTY OWNERS: Bernard Properties LLC
Joan Pratt
1701 SE Columbia River Drive
Vancouver, WA 98661

RECOMMENDATION: **APPROVAL of DR2015-0127 / LO2016-0002 (Cedar Hills Crossing I Partial Redevelopment)**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
DR2015-0127	December 9, 2015	March 23, 2016	July 21, 2016	November 18, 2016
LO2016-0002	March 1, 2016	March 23, 2016	July 21, 2016	November 18, 2016

* 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.

Existing Conditions Table

Zoning	Community Service (CS)	
Current Development	Commercial Development	
Site Size & Location	The site is bounded by SW Jenkins Road to the north and SW Cedar Hills Boulevard to the east. The site is approximately 36.48 acres.	
NAC	Central Beaverton	
Surrounding Uses	Zoning: <u>North:</u> CS <u>South:</u> GC <u>East:</u> CS <u>West:</u> CS	Uses: <u>North:</u> Commercial <u>South:</u> Commercial <u>East:</u> Commercial <u>West:</u> Commercial

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

Attachments:

	<u>Page No.</u>
<u>Attachment A:</u> Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR11
<u>Attachment B:</u> DR2015-0127 <i>Design Review Three</i>	DR1-DR20
<u>Attachment C:</u> LO2016-0002 <i>Loading Determination</i>	LO1-LO4
<u>Attachment D:</u> <i>Conditions of Approval</i>	COA1-COA8

Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1: Vicinity Map (page SR-4 of this report)

Exhibit 1.2: Aerial Map (page SR-5 of this report)

Exhibit 2. Public Comment

No Comments Received

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1: Submittal Package including plans



**Cedar Hills Crossing I Partial Redevelopment
DR2015-0127 / LO2016-0002
Vicinity & Zoning Map**



**Cedar Hills Crossing I Partial Redevelopment
DR2015-0127 / LO2016-0002
Aerial Map**

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
CEDAR HILLS CROSSING I
DR2015-0127 / LO2016-0002**

Section 40.03 Facilities Review Committee:

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

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

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

- **All twelve (12) criteria are applicable to the submitted Design Review Three application as submitted.**
- **Facilities Review criteria do not apply to the Loading Determination application.**

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

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water and public sanitary sewer facilities. The applicant has provided a Service Provider Letter (SPL) from Clean Water Services that shows compliance with stormwater requirements.

The development proposes to connect to the existing water line. Adequate water service capacity exists to serve the site.

Sanitary sewer service is provided by the City of Beaverton. The development proposes to connect to the existing sanitary line on-site, which connects to a sanitary sewer line in SW Jenkins Road. Adequate capacity exists to serve the proposed development.

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans, including the storm drainage report prepared by Cardno. The applicant has provided a Clean Water Services Service Provider Letter (SPL) to show compliance with CWS standards. As such the applicant has shown that adequate stormwater facilities exist to serve the site.

By definition, the site for this project is the entirety of taxlot 1S10000200 (the Cedar Hills Crossing Shopping Center property) and taxlot 1S109DB00300 (the movie theater property) and taxlot 1S109DC00100 (the McDonalds property) because all three properties are under common ownership or subject to a long-term ground lease to the same company. The affected critical transportation facilities are the adjacent streets, as well as any intersections of Neighborhood Routes, Collectors, or Arterials within 1000 feet, plus any intersections for which the added trips from the proposed development represent an increase of 5 percent or more to the existing peak hour traffic volumes.

Specifically, the affected adjacent streets are SW Jenkins Rd., and SW Cedar Hills Blvd., both of which are classified as Arterial Streets under the operation and maintenance of the City of Beaverton in this location; SW Hall Blvd., which is classified as an Arterial Street east of SW Cedar Hills Blvd., under the City's jurisdiction and as a Collector Street, albeit one designed as a private street, owned and maintained by the applicant; and SW Hocken Avenue, a Collector Street under the City's jurisdiction. The other affected transportation facilities for this proposal are SW Terman Road, a Collector Street under Washington County's jurisdiction; SW Millikan Way, a Neighborhood Route under the City's jurisdiction; SW Dawson Way, a Collector Street under the City's jurisdiction; SW Westgate Drive, a Collector Street under the City's jurisdiction; SW Fairfield Street, a Neighborhood Route under the County's jurisdiction; and SW Walker Road, an Arterial Street under the City's jurisdiction—at least from just east of the intersection with SW Cedar Hills Blvd. to the west property line of the applicant's property to the north (the Cedar Hills Crossing II property, which is also under development).

According to the applicant's traffic study, the proposed development associated with this proposal (phases 2 and 3 of a multi-phase redevelopment of the overall site) will generate approximately 1087 net new weekday trips, after taking into account the internal trips and pass-by trips. Of these, approximately 8 will occur in the AM peak hour and 88 in the PM peak hour. On Saturdays, on average, the proposed phase 2 and 3 development can be expected to generate approximately 1856 net new trips, with approximately 148 at the midday peak.

According to the applicant's traffic impact analysis (TIA), with the trips from phases 2 and 3, the driveways along SW Walker Road and the intersection of SW Walker Road and SW Cedar Hills Blvd. are expected to fail. The applicant's TIA states that the unsignalized driveways onto SW Walker Road will be consolidated with future development to a newly signalized access point. The TIA identifies the need for an additional eastbound right turn lane on SW Walker Road as a way to mitigate the site-generated traffic. Therefore, as a condition of approval, the applicant shall submit plans showing the dedication of sufficient ROW at the SW Walker Road / SW Cedar Hills Blvd. intersection to provide an eastbound right-turn lane on SW Walker Road. Although this will be an off-site mitigation for phases 2 and 3, the property is controlled by the same entity as the subject site. Construction of the improvements along SW Walker Road will be conditioned with future phases of the development of the Cedar Hills I and II properties, if Washington County has not yet built or begun the work to improve this section of SW Walker Road as part of a larger County transportation program.

In addition, if there are any parts of SW Cedar Hills Blvd. or SW Jenkins Road along the subject property's frontage that a half-street width of less than 45 feet (Beaverton's standard Arterial Street cross-section, modified to have the 10-foot curb-tight sidewalks with street trees in grated tree wells in lieu of a 6-foot sidewalk behind a 7.5-foot planter strip), the applicant shall dedicate sufficient ROW to provide 45 feet from centerline. If there is any portion of SW Hocken Avenue along the site that is narrower than 34 feet from centerline, the applicant shall dedicate sufficient ROW to meet the City's 3-lane Collector Street standard, as similarly modified to have the 10-foot urban sidewalk.

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval have been received from TVF&R. Conditions of approval submitted by TVF&R are included herein. Staff also cites the findings for Criterion H hereto regarding fire prevention.

To ensure appropriate design and construction of the critical facilities including but not limited to utility connections, access to manholes and structures, maintenance requirements, and associated construction and utility phasing plans, the Committee recommends standard conditions of approval.

The Committee finds that the applicant has provided sufficient evidence that critical facilities exist or can be made to exist to serve the site. Therefore, the committee finds that the proposal meets the criterion.

