



## Staff Report

STAFF REPORT DATE: September 19, 2018

HEARING DATE: September 26, 2018

TO: Interested Parties

FROM: Steve Regner, Associate Planner <sup>SR</sup>

PROPOSAL: **Westgate Hotel  
DR2018-0021 / L02018-0003**

LOCATION: The site is between SW Cedar Hills Boulevard and SW Rose Biggi Avenue, north of the light rail tracks. Tax Lot 400, on Washington County Tax Assessor's Map 1S109DD and Tax Lot 6850, on Washington County Tax Assessor's Map 1S116AA.

SUMMARY: The applicant, Canterbury Hotel Group, requests approval for Design Review Three for the development of a 121-room hotel. A Loading Determination is requested in order to reduce the number of loading berths from two to one.

APPLICANT: Canterbury Hotel Group  
Ashish Patel  
11922 NE Airport Way, Suite 100  
Portland, OR 97205

APPLICANT'S REPRESENTATIVE: Arris Studio Architects  
Steve Rigor  
7412 SW Beaverton Hillsdale Highway, Suite 207  
Portland, OR 97205

PROPERTY OWNER: City of Beaverton  
Tyler Ryerson  
PO Box 4755  
Beaverton OR 97076

DECISION: **APPROVAL of DR2018-0021 / L02018-0003 (Westgate Hotel),**  
subject to conditions of approval, as identified in Exhibit D.

## BACKGROUND FACTS

### Key Application Dates

Application	Submittal Date	Application Deemed Complete	120-Day*	365-Day**
DR2018-0021	February 14, 2018	August 8, 2018	December 6, 2018	August 8, 2019
L02018-0003	February 14, 2018	August 8, 2018	December 6, 2018	August 8, 2019

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

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### Existing Conditions Table

<b>Zoning</b>	Regional Center-Transit Oriented	
<b>Current Development</b>	Vacant	
<b>Site Size &amp; Location</b>	The subject site is located between SW Cedar Hills Boulevard and SW Rose Biggi Avenue, north of the light rail tracks. Lot 9200 of Washington County Assessor's Map 1S116AA and is approximately 0.89 acres.	
<b>NAC</b>	Central Beaverton	
<b>Surrounding Uses</b>	<b>Zoning:</b> <u>North:</u> RC-TO <u>South:</u> RC-TO <u>East:</u> RC-TO <u>West:</u> RC-TO	<b>Uses:</b> <u>North:</u> Commercial and Residential <u>South:</u> MAX light rail <u>East:</u> Parking & Condominiums <u>West:</u> Commercial and Residential

## DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

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### Exhibits

#### **Exhibit 1. Materials submitted by Staff**

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

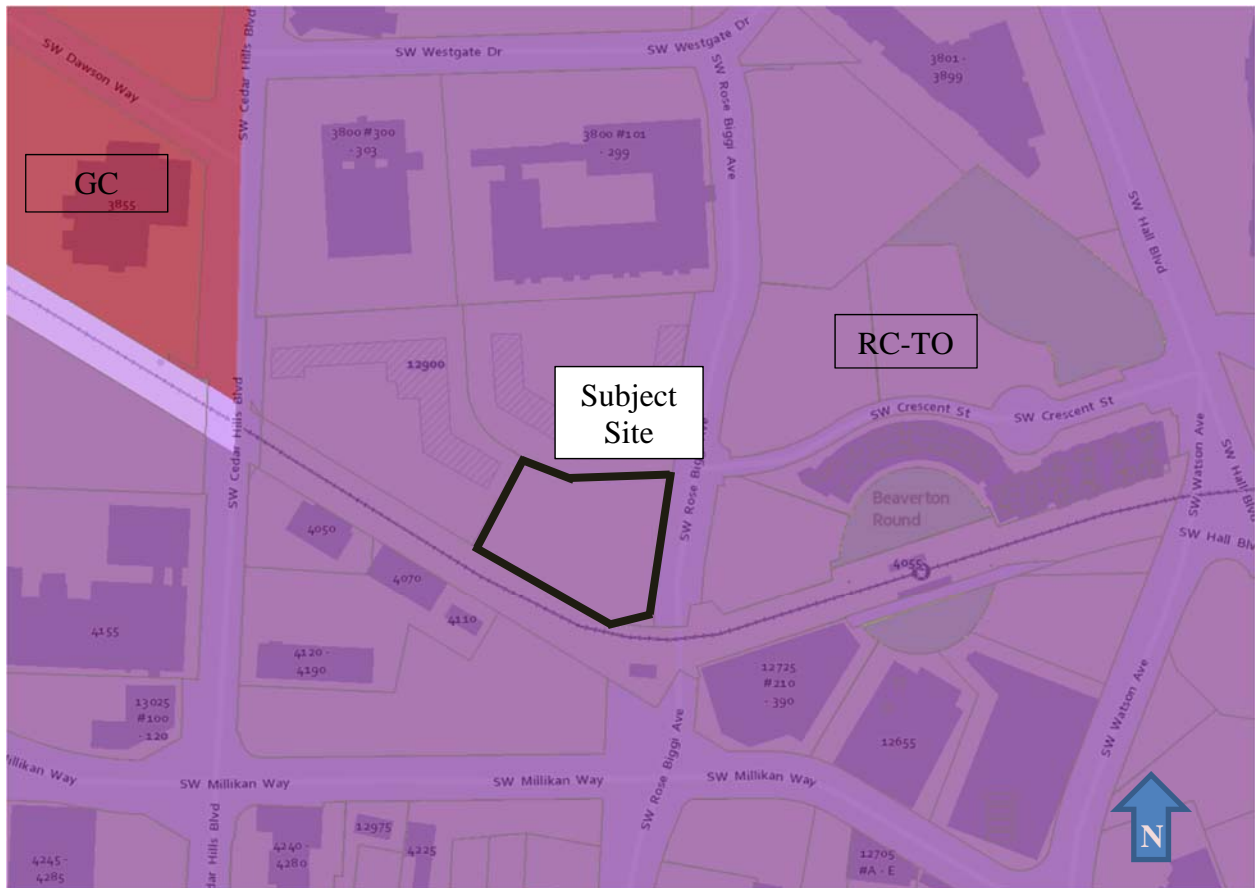
Exhibit 1.2 Aerial Map (page SR-5 of this report)

