



Community Development Department
Current Planning Division
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MEMORANDUM

City of Beaverton
Community Development Department

To: Interested Parties
From: City of Beaverton Planning Division
Date: November 8, 2019
Subject: **DR2018-0181 and LO2018-0007 Cedar Hills Crossing Lot 4 Redevelopment**

Please find attached the Notice of Decision for **DR2018-0181 and LO2018-0007 – Cedar Hills Crossing Lot 4 Redevelopment**. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decisions for DR2018-0181 and LO2018-0007 (Cedar Hills Crossing Lot 4 Redevelopment), is final, unless appealed within twelve (12) calendar days following the date of the decision. The procedures for appeal of a Type 2 Decision are specified in Section 50.65 of the Beaverton Development Code. The appeal shall include the following in order for it to be accepted by the Director:

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

The appeal closing date for DR2018-0181 and LO2018-0007 – Cedar Hills Crossing Lot 4 Redevelopment, is 4:30 p.m., November 20, 2019.

The complete case files including findings, conclusions, and conditions of approval, if any, are available for review. The case files may be reviewed at the Beaverton Planning Division, Community Development Department, 4th Floor, Beaverton Building/City Hall; 12725 SW Millikan Way between 7:30 a.m. and 4:30 p.m., Monday through Friday, except holidays. For more information about the case file, please contact Jana Fox, Planning Manager, at (503) 526-3710.

Accessibility information: *This information can be made available in large print or audio tape upon request. Assistive listening devices, sign language interpreters, or qualified bilingual interpreters can be made available at any public meeting or program with 72 hours advance notice. To request these services, contact Jana Fox by calling 711 503-526-3710 or email jfox@beavertonoregon.gov*



STAFF REPORT

DATE: November 8, 2019

TO: Interested Parties

FROM: Sierra Peterson, Associate Planner

PROPOSAL: **Cedar Hills Crossing Lot 4 Redevelopment**

LOCATION: 2605 SW Cedar Hills Boulevard
Assessor's Map # 1S109AD Tax Lot 3700

ZONING: Community Service (CS)