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

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

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

The site will be served by the Tualatin Hills Park and Recreation (THPRD) and will be required to pay any assessed SDC fees for parks with building permit issuance. Nearby parks include Cedar Hill Park and Center Street Park.

The City of Beaverton Police currently serve the site and will continue to serve the proposed development.

The essential transportation facilities for this project are the transit service and the pedestrian and bicycle facilities. Transit is currently provided by TriMet along SW Cedar Hills Boulevard. For this application, the applicant's role in the provision of transit service is to provide safe and efficient pedestrian and bicycle connections between buildings and existing transit stops. Currently, TriMet has bus stops along SW Cedar Hills Boulevard.

at the SW Walker Road and SW Fairfield Street intersections, neither of which is immediately adjacent to this phase of the proposed Cedar Hill Crossing I development. Nonetheless, the applicant is required to provide safe and efficient connections from the proposed buildings to the transit access.

As a minimum standard, there should be walkways into a site every 300 feet from the adjacent public streets. For this phase of the development, the applicant provides 3 walkways from the approximately 600 feet of SW Cedar Hills Blvd. frontage, as shown on the applicant's Site Plan. There are 3 walkways into the site in the approximately 766 feet of SW Jenkins Road frontage, but that includes both sides of the proposed private access driveway, and a walkway at the far west edge of the site that lacks connections to the proposed new buildings. It would be better if direct pedestrian access from the sidewalk on SW Jenkins Road were provided to the buildings. As currently proposed, all of the building entrances appear to be oriented toward the parking lot, with the backs of the buildings facing the public streets. As a condition of approval, the applicant will need to submit plans that show that all walkways will have at least 4 feet of clear, unobstructed width, even where adjacent to parking spaces that appear to have been designed to have up to 3 feet of bumper overhang above the adjacent walkway.

For the bicycle parking, the rack that the applicant has proposed appears to be too narrow to meet the City's requirements. Each bicycle parking space shall be at least 30 inches wide and 36 inches tall, centered within a parking area that is at least 6 feet by 4 feet located at least 2 feet away from a building or structure. As a condition of approval, the applicant will need to submit a plan that shows bicycle parking that complies with the City's minimum standards.

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

C. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject proposal.

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Community Service (CS) zone as applicable to the above mentioned criteria.

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

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

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, in response to the above mentioned criteria.

SECTION 60.05.40 CIRCULATION AND PARKING DESIGN GUIDELINES

Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. Sidewalks and walkways should be designed for high levels of pedestrian activity. The applicant states that two of the four proposed buildings have pedestrian connections on all four sides and that the other two buildings have pedestrian connections on three sides of the proposed buildings. According to the applicant, the proposal complies with the applicable Design Guidelines. Staff will review the proposal for conformance to the Design Guidelines within the staff report for the Design Review application. As a condition of approval, all pedestrian walkways are to be lighted to at least 0.5 foot-candles to comply with the City's Technical Lighting Standards.

SECTION 60.25 OFF-STREET LOADING

The applicant has applied for a Loading Determination approval to reduce the required number of loading berths from the required 3 to the proposed 1 berth located at the western side of proposed Building 19.

SECTION 60.30 OFF-STREET PARKING

Off-street parking for the subject property has proven to be very complex. As noted in the definition of the subject site, the Cedar Hills Crossing Shopping Center and the movie theater properties are under common ownership and therefore considered to be a single site for parking purposes. In addition, past land use approvals have allowed the site to share parking with the LA Fitness property to the northwest. According to the applicant, a total of 2617 (the applicant's narrative lists the requirement as 2561, 2652, and 2617 in different places) off-street parking spaces are required to serve the site, with the proposed development. Counting all of the parking spaces on the site's various parking areas, plus the LA Fitness property, there are 2650 parking spaces, as proposed, according to the applicant. All of the proposed two-way drive aisles are shown to be at least 24 feet wide. Although the applicant's narrative states that all of the parking spaces are standard size, the plans show that many, if not most of the stalls have a depth of less than the required 18.5 feet. This can be acceptable, if the applicant has designed the adjacent walkways and landscaping to accommodate up to 3 feet of bumper overhang, as needed, while still providing the required clear areas. The applicant will need to demonstrate that the parking spaces that are shallower than 18.5 feet deep can accommodate the overhang expected with a full-sized vehicle.

SECTION 60.55.10 GENERAL PROVISIONS

All of the transportation facilities related to the proposal have been designed in accordance with the Engineering Design Manual and Standard Drawings.

All SW Walker Road and SW Jenkins Road. right-of-way shall be dedicated prior to building permit issuance, as a Condition of Approval.

SECTION 60.55.20 TRAFFIC IMPACT ANALYSIS

The applicant has submitted a Traffic Impact Analysis (TIA), as required. The applicant has analyzed both the impacts created by phases 1 through 3 (the development to the

north of SW Jenkins is phase 1, the current proposal is phases 2 and 3 for development south of SW Jenkins Road) of the development and by the entire 7-phase development. The phase 2 and 3 analysis indicates that this proposal will likely result in a net increase of approximately 1087 daily weekday trips, taking into account the pass-by trips. Of the expected weekday trips, the applicant's traffic engineer forecasts that 8 new trips will happen in the AM peak hour and 88 in the PM peak hour. The proposed development is expected to also generate approximately 1856 net new Saturday trips. Of the expected weekend trips, an estimated 148 will occur in the Saturday midday peak hour. The TIA indicates that with the additional trips from the Phase 2 and 3 development, the westernmost driveway into the Cedar Hills Crossing II site (west of the existing bowling alley) onto SW Walker Road will fail to meet the applicable performance standards. More importantly, the TIA also indicates that the SW Cedar Hills Blvd. and SW Walker Road intersection will fail, with an expected Volume to Capacity (V/C) ratio of 1.10 for the eastbound through/right movement. As mitigation for the expected impacts, the TIA suggests that either the applicant install a separate right-turn lane from SW Walker Road to SW Cedar Hills Blvd. or pay a "pro-rata cost share" of the cost to improve the intersection, which has been planned to be included in the next cycle of the Washington County Major Streets Transportation Improvement Program (MSTIP). However, the TIA fails to indicate the magnitude of the potential cost share. Therefore, the City is unable to accommodate the second option by simply collecting some funds toward a future improvement project. At a minimum, the applicant will have to dedicate sufficient right-of-way for the required right-turn lane, as a condition of approval, prior to the development's completion. One way that the applicant can accomplish this requirement would be to dedicate the additional ROW with the plat of the Phase 1 development, if that will occur prior to the completion of the Phases 2 and 3 work—meaning prior to building occupancy.

SECTION 60.55.25 STREET AND BICYCLE AND PEDESTRIAN CONNECTION REQUIREMENTS

Please see the response to criterion B above which finds that adequate pedestrian connections are not provided.

SECTIONS 60.55.30 AND .35 MINIMUM STREET WIDTH AND ACCESS STANDARDS

Please see the response to criteria A and B above.