#### **Exhibit 2. Public Comment**

None Received

#### **Exhibit 3. Materials submitted by the Applicant**

Exhibit 3.1 Submittal Package including plans



**Westgate Hotel  
DR2018-0021 / LO2018-0003  
Zoning Map**



**Westgate Hotel  
DR2018-0021 / LO2018-0003  
Aerial Map**

**FACILITIES REVIEW COMMITTEE  
TECHNICAL REVIEW AND RECOMMENDATIONS  
Westgate Hotel  
DR2018-0031 / LO2018-0003**

**Section 40.03 Facilities Review Committee:**

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

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

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

- **All twelve (12) criteria are applicable to the Design Review 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.

*Public Water*

Water service for this site is provided by the City of Beaverton. The applicant proposes to connect to the water line in SW Crescent Street currently under construction with the Westgate Mixed Use development (casefile DR2016-0013 et al). Sufficient water service is available to serve the project site.

*Public Sanitary Sewer*

Sanitary sewer service for this site is provided by the City of Beaverton. The applicant proposes to connect to an existing 10 inch sanitary sewer line in SW Rose Biggi Avenue. Adequate capacity exists to serve the proposed development.

### *Stormwater*

Stormwater is provided by the City of Beaverton. The development proposes to connect to an existing stormline in SW Rose Biggi Drive. Water quality treatment is provided by a combination of storm filters and a small storm water planter. The applicant has provided a utility plan and storm drainage report showing how the parcels can be served. Adequate capacity exists to serve the proposed development.

### *Transportation*

The proposed development will have 121 hotel rooms and an approximately 2,600 square restaurant space. According to the Traffic Impact Analysis (TIA) prepared by Lancaster Engineering, the applicant's traffic engineer, the development is expected to generate 63 trips during the PM peak hour. The surrounding street system will be able to accommodate the proposed development's traffic and continue to meet city performance standards.

### *Fire Protection*

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). TVF&R has provided conditions of approval for the development. By meeting the conditions of approval the proposal will meet TVF&R requirements which will be verified at the time of Site Development Permit issuance.

The Committee finds that the proposed development will provide the required critical facilities, as conditioned. Therefore, the Committee finds the proposal meets the criterion for approval.

**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 and City Police Department.

The site will be served by the Tualatin Hills Park and Recreation District (THPRD).

The City of Beaverton Police will serve the development site.

Tri-Met will serve the development site. The site is most directly served by the Blue Line MAX light rail at the Beaverton Central Station, approximately 350 feet from the subject site. The number 20 bus line is located on SW Hall Boulevard approximately 1,000 feet to the north of the subject site.

Bicycle parking will be installed to meet the applicable Development Code requirements. One staple rack will be installed on SW Crescent Street, and will be credited as the required two short term bicycle parking spaces supporting the development. Long term parking will be supplied on-site.