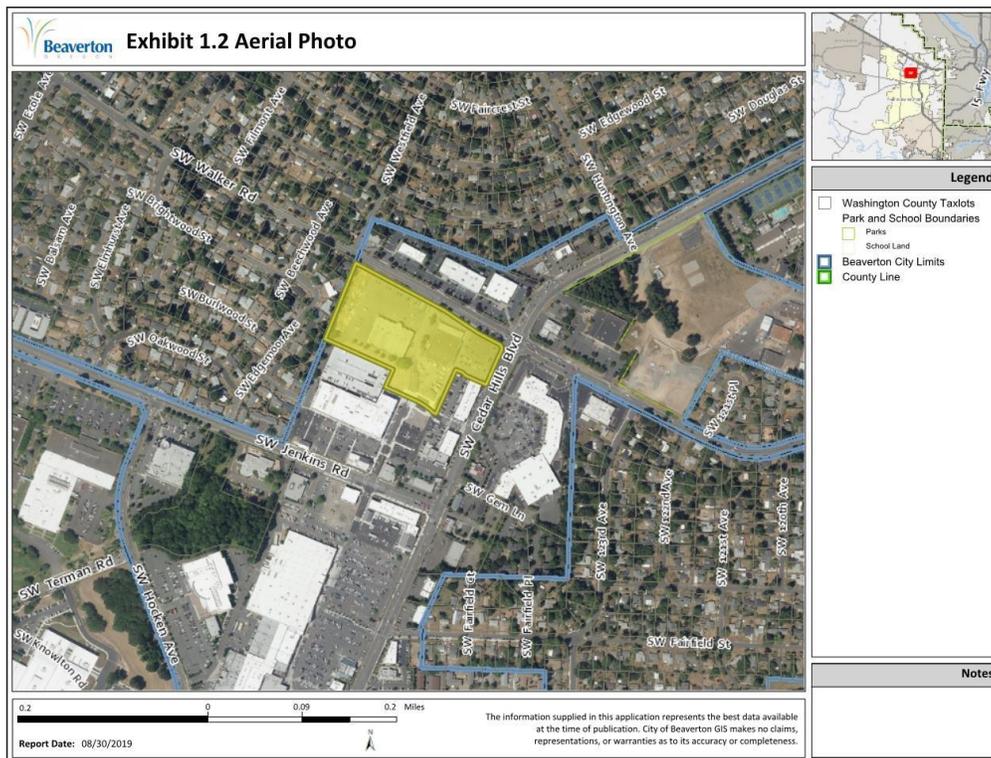
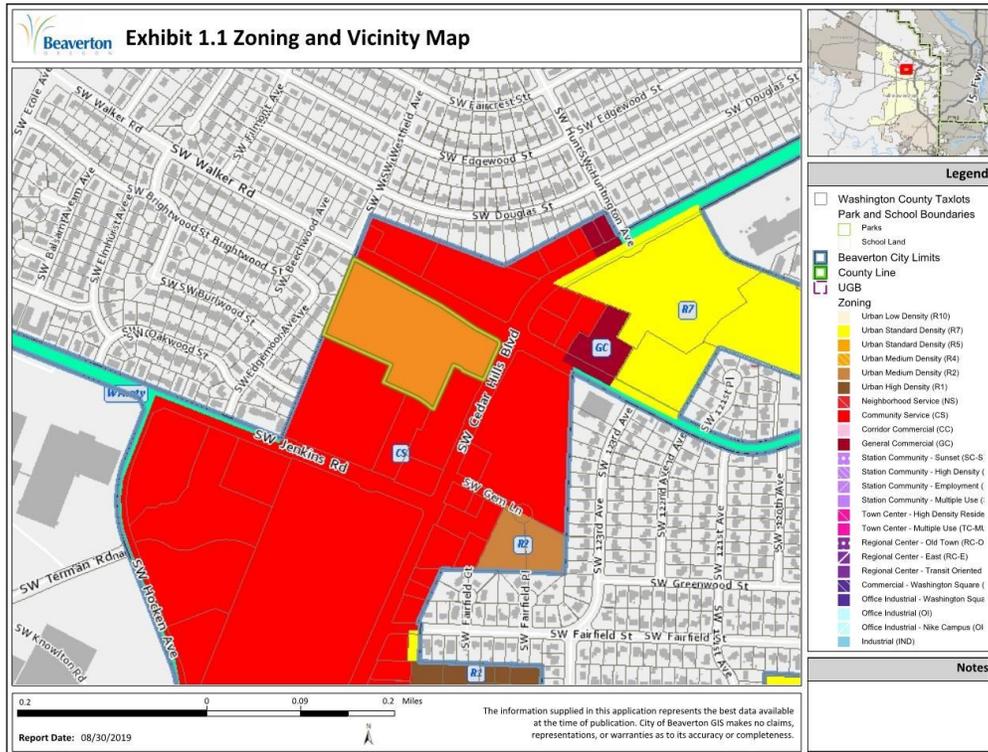
SUMMARY: The applicant requests a Design Review Two approval of approximately 21,903 square feet of new construction in three new commercial buildings in an existing shopping center, and a Loading Determination approval to reduce the required number of loading spaces from two to zero.

PROPERTY OWNER: Mall 2, LLC
1701 SE Columbia River Drive
Vancouver, WA 98661

APPLICANT'S REPRESENTATIVES: DOWL
720 SW Washington Street, Suite 750
Portland, OR 97205

RECOMMENDATION: **APPROVAL of DR2018-0181 and LO2018-0007 Cedar Hills Crossing Lot 4 Redevelopment, subject to conditions identified at the end of this report.**

ZONING/VICINITY/AERIAL MAP



BACKGROUND FACTS

Key Application Dates:

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR2018-0181	December 21, 2018	June 19, 2019	December 18, 2019	June 18, 2020
LO2018-0007	December 21, 2018	June 19, 2019	December 18, 2019	June 18, 2020

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, without a continuance, by which a final written decision on the proposal can be made. The Applicant submitted a continuance request for 30 days.