60.65 UTILITY UNDERGROUNDING

To meet the requirements of Section 60.65, staff recommends a standard condition of approval requiring that utility lines are placed underground.

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

- E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas,***

screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the City or other public agency.

The applicant's narrative states that all private common facilities are strategically located and easily accessible allowing for adequate and normal operation and maintenance. 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.

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

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

The on-site circulation system connects pedestrian walkways to sidewalks on SW Jenkins Road and SW Cedar Hills Blvd. Due to the proximity of the buildings to the right of way, pedestrians entering the site from the right of way are not required to cross more than one vehicle access drive to reach all proposed buildings. Additionally, staff cite the findings in criteria B and D above as relevant to criterion F.

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

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

The submitted plans do not show that the applicant has aligned the driveways on the south side of SW Jenkins Road with those on the north side. At the intersection of the driveway (Charles Bernard Drive in some of the plans) and SW Jenkins, the plans are inconsistent in their depiction of the exiting lane configurations. The traffic analysis assumes dedicated left turn lanes, which are easier to align. The driveway lane configurations and the configurations as analyzed in the TIA must match, or staff will not be able to adequately review the application in a way that will allow for a finding that the approval criteria can be met.

The applicant has made no effort to align the westernmost driveway of this phase with the westernmost driveway serving the Cedar Hills Crossing II property to the north. A full access driveway would create left turn conflicts with the westernmost driveway of the commercial development to the north. The committee recommends a condition of approval requiring the westernmost driveway be restricted to right turn in – right turn out only driveway. Staff cite the findings in criteria B and D above as relevant to criterion G.

Many of the pedestrian connections between the north sides of the buildings and the public sidewalk are only connecting to emergency exit doors. All of the buildings are oriented with their main doors facing the interior of the site, facing the parking lot.

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

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

Fire protection will be provided to the site by Tualatin Valley Fire & Rescue Department. Tualatin Valley Fire & Rescue reviewed the proposal and have provided conditions of approval, which are incorporated herein. The proposal will need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with TVF&R standards.

Therefore, staff finds that the proposal meets the criterion for approval, subject to conditions of approval.

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

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development. The proposed sidewalks and walkways will be adequately lighted to meet the minimum applicable Design Standards, as a Condition of Approval. The walkways and drive aisles have been designed to meet the applicable Engineering Design Standards.

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

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

The applicant's response to J states that the proposed grading of the site is designed to convey all surface drainage into Contech Storm Filter vaults and catch basins. No stormwater drainage will discharge onto neighboring properties or increase post development discharge.

The applicant must show compliance with Site Development erosion control measures at the time of Site Development permit issuance.

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

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

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

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

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

The applicant submitted the applications on December 9, 2015 and the application was deemed complete on March 23, 2016. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis
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 (Community Service)			
Use- Permitted	Eating and Drinking Establishment	Eating and Drinking Establishment	Yes
Use-Permitted	Retail	Retail	Yes
Development Code Section 20.10.15 (Community Service)			
Minimum Lot Area	7,000 square feet	1,589,069 square feet	Yes
Minimum Corner Lot Dimensions Width Depth	70' 100'	Approximately 725 ft. wide by 2,220 ft. long	Yes
Minimum Yard Setbacks Front Side Rear	*governed by Chapter 60 none none	Setbacks along parcels greater than 60,000 square feet are governed by Chapter 60 and will be reviewed with the Design Review application.	See DR staff report.
Maximum Building Height	60' 35' within 100' of residentially zoned property	The proposed building height is 33 feet. The proposed buildings are not within 100 feet of residential zones.	Yes
Development Code Section 20.25.05 – Floor Area Ratio			
Floor Area Ratio	N/A	N/A	N/A

Chapter 60 Special Requirement

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.	Construction of new commercial buildings, roof top parking, and associated site improvements.	Refer to DR findings
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The overall site contains floodplains, however the area of development is well outside the floodplain.	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 requested.	N/A
Development Code Section 60.30			
Off-street motor vehicle parking	Minimum: 2,562 (entire site) Maximum: 2,924 (entire site)	The applicant proposes to provide 2,628 parking spaces, more than the minimum and less than the maximum.	Yes
Required Bicycle Parking Short Term Long Term	10 Short Term Spaces 10 Long Term Spaces	The applicant proposes to provide the required bike parking. Staff recommends a condition of approval to ensure adequate bike parking.	Yes
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Proposed facilities are in conformance.	Yes
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	Removal of landscape trees.	See DR Findings
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	All utilities are required to be placed underground in accordance with standards identified in Section 60.65. Applicant's plan shows overhead utilities to remain.	Yes-with COA

**DR2015-0127
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Planning Commission Standards for Approval:

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

Section 40.03.1 Facilities Review 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:

Facilities Review Approval Criteria Section 40.03.1.A-L

Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets the Facilities Review criterion.

Therefore, staff finds the proposal meets the Facilities Review Approval Criteria.

Section 40.20.15.3.C Approval Criteria:

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

- 1. *The proposal satisfies the threshold requirements for a Design Review Three application.***

The applicant proposes substantial redevelopment of an existing commercial center, including the construction of approximately 69,500 square feet of commercial and retail space. The proposal also includes a second story parking deck on top of a commercial building, as well as surface parking, landscaping, and vehicle circulation areas. The proposal is located in the CS zoning district and does not abut any residential zoning districts, therefore meeting threshold 1 for a Design Review Three application.

- 1. *New Construction or addition of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.***

Therefore, staff finds that the criterion is met.

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

The applicant paid the required fees for a Design Review Three application.

Therefore, staff finds that the criterion is met.

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

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response, and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the Guideline and a statement as to whether the Guideline is met below. Staff finds that the applicant meets all applicable Guidelines.

Therefore, staff finds that the criterion is met.

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

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

The proposal does not include additions to existing buildings. Building currently within the project area will be demolished and new building are proposed, therefore this criterions does not apply.

Therefore, staff finds the criterion is not applicable.

5. ***For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.***

The applicant does not propose a DRBCP.

Therefore, staff finds the criterion is not applicable.

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

The proposal meets threshold 1, therefore this criterion is not applicable.

Therefore, staff finds the criterion is not applicable.

7. ***For proposals meeting Design Review Three application Threshold numbers 7 and 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).***

The proposal meets threshold 1, therefore this criterion is not applicable.

Therefore, staff finds the criterion is not applicable.

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

The applicant has submitted all documents related to this request for Design Review Three approval. A new Loading Determination applications is being processed concurrently with the subject request for a Design Review Three. The Design Review Three application is dependent upon approval of the Loading Determination application. Staff recommend a condition of approval which states that approval of the Design Review Three application is subject to Loading Determination application approval.

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

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

60.05.35 *Building Design and Orientation Guidelines.* *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. *Building Elevation Design Through Articulation and Variety*

B. *Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standard 60.05.15.1.A and B)*

Building 16

The applicant states that Building 16 is a small brick and glass building with a pitched roof. All four sides are articulated with architectural features. Staff concurs that Building 16 provides varied and articulated building elevations with sufficient visual interest to pedestrians.