**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 Regional Center – Transit Oriented (RC-TO) zone as applicable to the above mentioned criteria. As demonstrated in the chart, the development proposal meets all applicable standards.

**Therefore, the Committee finds that 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.***

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

***60.25 Off-Street Loading Requirements***

The project as proposed requires two Type B loading berths. The applicant's plans show one Type B loading berth on-site, located at the west edge of the building. The applicant has applied for a Loading Determination application, requesting the proposal be approved with the one Type B loading berth. Additional analysis can be found in Attachment C of the staff report.

***60.30 Off-Street Parking***

The Development Code does not require any parking for Temporary Living Quarters, including hotels, in the RC-TO zone. However, the applicant has provided 33 on-site parking spaces. This is well below the 151 space maximum as defined by the code.

The applicant proposes one staple rack in the SW Crescent street right of way to meet the two short-term bicycle parking requirement. The Traffic Engineer has approved this location. Five bike lockers are provided on-site to meet the long term parking requirement.



Section 60.55.10 General Provisions

As noted above, the applicant prepared a Traffic Impact Analysis (TIA) that demonstrates that the surrounding street system can reasonably accommodate the expected growth in traffic due to the increased size and altered circulation pattern for the school.

Section 60.55.20 Traffic Impact Analysis

The applicant conducted a Traffic Impact Analysis, as required. The study met the applicable standards for scope, contents, analysis, and recommended mitigations.

Section 60.55.25 Street and Bicycle and Pedestrian Connection Requirements

The applicant's plans show that the development will be accessible by foot and by bicycle, as required.

60.60 Trees and Vegetation Requirements

No trees are proposed for removal with this project

The committee recommends standard conditions of approval for tree protection fencing during construction for any nearby off-site trees.

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 the owner will be the developer of the property, and will maintain all private facilities. 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.***

Pedestrian paths a minimum of five feet wide surround the entirety of the building, serving all public entrances and parking. Vehicular circulation is limited to a single drive aisle serving the parking lot.

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

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

The on-site pedestrian paths connect to the city sidewalks on SW Rose Biggi and SW Crescent. The parking lot is connected to SW Crescent via a shared access drive on the west edge of the property. Furthermore, the applicant has requested that the four on-street parking spaces on SW Crescecent Street to have specific time restrictions. The Traffic Engineer has approved two of the parking to be signed as 15 minute spaces, and two of the spaces to be signed as loading zones. While these parking spaces can be used by hotel patrons to load and unload vehicles, they are public spaces, and can be occupied by any user, consistent with the time limits.

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

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

Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). Specific details regarding fire flow and hydrant placement will be reviewed for flow calculations and hydrant locations during site development and building permit stages.

The Committee concludes that, subject to meeting the conditions of approval the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

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

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.

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.

**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 states that the proposal is consistent with city code and will direct stormwater to catchbasin and LIDA swales that connect to stormwater lines that are either existing or will be constructed with the Westgate Mixed Use development (casefile DR2016-0013 et al). Staff concurs that site grading will accommodate the proper treatment and conveyance of storm water.

The applicant must show compliance with Site Development erosion control measure 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 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 60.55.25.10 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 February 14, 2018 and was deemed complete on August 8, 2018. 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

### Regional Center – Transit Oriented (RC-TO) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 20.20.20. Land Uses – RC-TO</b>			
Use, Permitted	Temporary Living Quarters	The applicant proposes one 121-room hotel.	<b>YES</b>
Use, Permitted	Eating and Drinking Establishments	The applicant proposes an independent restaurant within the hotel.	<b>YES</b>
<b>Development Code Section 20.20.15. Site Development Standards – RC-TO</b>			
Land Area Minimum	No Minimum	Approximately 38,800 square feet	<b>YES</b>
Lot Dimensions Minimum	No Minimum	Width: Approx. 245 feet at midpoint Depth: Approx. 155 feet at midpoint	<b>YES</b>
Yard Setbacks Minimum	Front: 0 feet Side: 0 feet Rear: 0 feet	Front: 0 feet Side: 0 & 35 feet Rear: 12 feet	<b>YES</b>
Building Height Maximum	120'	The maximum building height proposed is 68' 8" above grade plane.	<b>YES</b>

## Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review guidelines will be reviewed in the Design Review portion of the staff report.	<b>See Findings for DR2018-0021</b>
Development Code Section 60.07			
Drive-Up window facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	<b>N/A</b>
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a floodplain, floodway or floodway fringe.	<b>N/A</b>
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 techniques proposed.	<b>N/A</b>
Development Code Section 60.15 – Land Division Standards			
Land Division Standards	Standards pertaining to Land Divisions	No Land Division has been applied for.	<b>N/A</b>
Development Code Section 60.25 – Off Street Loading			
Loading Facilities	2 Type B loading berths	The applicant proposes 1 Type B loading berths to serve the entire development.	<b>See Findings for LD2018-0003</b>
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking Zone A	Total Required: 0 Spaces	<u>Vehicle Parking</u> 33 spaces	<b>YES</b>
Required Bicycle Parking	Short Term Total: 2 Spaces		
	Long Term Total: 5 Spaces		