** This is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions:

Zoning	Community Service	
Current Development	Retail Buildings	
Site Size	Lot 4 is the eastern portion of tax lot 1S109AD03700, which was partitioned into Lots 4 and 5 through LD2018-0030. Lot 4 is 112,820 square feet (2.59 acres)	
NAC	Central Beaverton	
Surrounding Uses	<u>Zoning:</u> North: CS South: CS East: CS West: CS	<u>Uses:</u> North: Shopping Center South: Shopping Center East: Shopping Center West: Shopping Center

DESCRIPTION OF APPLICATIONS AND TABLE OF CONTENTS

	PAGE No.
Attachment A: Facilities Review Committee Technical and Recommendation Report	FR 1-10
Attachment B: DR2018-0164 <i>Design Review Two</i>	DR 1-13
Attachment C: LO2018-0007 <i>Loading Determination</i>	LO 1-4
Attachment D: Conditions of Approval	COA 1-8

Exhibits:

Exhibit 1: Zoning / Vicinity / Aerial Map

Exhibit A: Applicant Materials – Plans

Exhibit B: Applicant Materials – Materials and Finished Form and Materials Board

Exhibit C: Applicant Materials – Lighting and Fixture Details

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
DR2018-0181 AND LO2018-0007 – CEDAR HILLS CROSSING LOT 4**

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 Director's Decision or Planning Commission Notice of Decision, 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 applications as identified below:

- The proposal is for a Design Review Two for the construction of three new commercial buildings, with associated parking and site improvements, and a Loading Determination to reduce the required loading spaces from two to zero.

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

FINDING:

Critical facilities and services, as defined by Chapter 90 of the Development Code, include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection.

The applicant states Critical facilities and services are already provided for the site. Capacity for water, storm water and sanitary sewer is available, as indicated in the Clean Water Services service provider letter (Exhibit B) and the General Notes of the Pre-application Conference Notes (Exhibit C). Tualatin Valley Fire and Rescue currently serves the site. Proposed improvements to SW Cedar Hills Boulevard, shown on Sheet C6.1 of Exhibit A, include new curb, gutter, sidewalk, bike lane and relocation of the existing bus stop, as well as preservation of some existing street trees. This application proposes a public water main extension, as shown on Sheet C5.0. All other public utilities required to serve the site were constructed through previous phases of redevelopment. Proposed private utility connections, shown on Sheet C5.0, include water lines, fire hydrant assembly, sanitary sewer lines and grease interceptors.

Water

The property is served by the City of Beaverton water and there is an existing meter onsite that is sufficient to serve the proposed development. Adequate capacity exists to serve the proposed development.

Sewer

The existing commercial use is served by a sewer line which will serve the proposed development. Adequate capacity exists to serve the proposed development.

Storm Water

The applicant has provided a Stormwater Report addressing quantity and quality for the stormwater resulting from the three new buildings and impervious surfaces. The stormwater report states the project proposes to collect and convey new roof and parking lot water to the two existing Bayfilter Manholes that were installed with Phase 1. A downstream analysis is not required for this site because the overall redevelopment on the property reduced the overall impervious area on the site. Therefore, this project will meet the intent of the standards set by City of Beaverton and Clean Water Services. While the report states that the proposed stormwater facilities are adequate to service the site, Site Development has proposed conditions to address specific stormwater facility requirements pursuant to CWS requirements. As conditioned the project will meet the requirements.

Transportation

A Transportation Impact Analysis memo dated 11/16/18 and prepared by Kittelson & Associates states the net new trips to the site associated with the proposed Lot 4 development is 178 less than the trips generated by existing uses. Thus a full traffic impact analysis is not warranted as this is less than the threshold of 300-new trips per day identified in BDC Section 60.55.

A memorandum titled, "Lots 2 and 4 Trip Generation Update" from Kittleson & Associates dated August 9, 2019 provides an updated assessment of the overall Cedar Hills Crossing Redevelopment. The 8/9/19 memo confirms that the current proposal for Lot 4 does not warrant a full transportation impact analysis as the entire redevelopment to date, plus the proposed development to Lot 4, has increased the site's overall traffic by 206 trips per day on average, and 10 less trips during the PM peak hour. Both the average daily trips and the number of PM peak trips are lower than the thresholds identified in BDC Section 60.55 which would require additional traffic analysis.