Building 17/18

The applicant states that the south and west facades are the principal facades and contain multiple retail entries, material changes, height and massing variations, and sheltering canopies. The applicant states that the north elevations, adjacent to SW Jenkins Road is articulated with material and color changes, windows, decorative canopies and landscaping. The applicant proposes murals on portions of the north and east elevations of building 17/18. Murals are not regulated by the Development Code, however are regulated through the Beaverton Arts Commission (BAC). Staff recommends a condition of approval that the applicant must receive approval for the mural through the BAC process prior to Building Permit issuance or provide a materials change or other means of additional articulation within the proposed mural area. Staff concurs that Building 16 provides varied and articulated building elevations with sufficient visual interest to pedestrians.

Building 19

The applicant states that the pedestrian oriented elevations of building 19, the south, east and north elevations are given visual interest through variations of color, massing and parapet height, materials, details, storefronts and canopies. The south, north and east elevations are adequately varied with windows and materials changes. The west elevation of Building 19 is visible to cars driving east on SW Jenkins Road. While this elevation is almost entirely composed of brick, the use of pilasters and some metal coping provides articulation. The addition of landscaping between the building and the drive aisle provides additional visual interest. Staff concurs that Building 19 provides varied and articulated building elevations with sufficient visual interest to pedestrians.

Therefore, staff finds the Guideline is met.

C. To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized. (Standard 60.05.15.1.B)

Building 16

The applicant states that building 16 does not feature long elevations. The building entries to the south and east are located under pedestrian cover and are within glass storefront systems. Staff concurs that primary building entries are adequately emphasized.

Building 17/18

The applicant states that the long north and south building elevations are punctuated with vertical elements such as plane changes, oversized architectural frames, and windows. Staff concurs that the vertical elements of long building elevations are emphasized. The primary building entrances are located within glass storefront systems under awnings and are adequately emphasized. Staff finds that building 17/18 provides adequate vertical emphasis.

Building 19

The applicant states that the long north and south building elevations are punctuated with vertical elements such as plane changes, oversized architectural frames, and windows. Primary building entrance are located within glass storefront systems. Staff concurs that adequate vertical emphasis is provided.

Therefore, staff finds the Guideline is met.

D. Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B)

Building 16

The applicant states that wide sidewalks and plazas provide pedestrian scale to the building. The building provides elevations with significant amounts of glass which provide views into the building. Staff concurs that the building promotes a comfortable pedestrian scale.

Building 17/18

The applicant states that the south façade caters to the pedestrian experience with canopies, architectural interest, and lighting. Landscaping and retail storefronts. Pedestrian connections are provided along the west and south of the building to the public street. The north and east elevations which face the public streets contain windows and murals that engage pedestrians on SW Jenkins. Staff concurs that Building 19 provides a comfortable pedestrian scale.

Building 19

The applicant states that the wide sidewalks and canopies define the pedestrian south and east elevations of building 19. Retail tenants have shop windows on the west, north and south side of the building, engaging with pedestrians. The west elevation contains the loading and trash enclosure areas which are not intended for pedestrians. The pedestrian walkways in this area is across the drive aisle and not adjacent to the building. Staff concurs that Building 19 provides a comfortable pedestrian scale.

Therefore, staff finds that the Guideline is met.

E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D)

Building 16

The applicant states that Building 16 is articulated with windows, brick, wood, and aluminum. Staff concurs that the elevations facing public streets and major parking areas are adequately emphasized.

Building 17/18

The applicant states that the north elevation which faces Jenkins is divided into sub-facades and articulated with pilasters, decorative canopies, massing and height variations. The east elevation is articulated with windows, bricks, stucco, metal, wood and aluminum. The west and south elevations are articulated with windows, aluminum, wood, brick and stucco. Staff concurs that the elevations provide adequate articulation without blank walls.

Building 19

The applicant states that the north elevation of building 19, which faces SW Jenkins Road, is articulated with pilasters, windows, decorative canopies, massing and height variations and planar shifts. The south and east elevations are articulated with windows, aluminum, brick, stucco and concrete masonry units. The west elevation which is visible from SW Jenkins Road contains a large brick wall, however, pilasters and metal coping provide articulation. Staff concurs that the elevations provide adequate articulation without blank walls.

Therefore, staff finds the Guideline is met.

2. **Roof Forms as Unifying Elements**

A. *Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be highlighted. (Standards 60.05.15.2.A and B)*

Building 16

The applicant states that Building 16 has a gabled roof with a minimum pitch of 4/12. Staff concurs that Building 16 has a distinct roofline with significant pitch.

Building 17/18

The applicant states that flat roof forms are proposed for Building 17 which is broken up by massing and height changes. Building 18 has a pitched roof for a portion of the roof line adding visual interest along SW Cedar Hills Boulevard. Staff concurs that Building 17/18 provide distinct roof treatments.

Building 19

The second floor of building 19 is an open air parking deck and does not have a roof, therefore this guideline is not applicable to the parking structure.

Therefore, staff finds the Guideline is met.

B. *Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)*

Building 16

The applicant states that Building 16 has sloped roof forms, therefore the Guideline does not apply.

Building 17/18

The applicant states that the building has simple parapet caps at the flat roof portions. Staff finds that the proposal roof does not contain distinctive cornice treatments on the flat roof portions. Staff recommends a condition of approval that on the portions of building 17/18 which have flat roofs and brick that a recessed soldier course brick pattern be used under the parapet cap to create visual relief and emphasis at the roof line.

Building 19

The applicant states that the building has simple parapet caps at the flat roof portions. Staff finds that the proposal roof does not contain distinctive cornice treatments on the flat roof portions. Staff recommends a condition of approval that on the portions of building 17/18 which have flat roofs and brick that a recessed soldier course brick pattern be used under the parapet cap to create visual relief and emphasis at the roof line.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

3. **Primary building entrances**

A. *The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3)*

Building 16

The applicant states that the entire perimeter of the building is protected by the eave of the sloped roof. Staff concurs that adequate pedestrian protection is provided at building entrances.

Building 17/18

The applicant states that the buildings have more than 450 linear feet of canopies offering pedestrian protection. Staff concurs that weather protection is provided for pedestrians along the south and west elevations where the primary building entrances are located.

Building 19

The applicant states that the south and east elevations provide nearly 200 feet of canopies that are more than five feet deep. Staff concurs that weather protection is provided for pedestrians along the elevations where primary building entrances are located.

Therefore, staff finds the Guideline is met.

B. *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3.B)*

Building 1 (Multi-Tenant)

Building 16

The applicant states that the primary entrance is under a deep sheltering eave, the building is clearly identified with signage and location.

Building 17/18

The applicant states that each tenant has their own distinct entry articulated through storefront glazing, canopies, lighting and architectural form.

Building 19

The primary entrances to each tenant will be articulated through storefront glazing, canopies, lighting and architectural form.

Therefore, staff finds the Guideline is met.

4. **Exterior Building Materials**

- A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays. (Standard 60.05.15.4.A)*

Building 16

The applicant states that the building is primarily articulated with brick and glass with a sloped metal roof. Staff concurs that the proposed materials convey an impression of permanence and durability.