		Short Term Total: 2 Spaces – Staple Rack on SW Crescent Sidewalk  Long Term Total: 5 Spaces – On- site bike lockers	
Compact Spaces	Twenty percent of required spaces may be compact.	15 compact spaces provided. No parking is required, therefore, this requirement does not apply.	<b>N/A</b>
<b>Development Code Section 60.55 - Transportation</b>			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	<b>Yes- with COA</b>
<b>Development Code Section 60.60</b>			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	There are zero trees on site, therefore no trees are proposed to be removed. Tree protection must be provided if off-site trees are potentially impacted by site improvements.	<b>Yes- with COA</b>
<b>Development Code Section 60.65</b>			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	<b>Yes- with COA</b>

**DR2018-0021  
ANALYSIS AND FINDINGS FOR  
DESIGN REVIEW THREE APPROVAL**

**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 Criteria A-L, and therefore meets the criterion for approval.

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

**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 40.20.15.3.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 to construct a new hotel, totaling approximately 75,125 square feet, and associated facilities. The property is not located in or abutting a residential zone. Therefore, the applicant meets Threshold 1 of a Design Review Three.

- 1. New construction 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 find that the criterion is met.**

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

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

**Therefore, staff find 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.

**Therefore, staff find the proposal will meet the criterion for approval by meeting the conditions of approval.**

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 project proposal is a new development. Therefore, this criterion, which pertains to additions or modification of existing development, does not apply.

**Therefore, staff find 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 find 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). [ORD 4531; March 2010]***

The project proposal meets application Threshold #1 and, accordingly, is not subject to Design Standards.

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

7. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, 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 applying to instead meet the applicable Design Guideline(s).***

The project proposal meets application Threshold #1 and, accordingly, is not subject to Design Standards.

**Therefore, staff find 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 Loading Determination is being processed concurrently with the subject request for Design Review Three approval. No additional applications or documents are needed at this time.

**Therefore, staff find 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)*

The applicant states that the building elevations vary with the horizontal plane elements to create interest and engage pedestrians. The building is further articulated with significant glazing, awnings, and materials changes across the building faces.

Staff concurs that the hotel is sufficiently varied to provide visual interest.

**Therefore, staff find 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)*

The applicant states that the building architecture provides vertical elements that breaks down the building into smaller masses. Staff further notes that the vertical elements are emphasized by scoring, materials changes, varied building plane depths, and varied roof heights.

Staff concurs the hotel has vertical elements that balance the longer building elevations.

**Therefore, staff find 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)*

The applicant states that windows, planters, and awnings, as well as emphasized entry elements help the building engage with the pedestrians, providing a connection from the outside to the interior.

Staff concurs that the hotel promotes a comfortable pedestrian scale.

**Therefore, staff find 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)*

The applicant states that the building incorporates offset walls, extensive windows and entry elements to provide interest. Parking is screened from view of the street.

Staff concurs the hotel provides sufficiently articulated elevations.

**Therefore, staff find 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)*

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

The applicant states that the building has various parapet heights to break up the roofline, and a mix of brick, metal, and cement fiber cornice elements have been provided.

Staff concurs that the flat roofs of both hotels are broken up by height changes, and defined by a simple band cornice.

**Therefore, staff find 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.A)*

The applicant states that awnings have been provided along the hotel entry elements to provide weather protection. Staff concurs that sufficient awnings are provided.

**Therefore, staff find 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)*

The applicant states that the primary entrance for the restaurant has been embellished with awnings and storefront windows, and the hotel entrance is enhanced by a protruding metal awning.

Staff concurs that the primary entrances are emphasized..

**Therefore, staff find 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)*

The applicant states a mix of brick and fiber cement panels along with board formed concrete and metal trim accents are utilized to convey permanence. Staff notes that building facades contain significant windows to allow views into first floor interiors.

Staff concurs that the materials proposed provide an impression of permanence.

**Therefore, staff find 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)*

The applicant states that the brick utilized will be a running bond, including decorative brick banding between the first and second floor as well as the parapet element. Staff notes that brick is one of several materials types used on the building elevations. The brick is to emphasize vertical elements to break up the building elevation, and does not provide the effect of excessive running bond.