The subject site has frontage along two public streets: Approximately 330 feet of frontage along SW Walker Road and 230 feet of frontage along SW Cedar Hills Boulevard. Both SW Cedar Hills Boulevard and SW Walker Road are classified Arterials.

SW Cedar Hills Boulevard

On SW Cedar Hills Boulevard, the applicant's site plans indicate 5 - 4.5 foot varying right of way dedication to accommodate a 50-foot right-of-way to centerline. However this section of SW Cedar Hills Boulevard is proposed to be a 7-lane Arterial requiring 51 feet of right-of-way from centerline to the property line. The applicant's proposed dedication of 4.5 feet does not provide adequate right-of-way to meet this city standard. Staff recommends a condition that dedication, to meet the 51-feet of right-of-way, is recorded prior to the issuance of the Site Development permit.

The applicant also proposes to extend the existing sidewalk to be 10-feet wide to match the City's minimum sidewalk widths along the site's frontage to SW Cedar Hills Boulevard. The sidewalk needs to be placed in the final, ultimate location given the street's future plans to accommodate two northbound left turn lanes. While not shown on their site plans, the applicant will be required to provide a continuous 5 foot bicycle lane along SW Cedar Hills Boulevard to be consistent with the City's minimum standards. The City recommends conditions of approval that prior to issuance of the site development permit revise plans show the right of way dedication, the extension of the sidewalk and the addition of bike lane on SW Cedar Hills Boulevard, along the frontage of the development.

SW Walker Road

The applicant's submitted site plans show right of way dedication ranging between 14.5 and 20 feet along the frontage to SW Walker Road (Plan C6.0 in Attachment A). This dedication will be provided to accommodate the future intersection improvements identified in the November 2015 Cedar Hills Crossing Redevelopment Traffic Impact Analysis (TIA). The November 2015 TIA indicates that at the final buildout of the Cedar Hills Crossing Redevelopment, the expected queue lengths for eastbound traffic on SW Walker Road at the intersection of SW Cedar Hills Boulevard exceeds available storage, and that the intersection is expected to fail with a volume to capacity (V/C) ration of 1.10 for the eastbound through/right movement. To mitigate this impact, the TIA recommends a separate right turn lane be constructed which would prevent the intersection from failing with the added trips from the entire Cedar Hills Redevelopment project.

As noted in prior separate but related land use approvals (See DR2018-2015-0121 and DR2018-0127), the applicant will be required to construct the dedicated right turn lane at a later phase of redevelopment when the anticipated net increase in traffic generated from redevelopment warrants the improvements.

Fire Protection

Fire protection will continue to be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Conditions of approval have been provided and are included.

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

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

FINDING:

Essential facilities and services, as defined by Chapter 90 of the Development Code, include schools, transit improvements, police protection, and on-site pedestrian and bicycle facilities.

The site has existing essential facilities such as transit service, police protection and some pedestrian facilities in the public right-of-way. The proposal includes three new commercial buildings for retail and eating and drinking establishments. The proposal does not add demand to the existing school system. The site is served by TriMet's bus line 20, a frequent service bus line that runs 24-hours, 7-days a week which run on SW Cedar Hills Boulevard with a transit stop directly adjacent to the site.

This project proposes sidewalk improvements along SW Cedar Hills Boulevard, which will involve reconstruction of the TriMet bus stop along the property frontage. The bus stop will be reconstructed through this project in coordination with TriMet. As noted above, the project will also be required to install a 5-foot standard bicycle lane along SW Cedar Hill Boulevard.

The proposal includes new pedestrian circulation on-site providing safe circulation from the new buildings to the public right-of-way. SW Cedar Hills Boulevard has existing sidewalks that will be widened, and new bicycle lanes will be added to meet the minimum City standards for an arterial. The easternmost segment of SW Walker Road contains existing public sidewalks and bike lanes. Staff finds essential facilities and services are available to serve the proposed development.

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

- C. *The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject application; provided, however, if the approval of the proposed development is contingent upon one or more additional applications, and the same is not approved, then the proposed development must comply with all applicable provisions of Chapter 20 (Land Uses).***

FINDING:

All of the applicable provisions of Chapter 20 are met and addressed below. No exceptions or modifications are requested.