Building 17/18

The applicant states that the walls are primary brick accented with other complementary materials including stucco, painted steel, precast concrete accents and concrete block as well as large windows. Staff concurs that the proposed materials convey an impression of permanence and durability.

Building 19

The applicant states that Building 19 is primarily clad in brick, concrete masonry and accented with concrete, cement plaster, painted steel, anodized aluminum and glass storefronts. Staff concurs that the proposed materials convey an impression of permanence and durability.

Therefore, staff finds the Guideline is met.

- B. *Where masonry is used for exterior finish, decorative patterns (other than running bond pattern) should be considered, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to developments in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)*

Building 16

The applicant states that the brick portions of the building are constructed of third-running bond brick in three colors, creating a rich and varied effect. The applicant has limited areas of brick on Building 16 so the effect of running bond is minimized as other materials provided on the building and the small scale of the building.

Building 17/18

The applicant states that third-running bond bricks in three color mixes with variation in courses. The brick areas are generally limited in scale and broken up with materials changes. The exception is the area intended for a mural, for which a condition of approval has previously been discussed that will require a materials change to break up the large

wall area if the mural is not approved by the Beaverton Arts Commission. Staff finds that the areas of masonry are broken up with materials changes.

Building 19

The applicant states that multi-colored brick is laid in a third-bond pattern which is broken up with concrete masonry with variety in color along the north and south elevations. The west elevation multi-colored brick with pilasters and metal coping. Staff finds that the areas of masonry are broken up by articulation provided by the pilasters.

Therefore, staff finds the Guideline is met.

5. **Screening of Equipment.** *All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means. (Standards 60.05.15.5.A through C)*

The applicant states that rooftop equipment is screened from view of adjacent streets through roof parapet walls or located set back so as not to be visible from adjacent streets. Staff concurs that rooftop equipment can be adequately screened.

Therefore, staff finds the Guideline is met.

6. **Building Location and Orientation in Commercial and Multiple Use Zones.**

- A. *Buildings should be oriented toward and located within close proximity to public streets and public street intersections. The overall impression, particularly on Class 1 Major Pedestrian Routes, should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and orientation of buildings. (Standard 60.05.15.6.A and B)*

The applicant states that the buildings occupy 80 percent of the street frontage in the development area. Staff concurs that buildings are located in close proximity to the street frontages along SW Jenkins Road and SW Cedar Hills Boulevard.

Therefore, staff finds the Guideline is met.

8. **Ground Floor Elevations on Commercial and Multiple Use Buildings.**

- A. *Excluding residential only development, ground floor building elevations should be pedestrian oriented and treated with windows, display areas or glass doorway openings to the extent possible and where appropriate to the design and use of the building. This guideline particularly applies to ground floor building elevations situated along Major Pedestrian Routes. (Standard 60.05.15.8.A)*

Building 16

The applicant states that the ground floor elevation is sidewalk oriented and contains glazed storefronts. Staff concurs that the ground floor elevations are pedestrian oriented and treated with windows, display areas and glass doorways.

Building 17

The applicant states that the building is pedestrian oriented with pathways along the entirety of the south and west elevations, treated with glass doorways and windows. Along the north side of the building, the public sidewalk is between two and six feet above the finished floor of the building, making direct pedestrian access impractical. Color, massing and material changes, glazing and landscaping create visual interest on the north elevation. Staff acknowledges that the site design results in significant grade differential, limiting direct pedestrian access to tenant space. While unarticulated stucco is used heavily on the north elevation, staff find that glazing and other material changes do create enough visual interest.

Building 18

The applicant states that the building is pedestrian oriented with pathways along the south and west faces of the building and elevations treated with glass doorways and windows. The public sidewalk along Cedar Hills Boulevard has a significant slope that makes pedestrian entries impractical on the east side of the building. Architectural elements, including material variations, windows, and the prominent roof overhang, provide visual interest for pedestrians on the west side of the building. Staff additionally finds that the proposed mural and landscaping on the east side of the building provide visual interest for the east elevation.

Building 19

The applicant states that the building is pedestrian oriented with pathways along the south and east faces of the building and elevations treated with glass doorways and windows. The potential tenants require significant storage and back-of-house areas. Since main entries are located on the south elevation adjacent to parking, the non-public areas required by tenants must be located on the north side of the building. Therefore, public entries on the north side are inefficient and impractical for tenants. Staff believes that a more creative floorplan interior to Building 19 would allow for pedestrian access to Building 19 from SW Jenkins. However, staff finds that the use of different materials, murals, massing, and glazed areas provide enough visual interest for the north elevation.

Therefore, staff finds the Guideline is met.

B. Except those used exclusively for residential use, ground floor elevations that are located on a Major Pedestrian Route, sidewalk, or other space where pedestrians are allowed to walk should provide weather protection for pedestrians on building elevations. (Standards 60.05.15.8.B)

Building 16

Pedestrian cover is provided along walkways around the building by the shed roof eaves. Staff concurs that adequate weather protection is provided.

Building 17/18 & 19

Pedestrian cover is provided around the interior walkways where pedestrians are invited to walk. The buildings are set back slightly from the public streets making awnings over the public right of way impractical. Staff concurs that adequate weather protection is provided.

Therefore, staff finds the Guideline is met.

60.05.40. *Circulation and Parking Design Guidelines.* Unless otherwise noted, all guidelines apply in all zoning districts.

- 1. *Connections to public street system.* The on-site circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets. (Standard 60.05.40.1)**

The vehicular connections to the public street system include two connections along SW Jenkins Road, one across from the entrance to the Cedar Hills Crossing II development, north of SW Jenkins Road and one along the westernmost property line. Pedestrian connections are provided from SW Jenkins Road to the proposed buildings along the vehicle drive aisles. The westernmost pedestrian entrance along the west side of the drive aisle is connected Building 19 and the rest of the development by an at-grade concrete crossing. One pedestrian connection is provided along SW Cedar Hills Boulevard, just south of Building 17/18. The applicant states that the grade differential between buildings 17/18 and Cedar Hills Boulevard makes customer access infeasible. No direct access to tenant spaces from SW Jenkins Road is proposed for Buildings 17/18 or 19.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

- 2. *Loading area, solid waste facilities, and similar improvements.***

- A. *On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street. (Standard 60.05.20.2)***

The applicant states that service, storage and similar activities are screened and conducted away from abutting streets. Two trash enclosures are provided, one west of Building 19 along the drive aisle and one within the eastern parking area south of Building 17/18. Both trash enclosures are screened with fully site obscuring enclosures. The loading area is provided to the west of Building 19 is screened from direct view by existing and proposed vegetation and is located parallel to a drive aisle and the parking deck ramp on Building 19. Staff concurs that the loading area and trash areas are appropriately

located and adequately screened from public view.

Therefore, staff finds the Guideline is met.

B. *Except in Industrial districts, loading areas should be designed and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations. (Standard 60.05.20.2)*

The loading area is provided to the west of Building 19 is screened from direct view by existing and proposed vegetation and is located parallel to a drive aisle and the parking deck ramp on Building 19. Staff concurs that the loading area and trash areas are appropriately located and adequately screened from public view.