**Therefore, staff find 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 all equipment will be in room interiors or on the roof. Staff recommends a condition of approval that all equipment shall be screened at the time of installation through parapet walls, plantings, or other suitable means.

**Therefore, by meeting the conditions of approval, staff find 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 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. (Standards 60.05.15.6.A and B) [ORD 4462; January 2008] [ORD 4531; April 2010] [ORD 4706; May 2017]*

The applicant states that the building is located at the property with orientation towards public streets on both frontage. Parking is screen by the building, and landscaping is provided to soften the building edge. Staff concurs that the building is the predominant element on the site when viewed from the street.

**Therefore, staff find the Guideline is met.**

B. *On Class 1 Major Pedestrian Routes, the design of buildings located at the intersection of two streets should consider the use of a corner entrance to the building. (Standards 60.05.15.6.B and D) [ORD 4531; April 2010]*

The applicant states that the restaurant's main entrance is at the corner of SW Rose Biggi and SW Center Street. Both streets are Major Pedestrian Routes. Staff concurs that the building locates a primary entrance at the corner of the two Class 1 Major Pedestrian Routes.

**Therefore, staff find the Guideline is met.**

C. *On Class 1 Major Pedestrian Routes, building entrances should be oriented to streets, or have reasonably direct pedestrian connections to streets and pedestrian and transit facilities. (Standards 60.05.15.6.C and D)*

The applicant states that building entrances for the restaurant and hotel are placed at the edge of the property, oriented towards the public streets and the corner of SW Rose Biggi and SW Crescent. Staff concurs that the building entrances are oriented towards public streets.

**Therefore, staff find the Guideline is met.**

- D. *Primary building entrances should be oriented toward and located in close proximity to public streets and public street intersections. Property size, shape and topographical conditions should also be considered. (Standard 60.05.15.6.E)*

The applicant states that primary building entrances for the restaurant and hotel are placed at the edge of the property, oriented towards the public streets and the corner of SW Rose Biggi and SW Crescent. Staff concurs that the primary building entrances are oriented towards public streets.

**Therefore, staff find the Guideline is met.**

### **7. Building scale along Major Pedestrian Routes.**

- A. *Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single family dwellings are permitted. (Standards 60.05.15.7.A and B) [ORD 4542; June 2010]*
- B. *Building heights at or near the street should help form a sense of enclosure, but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A) [ORD 4531; April 2010]*

The applicant states that building is five stories, with the building height varying from 58 feet to 68 feet. The building height is compatible with the adjacent five and six story buildings currently under construction. The proposed hotel scale will help create a sense of enclosure while the pedestrian oriented elements, such as awnings, windows and planters, will maintain a pedestrian scale. Staff concur that the scale of architecture defines the character of the street with pedestrian orientation and provides a sense of enclosure

**Therefore, staff find the Guidelines are 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) [ORD 4531; April 2010]*

The applicant states that the ground floor elevations provide glazing in and around the

primary entrances, allowing views into the hotel lobby and restaurant spaces. Staff concurs that pedestrian oriented windows and glazing are provided.

**Therefore, staff find 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. (Standard 60.05.15.8.B)*

The applicant states that awnings are provided along both street frontages, providing weather protection. Staff concurs that awnings are provided for pedestrian weather protection.

**Therefore, staff find 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 applicant states that vehicle circulation is provided through a shared driveway on SW Crescent. Pedestrian access to the site is provided on both SW Crescent and SW Rose Biggi. Two building entrances are located on SW Crescent.

The proposal can be found to adequately connect to the public transportation system.

**Therefore, staff find 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 loading areas are accessed from a shared driveway on SW Crescent, and is set back from the street. The waste facility is located in a trash on the southwest corner of the site, away from the public streets

**Therefore, staff find 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 provides a series of pedestrian connections and paths throughout the site connecting shared access drive, building entrances, and parking areas to each other and to the public street system. The pedestrian connections through the development and to adjacent streets are sufficient.

**Therefore, staff find 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)*

The applicant provides connections to all adjacent public streets which are direct and logical. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

**Therefore, staff find 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 has located the building entrances at or near the property line, providing direct access to public streets.

**Therefore, staff find 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 provides pedestrian connections that run through the parking area and are separated from drive aisles and parking areas where possible.

**Therefore, staff find 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 provides sidewalks along all public streets as well as a sufficient internal pedestrian walkway system. Staff concurs that the pedestrian system is adequate.

**Therefore, staff find 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 hard surface materials. Staff concurs that the applicant has proposed hard durable differentiated surfaces for pedestrian connections.