The property is zoned Community Services (CS). Retail and eating and drink establishments are permitted uses in this zone. The site complies with the minimum land area, minimum lot dimension, and minimum setback requirements for the R-2 zone. Staff also refers to the table summary for chapter 20 development standards hereto.

Therefore, staff finds that the proposal meets the criterion for approval.

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

FINDING:

Staff cites the findings in the Code Conformance Analysis Chart, at the end of the report, which evaluates the project as it relates to applicable Code requirements of Chapter 60. Staff will address Section 60.05. (Design Standards) in separate findings prepared for the Design Review Two. The applicant's response to D simply states that all applicable provisions of Chapter 60, primarily under Section 60.05, are addressed and met through the findings addressed as part of the narrative and plans.

Section 60.30 of the Development Code specifies a minimum number of required off-street parking spaces for shopping center uses at 3.3 parking spaces per 1,000 square feet for gross floor area. The shopping center use on Lot 4 requires 108 vehicle parking spaces and the project provides 150 parking spaces on Lot 4. The applicant states that parking will be shared with the surrounding Cedar Hills Crossing, therefore parking requirements are calculated for the entire shopping center. The overall shopping center has a minimum parking requirement of 724 stalls and a maximum of 1,073. Including the parking proposed with this application, the shopping center will have 894 stalls.

The shopping center use requires six (6) short-term bicycle parking spaces and six (6) long term bicycle parking spaces for Lot 4. The project provides six (6) short-term bicycle parking spaces and six (6) long term bicycle parking spaces.

Section 60.55 in the Development Code ensures that developments meet the design and performance requirements for all streets and transportation facilities constructed or reconstructed within the City of Beaverton. The applicant included a Trip Generation Memo titled, "Lots 2 and 4 Trip Generation Update" from

Kittleson & Associates dated August 9, 2019 provides an updated assessment of the overall Cedar Hills Crossing Redevelopment. The 8/9/19 memo confirms that the current proposal for Lot 4 does not warrant a full transportation impact analysis as the entire redevelopment to date, plus the proposed development to Lot 4, has increased the site's overall traffic by 206 trips per day on average, and 10 less trips during the PM peak hour. Both the average daily trips and the number of PM peak trips are lower than the thresholds identified in BDC Section 60.55 which would require additional traffic analysis.

The proposal includes demolishing two buildings, and constructing three new buildings within Lot 4 which has roughly 300-feet of frontage along SW Walker Road, and roughly 250 feet of frontage on SW Cedar Hills Boulevard, both of which are arterials. As noted in the findings in Criterion A, the application will be required to dedicate additional right of way along both street frontages, as well as construct public improvements along SW Cedar Hills Boulevard to meet the capacity needs identified in the TIA as well as the City of Beaverton's Transportation System Plan.

The Applicant's response to 60.55.10 (2) states that all transportation mitigation measures identified in the 2015 TIA have already been implemented with site redevelopment to date; however, the mitigation improvements to the intersection of SW Walker Road and SW Cedar Hills Boulevard (and its associated right of way dedications needed for implementation) have not been completed. Because this proposal has frontage along SW Walker Road, staff recommend a condition of approval for the dedication requirement for the future separate right turn lane, as well as a requirement to add a sidewalk and landscape buffer to the frontage along SW Walker Road given the redevelopment occurring at the north end of the property. The future signalized intersection at the western edge of SW Walker as well as the future separate right turn lane will be required at a future redevelopment phase.

Section 60.55.25 of the Development Code requires adequate pedestrian connections within the site and connecting to the adjacent sidewalks and transit facilities. The applicant's site plans show new pedestrian connections between the proposed buildings and the sidewalks on both SW Walker Road and SW Cedar Hills Boulevard where spacing between the walkways is less than the minimum standard of 300 feet.

Staff finds that by meeting the recommended conditions, the proposal to meet all applicable facility review provisions of chapter 60.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following

private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

FINDING:

The applicant states that the private common facilities and areas on-site, including those mentioned in this standard, are strategically located and easily accessible, allowing for adequate and normal operation and maintenance. Private common facilities and areas on-site, shown on the Site Plan, Grading Plan, Storm Plan, Walker Interim and Future Street Plans, Cedar Hills Street Plan and Landscape Plan (Sheets C2.0, C3.0, C4.0, C6.0-6.2, and L.1 in Exhibit A, will be maintained and replaced, as needed, by the property owner. Operation and maintenance can be achieved without the use of City or public agency resources.