Therefore, staff finds the Guideline is met.

3. Pedestrian circulation.

A. *Pedestrian connections should be made between on-site buildings, parking areas, and open spaces. (Standard 60.05.20.3.A)*

The applicant states that entrances to buildings are accessible from pedestrian connections located on all sides of the buildings and connections are provided linking buildings, public streets and the pedestrian plaza. Staff concurs that pedestrian links are provided. Staff finds that by meeting the conditions of approval the proposal meets the Guideline.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

B. *Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures. (Standard 60.05.20.3.A)*

As described above, the applicant provides multiple connections to SW Jenkins Road and will be required to provide an additional connection to SW Cedar Hills Boulevard. Pedestrian connections are provided between parking areas and on-site buildings. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

C. *Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. (Standard 60.05.20.3.B)*

The applicant provides connections to public streets via pedestrian walkways to the east, west and central to the development area. The applicant does not provide direct connections to tenant spaces from the public streets, which are accessed from the parking lot side. The applicant states that factors including grading and the location of

interior storage for tenants prevent direct access to building entrances from public streets. Although staff believes that a revised interior layout could allow for building entrances from public streets, staff finds that there are sufficient pedestrian paths connecting public streets to the interior facing primary entrances.

Therefore, staff finds the Guideline is met.

D. Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standard 60.05.20.3.C through E)

The applicant states that direct pedestrian pathways connect primary building entrances to public streets. Pedestrian connections to streets do not run through parking areas but around the proposed buildings. Staff concurs that pedestrian connections are evenly spaced and separated from vehicles, subject to meeting the conditions of approval.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.3.A through H)

The applicant proposes to meet the sidewalk standard of 10 feet wide curb tight sidewalks with trees in tree wells along SW Jenkins Road and SW Cedar Hills Boulevard with minimum five foot wide connections to the public sidewalks and internal walkways to the site. Staff concurs that the proposed pedestrian connections are designed for a high level of pedestrian activity.

Therefore, staff finds the Guideline is met.

F. Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)

Pedestrian ways are designed for safe movement and constructed with concrete. Staff concurs that the applicant has proposed hard, durable differentiated surfaces for pedestrian connections.

Therefore, staff finds the Guideline is met.

4. *Street frontages and parking areas.* Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)

The applicant states that the proposed parking is screened from SW Jenkins Road and SW Cedar Hills Road by the proposed buildings. The second story of Building 19 also provides a parking deck on the roof. Staff finds that the applicant has provided adequate screening of parking lot areas.

Therefore, staff finds that the Guideline is met.

- 5. *Parking area landscaping.* Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standard 60.05.20.5.A through D)**

The applicant proposes landscape islands containing trees and ground cover.

Therefore, staff finds the Guideline is met.

- 7. *Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones.***

- A. *Pedestrians connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.7.A)***

The applicant proposes to provide the required ten foot wide sidewalk with trees in tree wells along SW Jenkins Road and SW Cedar Hills Boulevard adjacent to the proposed development. Multiple pedestrian connections are provided from this public sidewalk into the site, and to on-site destinations. Staff finds that the sidewalk is designed for high levels of pedestrian activity.

Therefore, staff finds the Guideline is met.

- B. *Pedestrian connections should be provided along primary building elevations having building and tenant entrances. (Standard 60.05.20.7.B)***

The proposed pedestrian connections are from the street to the main building entry as well as between buildings on site.

Therefore, staff finds the Guideline is met.

- 8. *Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial and Multiple Use zones.***

- A. *On-site vehicle circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8)***

The applicant states that the central driveway provides direct access to parking drive aisles. The primary entrance from SW Jenkins is signalized and provides direct access into the site, it is easily recognizable as a method of primary circulation. Staff concurs that the parking lot circulations system provides a high level of improvement and circulations patterns are easily identifiable.

Therefore, staff finds the Guideline is met.

B. *Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact. (Standard 60.05.20.8)*

The applicant's plan contains long parking aisles, however the applicant provides adequate landscape islands with trees and vegetation to reduce visual impact.

Therefore, staff finds the Guideline is met.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.*

3. Minimum landscaping for conditional uses in Residential districts and for developments in Multiple Use, Commercial, and Industrial Districts.

A. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.5.A, B, and D)*

The applicant's landscape plan shows significant landscape materials between Building 17/18 and Building 19 and the adjacent public streets. Landscaping is provided around the base of buildings where pedestrian walkways are not provided. Landscape materials are also provided in parking areas to provide interest.

Therefore, staff finds the Guideline is met.

B. *Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete. (Standard 60.05.25.5.C)*

The applicant's narrative states that three plazas are proposed which are surfaced with a combination of hard and soft surfaces to provide aesthetic interest and attractiveness. Staff cannot discern where the pedestrian plazas are located and of what decorative surfacing material is used.

Therefore, staff finds the Guideline is not applicable.

C. *Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standard 60.05.25.5.A and B)*

The applicant states that native vegetation has been emphasized wherever possible. A variety of tree and shrub species are included to provide diversity and color within the landscape areas.

Therefore, staff finds the Guideline is met.

D. *Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development. (Standard 60.05.25.5.A and B)*

The applicant states that the scope of the proposed development limits opportunities to retain existing trees, which vary in size from approximately 4 inches diameter breast height to 14 inches diameter breast height. These trees are mostly located in the footprints of proposed building or pedestrian paths. As such, no mature trees within the development area are proposed to be maintained.

Therefore, staff finds the Guideline is met.

E. *A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.5)*

The applicant states that the landscaping plan demonstrates a diversity of tree and shrub species.

Therefore, staff finds the Guideline is met.

6. ***Retaining walls.*** *Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8)*

The applicant's narrative states that two retaining walls are proposed along the stairs outside of Building 17/18, however the walls are less than 3 feet in height and approximately 12 feet in length, therefore this criteria is not applicable.

Therefore, staff finds the Guideline is not applicable.

7. ***Fences and walls.***

A. *Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.35.9)*

The applicant states that the proposed retaining wall is keystone block, no fences are proposed. The retaining wall is constructed of attractive durable materials.

Therefore, staff finds the Guideline is met.

10. ***Landscape buffering and screening.***

A. *A landscape buffer should provide landscape screening, and horizontal separation*

between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)

The subject site is surrounded by properties with Community Service zoning, as is the subject property. Therefore, no landscape buffering is required.

Therefore, staff finds the Guideline is not required.

60.05.50. Lighting Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts. (Standard 60.05.30.1 and 2)*

1. *Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaries.*

The applicant states that a photometric plan has been provided. Pole-mounted and non-pole-mounted fixtures are proposed in locations throughout the site to maximize on-site safety. The lighting plan provided shows a mix of luminaries on site which provide sufficient light to maximize safety. The lighting plan shows areas of light shed over 0.5 at the property lines to the west. Staff recommends a condition of approval that prior to Site Development permit issuance the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

2. *Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building.*

The pedestrian areas are adequately lit in conformance with the minimum lighting levels described in the Technical Lighting Standards. Light fixtures on the commercial building are decorative to be consistent with the design of the building. Pole mounted lights are consistent with standard parking lot pole lights.