**Therefore, staff find 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 parking has been screened from public streets by the building. Landscaping is provided along the southern edge of the parking lot, to limit help screen the view from the TriMet rail line. Staff concurs that proper screening is provided to screen parking from public streets.

**Therefore, staff find 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. The landscape islands and surrounding vegetation are designed to mitigate the impact of the parking areas.

**Therefore, staff find the Guideline is met.**

**6. *Off-Street parking frontages in Multiple Use zones***

A. *Surface parking should occur to the side or rear of buildings and should not occur at the corner of two Major Pedestrian Routes. (Standard 60.05.20.6)*

B. *Surface parking areas should not be the predominant design element along Major Pedestrian Routes and should be located on the site to safely and conveniently serve the intended users of the development, without precluding future site intensification. (Standard 60.05.20.6)*

The applicant has located the parking at the rear of the building and has located the building at the corner of SW Rose Biggi and SW Crescent, two Major Pedestrian Routes. The parking lot is screened by the building, and not readily visible from public streets. Much of the parking is located underneath upper stories of development, therefore not precluding building intensification.

Therefore, staff find the Guideline is met.

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

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

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

The applicant has provided primary entrances for the hotel and restaurant on SW Crescent. An additional pedestrian connection is provided on SW Rose Biggi providing access to the parking lot.

Therefore, staff find 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)*

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

Staff notes that on-site circulation is limited to a single parking lot drive aisle, and pedestrian walkways wrap the building. The pedestrian walkways are distinct from the parking lot drive aisle.

Therefore, staff find 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 60.05.25.3.A, B, and D)*

The applicant states that planters are provided at street side elevations. The rear parking area contains landscape islands to soften the view from the TriMet rail line. Staff concurs that the proposed landscaping softens the edges of buildings and parking areas

and adds aesthetic interest.

**Therefore, staff find 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 states that the site size is unable to accommodate an at-grade plaza, but a second story outdoor space is provided with amenities for hotel guests. The common area will be hard surfaced.

**Therefore, staff find the Guideline is met.**

*C. Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standard 60.05.25.3.A and B)*

The applicant states that native landscape elements have been incorporated into the design. Staff concurs that the landscaping selected includes local vegetation that will be compatible with local conditions

**Therefore, staff find 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 60.05.25.3.A and B)*

The applicant states that there are no existing trees on-site. The site was previously a parking lot, and is currently a staging area for nearby construction.

**Therefore, staff find the Guideline is not applicable.**

*E. A diversity of tree and shrub species should be provided in required landscaped areas. (Standard 60.05.25.3)*

The applicant states that a variety of trees, shrubs, grasses and groundcover are proposed. Staff concurs that a variety of trees and shrub species is provided.

**Therefore, staff find the Guideline is met.**

## **7. Fences and Walls**

*A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.6)*

The applicant states a low fence will be constructed between the parking area and the

TriMet rail line. Climbing vines are proposed to provide some screening. Staff concurs that the fencing is attractive and durable.

**Therefore, staff find the Guideline is met.**

*B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.6)*

No fences are proposed in the front yards or adjacent to public streets.

**Therefore, staff find the Guideline is met.**

**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's proposed lighting has been strategically placed to assure sufficient illumination across the site. Staff concurs that the site has sufficient illumination to ensure safety.

**Therefore, staff find 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 applicant states fixtures are a mix of decorative lighting, backlighting and highlights to enhance the look of the building. Staff concurs the lighting is integrated into the project.

**Therefore, staff find 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 all luminaires will be shielded and angled to minimize potential light trespass.

**Therefore, staff find the Guideline is met.**

4. *On-site lighting should comply with the City's Technical Lighting Standards. Where the proposal does not comply with the Technical Lighting Standards, the applicant should describe the unique circumstances attributed to the use or site where compliance with the standard is either infeasible or unnecessary.*

The applicant provides a photometric plan which complies with the maximum property lighting of 0.5 footcandles, except along the northwest property line. The property line is located in the center of a shared drive aisle, which requires additional lighting for safe vehicle and pedestrian movements.

**Therefore, staff find the Guideline is met.**

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2018-0021 (Westgate Hotel)**, subject to the applicable conditions identified in Attachment D.

**LO2018-0003  
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 two (2) Type B berths to one (1). The applicant's request to reduce the number of required loading spaces from two (2) to one 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 the project can successfully operate with one loading berth through the coordination of various loading needs of the hotel and the restaurant. The applicant states that deliveries requiring the loading berth would occur most but not all days, and that on-site laundry facilities significantly lower the loading needs.