Therefore, staff finds that the proposal meets the criterion for approval.

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

FINDING:

The applicant states that on-site pedestrian, bicycle and vehicle circulation areas are indicated in the Site Plan (Exhibit A, Sheets C2.0). As shown on the site plan, pedestrians and vehicles will be able to enter the site from three different public street accesses (at SW Cedar Hills Boulevard, SW Jenkins Road, and SW Walker Road). The drive aisles and pedestrian pathways will lead through the site and connect with the adjacent Cedar Hills Crossing lots (Lots 1, 2, 3 and 5) to the west and south. Pedestrian sidewalks throughout the site will be separated from drive aisles by a six-inch concrete curb, except where crossing drive aisles. Sidewalks throughout the parking lot will connect directly to sidewalks around each building. The applicant will be required to install lighting in the pedestrian circulation areas that is consistent with the City's Engineering Design Manual (EDM) Section 450 and the Technical Lighting Standards. Staff recommends a condition of approval that the applicant submit plans prior to Site Development Permit approval that show the pedestrian areas are lighted to a minimum level of 0.5 foot candles to meet the minimum standards. This system is designed to provide for safe and efficient movement of all modes of transportation.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

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

manner.

FINDING:

The applicant states that on-site pedestrian, bicycle and vehicle circulation networks will be provided as indicated on the Site Plans (Exhibit A, Sheets C2.0). The on-site vehicular and pedestrian circulation system on Lot 4 will connect to SW Cedar Hills Boulevard, SW Walker Road, and SW Jenkins Road via previously approved existing accesses throughout the Cedar Hills Shopping Center. This system is designed to provide for safe and efficient movement of all modes of transportation. As shown on the site plans, access connections for all three modes of transportation, including bicycles, pedestrians and vehicles, are already provided at all three frontages of the Cedar Hills Shopping Center. This project will include improvements to the sidewalks on both SW Walker Road and SW Cedar Hills Boulevard which will be connected to the on-site pedestrian circulation. Staff cite the findings in Criterion A and the associated conditions as applicable in providing safe, efficient, and direct circulation.

Therefore, staff finds that by meeting the condition of approval, proposal meets the criterion for approval.

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

FINDING:

The applicant states that structures and facilities providing adequate fire protection already exist at the site, including adequate fire flow (See the Site Plan, Utility Plan and Public Water Plan, Exhibit A, Sheets C2.0, C5.0-5.1.). The Site Plan, Sheet C2.0, demonstrates that the site design will provide adequate turning and maneuvering areas for emergency vehicles, including fire trucks. The Utility Plan, Sheet C5.0, shows the location of the proposed fire hydrant and fire service lines. Exhibit J is a Hydrant Flow Test provided by the City for a nearby site; based on this test and initial feedback from the City, the applicant is not anticipating fire flow issues. An updated Fire Flow test has been ordered from the City, however, the attached test demonstrates there should be no concerns regarding capacity in the system. A fire flow design and calculation will be submitted with building permit drawings. Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). TVF&R conditions of approval are included in this report. Additionally TVF&R requirements will be verified at the time of Site Development Permit issuance.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for 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 crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.***

FINDING:

The applicant states that all public structures and facilities were designed in accordance with the appropriate City codes to meet this standard. Public structures and facilities providing adequate service already exist at the site, including a water system that provides adequate fire flow, as shown in Exhibit J. The Site Plan, Sheet C2.0, shows a well-designed cohesive site plan, designed in accordance with applicable codes and standards to provide adequate protection from crime and accident. Buildings have been designed to provide visibility to the parking areas and adjacent public and private streets. Lighting has been provided throughout the site to aid in crime prevention, as shown in the Photometric Plan, Sheet E.02A of Exhibit A. In addition, access drives have been designed to provide safe access to and from the public street system through the use of sight distance triangles.