Therefore, staff finds the Guideline is met.

3. *Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens-shields, shades or other measures to screen the view of light sources from residences and streets.*

The applicant states that lighting is provided in all required areas of the site. The lighting plan shows areas of light shed over 0.5 at the property lines to the west. Staff

recommends a condition of approval that prior to Site Development permit issuance the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

4. *On-Site lighting should comply with the City's Technical Lighting Standards.*

The lighting plan shows areas of light shed over 0.5 at the property lines to the west. Staff recommends a condition of approval that prior to Site Development permit issuance the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards.

Therefore, staff finds that by meeting the conditions of approval the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2015-0127 (Cedar Hills Crossing I Partial Redevelopment)**, Should the Planning Commission find that the application meets the approval criteria, staff has recommended conditions of approval in Attachment D.

Code Conformance Analysis Chapter 60.60 Trees and Vegetation

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	All pruning must comply with the City's adopted Tree Planting and Maintenance Policy.	YES
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	Only Landscape trees are proposed to be removed.	YES
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	See findings for 60.60.25	YES
60.60.15.2.C	15% DBH of Groves in Multiple Use Zones must be preserved.	No protected trees are proposed to be removed, only Landscape Trees.	N/A
60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	No protected trees exist on site, only Landscape Trees	N/A
60.60.25 Mitigation Requirements			
60.60.25.9	Mitigation Standards: (60.60.25.9.C) For each inch of DBH removed one inch must be planted with mitigation trees, up to what the site can accommodate.	The applicant proposes to remove 288 inches of existing landscape trees (40 trees) and plant 155 inches of landscape trees (85 trees) as mitigation. The replacement trees will be planted in landscape areas taking into account their mature size and soil capacity to account for long term health, as such the applicant proposes to plant as much DBH as the site can reasonably accommodate.	YES

**LO2016-0002
ANALYSIS AND FINDINGS FOR
LOADING DETERMINATION APPROVAL**

Section 40.50.05 Loading Determination Application; 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.

Section 40.50.15.1.C Loading Determination 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:

1. *The proposal satisfies the threshold requirements for a Loading Determination application.*

The applicant proposes to reduce the number of loading berths required for the proposed development from three (3) Type B berths to one (1). The applicant proposes that deliveries to the site will be made using small trucks which can utilize parking spaces and make deliveries to the front doors of businesses. The applicant also provides a loading area adjacent to Building 19 on the west side of the site which would be striped for loading only and parallel to the drive aisle. The applicant's request to reduce the number of required loading spaces from three (3) to one (1) meets Threshold 2 for a Loading Determination application:

Threshold 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.

Therefore, staff finds that the criterion is met.

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

The applicant paid the required fee associated with a Loading Determination application.

Therefore, staff finds that the criterion is met.

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

The applicant states that deliveries to the site will take place in adjacent parking areas during non-peak hours so that loading will not adversely impact patron parking or on-site vehicular circulation. The applicant is not requesting extended hours of operation for the site. A loading area is provided to the west of Building 19 to accommodate additional deliveries. Staff recommends a condition of approval that the loading area be signed as such to discourage non-loading vehicles from parking there. Given the small size of the majority of the tenant spaces reasonable loading can be made through regular parking spaces. The utilization of parking spaces for loading reduces the visual impact of multiple loading berths.

Staff concurs that given the unit makeup of the facility the proposed loading spaces can adequately serve the proposed development without adverse impacts.

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

- 4. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site and in connecting with the surrounding circulation system.***

Staff cite the Facilities Review Criteria F which respond to this criterion in detail. Staff finds that the application provides safe and efficient vehicular and pedestrian circulation patterns.

Therefore, staff finds that the proposal meets the criterion.

- 5. *The proposal will be able to reasonably accommodate the off-street loading needs of the structure.***

The applicant states that the provided onsite loading facilities, including the loading on the west end of Building 19 and the loading within standard parking spaces is reasonable to accommodate the needs of the proposed uses. Staff concurs that the proposed loading facilities are adequate to meet the needs of the proposed development.

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

- 6. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Requirements) and that the 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.***

Staff cite the Facilities Review approval Criterion D which responds to this criterion in detail. Staff finds that the application complies with applicable provisions Chapter 60 or can be made to comply through conditions of approval.

Therefore, staff finds that the criterion is met.

- 7. *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.***

The applicant states that the site will be maintained as required. Staff finds nothing in the design or layout of the common facilities that would preclude adequate maintenance of the site. Additionally, staff cites Facilities Review criterion E as applicable.

Therefore, staff finds that the criterion is met.

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

The applicant has submitted all documents related to this request for Loading Determination approval. The application was submitted on December 9, 2015 and deemed complete on March 23, 2016.

Therefore, staff finds that the criterion is met.

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

The applicant has submitted all documents related to this request for Loading Determination approval. A Design Review Three application is being processed concurrently with the subject request for a Loading Determination. The Loading Determination application is dependent upon approval of the Design Review Three application. Staff recommend a condition of approval which states that approval of the Loading Determination application is subject to approval of the Design Review Three application.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **LO2016-0002 (Cedar Hills Crossing I Partial Redevelopment)**. Should the Planning Commission find that the proposal meets the criteria for approval staff has recommended conditions of approval in Attachment D.

CONDITIONS OF APPROVAL
Cedar Hills Crossing I Partial Redevelopment
DR2015-0127 / LO2016-0002

DR2015-0127 Cedar Hills Crossing I Partial Redevelopment:

A. Prior to issuance of a site development permit for either phase or the combined full project, 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./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
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 as set out in Ordinances 2050, 4010+rev., and 4417; 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./JJD)
4. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality) facilities, emergency vehicle access and common 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./JJD)
5. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
6. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the Walker Road and Castlewood Street right of ways. (Site Development Div./JJD)
7. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)

8. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
9. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer meeting the standards set by the City Engineer as specified in the Engineering Design Manual Chapter 6, 610.L). The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD).
10. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
11. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report by Atalia S. Raskin, P.E. (December 7, 2015) demonstrating full compliance with CWS Resolution and Order 2007-020 in regard to development water quality treatment. Compliance will be substantially met through installation of a Contech Inc., Stormfilter system with treatment provided at a minimum equivalent of 3.0 standard-size cartridges per tributary impervious acre. The analysis will need to be supported with exhibits and calculations. Plans shall also show an oil and sediment trap for any auxiliary inlet structures (ex: sumped, lynch-type catch basin, trench drain with trap, or other City of Beaverton approved equivalent) located in front of any Stormfilter unit. For any impervious area determined to not be practical to flow or be piped to a Stormfilter unit, a fee in lieu of stormwater quality provision will be assessed. (Site Development Div./JJD)
12. Submit a revised grading plan showing the proposed building lowest finished floor elevation (and the elevation of any other proposed improvement subject to flood damage) is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management and conveyance facilities. Additionally, the minimum finished floor elevation shall be established and clearly documented on all building and site development plan sheets that include elevations and/or contours. This land-use approval shall provide for minor grade changes less than two vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development Div./JJD)
13. Provide construction plans that show how each proposed lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. 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. 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./JJD)
14. 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./JJD)