The applicant states that the hotel will work with the restaurant to coordinate deliveries to utilize the single loading berth. The applicant notes that as the hotel owner they have the ability to control the frequency and specific delivery times. The applicant has provided the following conceptual delivery schedule:

- Hotel deliveries:
  - Non-perishable and bulk items will be delivered approximately once a week.
  - Perishable deliveries could occur Monday and Wednesday morning, as well as Friday afternoon.
  - Cisco breakfast and bar deliveries would occur once every 10 to 14 days.
  - Smaller deliveries will come in standard vans that fit in regular parking spaces.
- Restaurant deliveries:
  - Non-perishable items would be delivered once a week in the afternoons
  - Perishable items will be delivered weekday mornings, some restaurant types would received an additional bread and/or fish delivery, depending on the restaurant type.

The applicant states that this conceptual schedule is informed by the hotel developer's 30 years of experience managing hotels, including several in Oregon. Staff concurs that given the on-site facilities and applicant control of delivery times, the proposed loading space can adequately serve the proposed development without adverse impacts.

**Therefore, staff finds that 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.***

The applicant states that the loading berth is served by the adjacent shared access driveway, providing safe, efficient vehicle movements away from the primary building entrances. No pedestrian connections will be obstructed by the loading berth. Staff concurs that the loading berth is in the best location for safe circulation patterns.

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

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

Staff cites the conceptual schedule identified in the response to criteria three. The loading needs can be met with one loading berth through coordinated delivery schedules.

**Therefore, staff finds that 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 nor 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 February 14, 2018 and deemed complete on August 8, 2018.

**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 **LO2018-0003 (Westgate Hotel)**. 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

### DR2018-0021 Design Review Three

- A. Prior to any work on site and issuance of the site development permit, the applicant shall:**
1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./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 (April 2017), Resolution and Ordinance 2017-05), 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, all storm water management and treatment facilities, treatment facility plantings, and emergency vehicle access 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 Tri-Met for work within, and/or construction access to the Light Rail corridor. (Site Development Div./JJD)
  7. Submit to the City a copy of an issued permit or other approvals as needed from the Oregon Department of Transportation, Railroad Crossing Safety Section for the work within 500 feet of the Rose Biggi Avenue railroad crossing. (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, if needed by the City Building Official and TVF&R Fire Marshal, an available fire flow analysis including an actual flow test of the existing water system and evaluation by a professional engineer meeting the standards as specified in the Engineering Design Manual Chapter 6, 610.L, using the anticipated maximum fire demand. 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. Submit a copy of issued permits or other approvals if needed from the Clean Water Services District for any construction affecting an Agency sanitary-sewer trunk main (24 inches in diameter or larger). (Site Development Div./JJD)
12. Submit revised plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. (Site Development Div./JJD)
13. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report (March 6, 2018, by Ashley Cantlon, P.E.) demonstrating compliance with City storm requirements (Chapter 3, of City Ordinance 4417) and with CWS Resolution and Order 2017-05, and the CWS LIDA Handbook in regard to water quality treatment. (Site Development Div./JJD)
14. Provide a detailed drainage analysis of the subject site and prepare a final report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level or safe overflow route shall be identified. (Site Development Div./JJD)
15. When, or as required, have obtained the City Building Official's courtesy review approval of the proposed site utility plan for private plumbing needed to serve the development including private fire suppression systems, backflow prevention measures, and regulated utility service locations immediately outside the proposed building. (Site Development Div./JJD)
16. Submit a revised grading plan showing the threshold elevation for all exterior doorways and that each proposed building has a minimum finished floor elevation, building-entry threshold, or dry-floodproofed building construction at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities. This land-use approval shall provide for minor grade changes less than four 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)
17. Submit to the City a certified impervious surface determination of the proposed project by the applicant's engineer, architect, or surveyor. The certification shall include an analysis and calculations of all impervious surfaces as a total on the site. Specific types of impervious area totals, in square feet, shall be given for buildings, parking lots/driveways, sidewalk/pedestrian areas, storage areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area. (Site Development Div./JJD)

18. Pay a storm water system development charge (overall system conveyance and winter detention) for the net new impervious area proposed that is not part of a fully-improved public street. (Site Development Div./JJD) (Site Development Div./JJD)
19. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording in County Records for each applicable lot. (Site Development Div./JJD)
20. Provide plans for LED street lights (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) for all impacted public streets and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles 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)
21. DEAD END ROADS: Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround. (OFC 503.2.5 & D103.1) (TVF&R/DN)
22. AERIAL FIRE APPARATUS ROADS: Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2) (TVF&R/DN)
23. AERIAL APPARATUS OPERATIONS: At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4) (TVF&R/DN)
24. FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS: Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1) (TVF&R/DN)
25. TURNOUTS: Where access roads are less than 20 feet and exceed 400 feet in length, turnouts 10 feet wide and 30 feet long may be required and will be determined on a case by case basis. (OFC 503.2.2) (TVF&R/DN)
26. TURNING RADIUS: The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3) (TVF&R/DN)
27. ACCESS DURING CONSTRUCTION: Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1) (TVF&R/DN)

28. COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW: The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi. **Note**: Appendix B, Section B106, Limiting Fire-Flow is also enforced, save and except for the following:
- In areas where the water system is already developed, the maximum needed fire flow shall be either 3,000 GPM or the available flow in the system at 20 psi, whichever is greater.
  - In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
  - Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1 (TVF&R/DN)
29. 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) **Please provide documentation of fire flow tests within the last 5 years.** (TVF&R/DN)
30. WATER SUPPLY DURING CONSTRUCTION: Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1) (TVF&R/DN)
31. 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)
- This distance may be increased to 600 feet for buildings equipped throughout with an approved automatic sprinkler system.
  - 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. (TVF&R/DN)
32. FIRE HYDRANT NUMBER AND DISTRIBUTION: The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in (OFC Table C105.1) **Please show number and locations of hydrants proposed for this project.** (TVF&R/DN)
33. FIRE HYDRANT(S) PLACEMENT: (OFC C104)
- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
  - Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the fire code official.
  - Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the fire code official.

- Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the fire code official. (TVF&R/DN)
34. FIRE HYDRANT DISTANCE FROM AN ACCESS ROAD: Fire hydrants shall be located not more than 15 feet from an approved fire apparatus access roadway unless approved by the fire code official. (OFC C102.1) (TVF&R/DN)
  35. 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)
    - Fire department connections (FDCs) shall normally be located remotely and outside of the fall-line of the building when required. FDCs may be mounted on the building they serve, when approved.
    - FDCs shall be plumbed on the system side of the check valve when sprinklers are served by underground lines also serving private fire hydrants (as diagramed below). (TVF&R/DN)
  36. 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) (TVF&R/DN)
  37. UTILITY IDENTIFICATION: Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1) (TVF&R/DN)
  38. Emergency Responder Radio Coverage: In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1, OFC 510.1, and Appendix F) **Emergency responder radio system testing and/or system installation is required for this building. Contact TVF&R for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit. Due to the size of this structure an Emergency responder Radio Coverage (ERRC) system will be required.** (TVF&R/DN)
  39. The short-term bicycle parking rack shall design and location shall be approved by the Traffic Engineer. (Planning/SR)
  40. Submit plans showing temporary tree fencing for all adjacent off-site trees possibly impacted by site improvements. (Planning/SR)
  41. Provide a revised lighting plan showing compliance with the Technical Lighting Standards of the Development Code. (Planning/SR)
  42. Ensure that the associated Loading Determination application (LO2016-0001) has been approved. (Planning/SR)
  43. submit plans to verify the sight distance per the City's Engineering Design Manual section 210.10 at the intersection of SW Crescent Street and Rose Biggi Avenue and at the common parking lot access on SW Crescent Street. (Transportation/JK).

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

34. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
35. 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)

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

36. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
37. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
38. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
39. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
40. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
41. Have recorded the final plat for Preliminary Partition LD2016-0021.

**D. Prior to final inspection of any building permit, the applicant shall:**

42. Have installed the bicycle parking as approved. (Planning Div./SR)
43. Have installed street trees along all frontages. (Planning Div./SR)
44. 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/SR)
45. 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/SR)
46. 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/SR)
47. Ensure all landscaping approved by the decision making authority is installed. (Planning Div./SR)
48. 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 Div./SR)
49. Ensure that the planting of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Deciduous trees shall have straight trunks and be fully branched, with a minimum caliper of 1-1/4 inches and a

minimum height of 8 feet at the time of planting, except that dwarf and compact varieties may be may be approved at any size. Deciduous trees may be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked. (Planning Div./SR)

50. All mechanical units, roof or ground mounted, must be screened from view of public streets and adjacent properties. (Planning Div./SR)

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

51. 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)
52. Submit any required on-site easements not already dedicated on the subdivision 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)
53. Provide a post-construction inspection, cleaning, system maintenance, and StormFilter servicing report per manufacturer's recommendations for the project'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)
54. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment/replacement of the vegetation and restoration of full function within the planted surface water management facility areas, as determined by the City Engineer. If the plants are not well established or the facility not properly functioning (as determined by the City Engineer) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Engineer prior to release of the security. (Site Development Div./JJD)

**LO2018-0003 Loading Determination**

1. Ensure that the Design Review Three (DR2018-021) application has been approved and is consistent with the submitted plans. (Planning/JF)