Plans submitted to the city demonstrate compliance with the City's Technical Lighting standards (60.05). All property lines are limited to a maximum of 0.5 foot candles.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

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

FINDING:

The applicant states that as shown on the Grading Plan, Sheet C3.0, proposed grading is appropriate to accommodate the proposed use. Grading has been designed to minimize effects on off-site properties, and no adverse impacts to neighboring properties will occur. Grading is designed to be compatible with the grading of surrounding shopping center properties and run-off is designed to flow towards catch basins, as shown in the Storm Plan, Sheet C4.0 in Exhibit A. The Preliminary Drainage Report, Exhibit D, further demonstrates how the project will accommodate storm water drainage and storage in compliance with the requirements of both the City of Beaverton and Clean Water Services as listed in the Design and Construction Standards for Sanitary Sewer and Surface Water Management.

Therefore, staff finds that by satisfying the conditions of approval, the proposal will meet the criterion for approval.

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

FINDING:

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). Compliance with ADA requirements are reviewed with the Building Permit application.

The applicant states that as shown on the Site Plan (Exhibit A, Sheet C2.0), access and facilities have been provided throughout the site in compliance with American with Disabilities Act (ADA), including sidewalks of appropriate width and slope, ADA accessible curb ramps, and parking and van accessible stalls with appropriate signage and marking. Continuous uninterrupted access routes on site will connect with accessible routes throughout the Cedar Hills Shopping Center and nearby public sidewalks.

Staff finds that review of the proposed plans at Site Development and Building Permit stages are sufficient to guarantee compliance with accessibility standards.

Therefore, staff finds that the proposal meets the criterion.

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

FINDING:

This application package includes all applicable submittal materials required by Section 50.25.1.

The applicant submitted the land use applications on December 21, 2018 and was deemed complete on June 19, 2019. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements, as identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets the criterion.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Community Services Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.05.20			
Eating and Drinking Establishments	Eating and drinking establishments is a permitted use.	Eating and drinking establishments.	Yes
Retail	Retail is a permitted use.	Retail.	Yes
Development Code Section 20.05.15			
Minimum Lot Area	7,000	Lot 4 is the eastern portion of tax lot 1S109AD03700, which was partitioned into Lots 4 and 5 through LD2018-0030. Lot 4 is 112,820 square feet (2.59 acres).	Yes
Yard Setbacks Minimums: Front Side (Corner) Rear Maximum: Front	0-feet 20-feet 0-feet 20-feet	Proposed structures meet minimum setbacks. 3.6-feet 9.8-feet* 47.5-feet 3.6 feet	Yes
Maximum Building Height	60 feet	Proposed structures are approximately 22 to 32 feet in height.	Yes

*Project is subject to 60.05.15.6.C, buildings subject to the street frontage standard shall be located no farther than 20 feet from the property line.

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.	The proposal is to construct three new commercial buildings.	See DR Findings
Off-Street Loading	Two, type B loading berths are required.	The proposal includes a loading determination to reduce the number of loading berths from two to zero.	See LO Findings
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking	<u>Retail, including shopping centers</u> 3.3 parking spaces per 1,000 square feet of gross floor area. The maximum parking ratio is 5.1 parking spaces per 1,000 square feet of gross floor area.	The applicant proposal includes 26,711 square feet of commercial floor area requiring 88 parking spaces. The site contains 150 parking spaces. The entire shopping center has a minimum parking requirement of 724 stalls and a maximum of 1,073. The shopping center will have 894 stalls.	Yes
Off-street bicycle parking	<u>Retail, including shopping centers</u> Short-term: 2 spaces or 1 space per 12,000 square feet of floor area Long-term: 2 spaces or 1 space per 12,000 square feet of floor area	The applicant's proposal will result in six, short-term bicycle parking spaces and six, long-term bicycle parking spaces.	Yes
Development Code Section 60.55 – Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes

Development Code Section 60.65 – Utility Undergrounding			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage.	To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes – with COA

**ANALYSIS AND FINDINGS FOR
DESIGN REVIEW TYPE TWO APPROVAL
CEDAR HILLS CROSSING LOT 4 REDEVELOPMENT
DR2018-0181**

Section 40.20.05. Design Review Applications; Purpose

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

Section 40.20.15.2.C Approval Criteria

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

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

FINDING:

The applicant proposes 26,711 gross square feet of new, non-residential development, and the development property does not abut a residential zoning district. Therefore, this proposal meets Threshold 1, below, and is subject to Design Review Two application review.