15. Submit to the City a certified impervious surface determination of the entire site 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 that phase. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots 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 surfaces areas on the entire site or individual tax lots if applicable. (Site Development Div./JJD)
16. Pay storm water system development charge (overall system conveyance and storm water quantity) for any net, new impervious surface area created. (Site Development Div./JJD)
17. Have obtained the City Building Official's courtesy review approval of the proposed building plans for floodplain regulation compliance and for the site private plumbing plan including private fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)
18. Provide plans for LED street lights along all the site's public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director). (Site Development Div./JJD)
19. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No utility service lines to the structures shall remain overhead on 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./JJD)
20. Submit erosion control plans and all application submittals needed for the 1200-C General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the 2006 plan format per requirements for sites greater than 5 acres adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
21. Provide plans for street trees to meet standard spacing for right of way segments without existing trees, as determined by the City Arborist. (Site Development Div./JJD)
22. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
23. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) Painted Curbs will be required to delineate all fire lanes.(TVF&R/JF)
24. SURFACE AND LOAD CAPACITIES: Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of

supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) All fire lanes must meet these loading requirements. (TVF&R/JF)

25. FIRE FLOW WATER AVAILABILITY: Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) Provide fire flow calculations prior to the site development permit. (TVF&R/JF)
26. FIRE HYDRANTS – COMMERCIAL BUILDINGS: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1) The number and distribution of fire hydrants required for commercial structure(s) is based on Table C105.1, following any fire-flow reductions allowed by section B105.3.1. Additional fire hydrants may be required due to spacing and/or section 507.5 of the Oregon Fire Code. Coverage appears to be lacking at the SW corner of building # 19. (TVF&R/JF)
27. FIRE DEPARTMENT CONNECTIONS: A fire hydrant shall be located within 100 feet of a fire department connection (FDC) or as approved. Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle. (OFC 912 & NFPA 13) Label all FDC's on the plans as to which buildings they serve. (TVF&R/JF)
28. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) Each building that contains a fire sprinkler system will require a Knox Box. (TVF&R/JF)
29. Any businesses related to food preparation are required to have a grease trap/interceptor. The type and size are determined by the State Plumbing Code. Please contact the Fats/Oil/Grease (FOG) specialist for maintenance requirements (503) 526-3701. (Building/ BR)
30. Disabled parking stalls shall be provided in accordance with ORS 447.233. (Building/ BR)
31. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building/ BR)
32. An accessible route shall be provided to persons with disabilities throughout the site. (Section 1104, OSSC) (Building/ BR)
33. An accessible route shall be provided to persons with disabilities from the building to a public way. (Section 1104, OSSC) (Building/ BR)

34. The applicant should be aware that food service operations are required to be reviewed and approved by the Washington County Health Department for applicable health regulations. For more information, contact the Washington County Health Department at (503) 846-8722. (Building/ BR)
35. Prior to approval of the Site Development Permit, the applicant shall submit plans that show the dedication of right-of-way sufficient to provide a minimum of 45 feet from the centerline of SW Jenkins Rd. and SW Cedar Hills Blvd. along the site's entire frontage. (Transportation/KR)
36. Prior to approval of the Site Development Permit, the applicant shall submit plans that show the dedication of right-of-way sufficient to provide a right-turn lane from SW Walker Rd. to SW Cedar Hills Blvd. (Transportation/KR)
37. Prior to approval of the Site Development Permit, the applicant shall submit plans that show that all walkways that cross vehicle drive aisles are to be constructed of scored concrete or modular paving materials. (Transportation/KR)
38. Prior to approval of the Site Development Permit, the applicant shall submit plans that show that all pedestrian walkways have at least 4 feet of unobstructed clear area, accounting for bike parking, lights, bumper overhang, and other obstacles. (Transportation/KR)
39. Prior to approval of the Site Development Permit, the applicant shall submit plans that show bike parking that complies with the City's requirements. All short-term bike parking spaces shall be provided by inverted U-type or staple-type racks that are a minimum of 30 inches wide and 36 inches tall, centered within parking areas that are at least 6 feet long by 4 feet wide, separated from buildings by at least 2 feet. (Transportation/KR)
40. Prior to approval of the Site Development Permit, the applicant shall submit plans that show that all pedestrian circulation areas are lighted to at least a minimum level of 0.5 foot-candles to meet the City's Technical Lighting Standards. (Transportation/KR)
41. Provide a plan showing compliance with the City's Technical Lighting Standards that show no more than 0.5 foot-candles of illumination at the property line. (Planning/JF & SR)
42. Provide a plan showing the western pedestrian access connecting across the drive aisle to Building 19 and the existing shopping center building. Pedestrian connections shall be concrete and a minimum of 5 feet in width. (Planning/JF & SR)

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

43. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)

44. 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./JJD)
45. Provide proof of mural approval by the Beaverton Arts Commission for all proposed murals. If approval is not provided for murals on the spaces identified on plan sheets 17-A-9001 and 19-A-9001, an area of differentiated materials, which are not brick, must be provided. (Planning/JF & SR)
46. Provide a plan showing recessed soldier course brick at the top of all brick walls directly under the parapet cap to provide a distinct cornice treatment. (Planning/JF & SR)

C. Prior to each occupancy permit issuance, the applicant shall:

47. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
48. 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./JJD)
49. Have placed underground all 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./JJD)
50. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
51. Have obtained a Source Control Permit (AKA Industrial Sewage Permit) from the Clean Water Services District and submitted a copy to the City Building Official if such a permit is required for each building, as determined by CWS. (Site Development Div./JJD)
52. Prior to occupancy of the building(s), the applicant shall dedicate sufficient right-of-way along SW Walker Rd. to accommodate an eastbound right-turn lane. (Transportation/KR)
53. 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/JF & SR)
54. 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/JF & SR)
55. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/JF & SR)

56. Ensure all landscaping approved by the decision making authority is installed. (Planning/JF & SR)
57. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/JF & SR)
58. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. (Planning/JF & SR)
59. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. (Planning/JF & SR)
60. Provide proof or recording of all mural easements, as required by the Arts Commission, and completion of the mural(s) for the building in which occupancy is requested. (Planning/JF & SR)

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

61. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
62. Submit any required on-site easements not already dedicated on the partition plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
63. Provide evidence of a post-construction cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer's recommendations for the site's proprietary storm water treatment systems by a CONTECH qualified maintenance provider as determined by the City Engineer. Additionally, another servicing report from the maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Div./JJD)

LO2016-0002 Cedar Hills Crossing I Partial Redevelopment:

1. Ensure that the Design Review Three (DR2015-0127) application has been approved and is consistent with the submitted plans. (Planning/JF & SR)
2. Prior to occupancy the applicant shall provide loading zone signage in the loading area west of Building 1 which limit the space to loading only. (Planning/JF & SR)