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

Therefore, staff finds that the proposal meets the criterion for approval.

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

FINDING:

The applicant paid the required associated fee for a Design Review Two application.

Therefore, staff finds that the proposal meets the criterion for approval.

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

FINDING:

The applicant submitted the application on December 21, 2018 and deemed themselves complete on June 19, 2019. A Request for Continuance was filed extending the 120-day review period by 30 day expiring on November 18, 2019. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets the criterion for approval.

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

FINDING:

Staff cites the findings in the Design Review Standard Analysis chart in this report which evaluate the project in response to applicable Code standards of Sections 60.05.15 through 60.05.30 (Design Standards). In part, the chart provides a summary response to design review standards determined to be applicable in the subject case. The applicant's plans and materials show compliance with these standards.

Therefore, staff finds that the proposal meets the criterion for approval.

5. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Standards if any of the following conditions exist:

FINDING:

The proposal is not an addition or modification to existing buildings.

Therefore, staff finds the criterion approval is not applicable.

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

FINDING:

The applicant has submitted all documents related to this request for Design Review Two approval. A Loading Determination application is being processed concurrently with the subject request for a Design Review Two. The Design

Review Two application is dependent upon approval of the Loading Determination application. Staff recommends a condition of approval which states that approval of the Design Review Two application is subject to approval of the Loading Determination application.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2018-0181 (Cedar Hills Crossing Lot 4 Redevelopment)**, subject to the conditions below (Attachment D).

Design Review Standards Analysis

Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
<p>60.05.15.1.B Buildings visible from and within 200 feet of an adjacent public street shall have a minimum portion...30% articulation and variety</p>	<p>Building 8. This standard applies to the north, west, and east facades of the building. All changes in material types have a minimum dimension of two feet and minimum area of 25 square feet. The building is bookended on the west and east facades by brick masonry with stucco material infill, tenant storefronts and entries. This material and detail application wraps the northwest corner and anchors the first of three masses along the north elevation. The northeast corner of the north elevation (976 square feet) is composed of the following materials:</p> <ul style="list-style-type: none"> • Brick Masonry: 363 square feet (37 percent) • Stucco: 403 square feet (41 percent) • Glazing: 162 square feet (16 percent) <p>The mid-building massing is offset and setback 16 feet and 6 inches lower from the northeast corner massing with a series of 4-foot-wide stucco piers with two 23-foot-wide and one 24-foot-wide, 3 inch recessed, stucco bays with joints and a differentiating color. The façade provides one bay of storefront windows within the inset stucco panel, two doors to access electrical service room, and a primary tenant entry and storefront with extended built canopy occurs along this area of the façade pronouncing the building entry and varying the facade. The northeast corner building massing is offset and setback 5 feet 3 inches and is 2 feet 3 inches higher from the mid-building massing and grounds the corner with a lighter color stucco frame with a 3-inch recessed, stucco bay with joints and a differentiating color. The northeast corner is simplified to provide a backdrop for future tenant signage.</p>	<p>YES</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>Signage on this corner of the building is intended to mitigate the need for a separate pylon sign and further visual clutter in the foreground. Signage is not proposed or approved with Design Review application. The east elevation projects 12 inches from the main northeast corner building mass and provides a covered tenant entry facing a shared public plaza. The east elevation tenant entry makes up 689 square feet of the 1,073 square foot east elevation, and is comprised of:</p> <ul style="list-style-type: none"> • Brick Masonry: 266 square feet (39 percent) • Stucco: 88 square feet (13 percent) • Glazing: 290 square feet (42 percent) <p>Echoing the west façade, the east façade presents a 4-foot-wide brick masonry frame with an inset stucco panel above a projected painted, steel canopy.</p> <p>Building 9. This standard applies to the north, east, and south facades of the building. Compliance with this standard is demonstrated in Exhibit A, Sheets A9-4, A9-5, and A9-6. All changes in material types have a minimum dimension of two feet and minimum area of 25 square feet. The building is bookended on the north and south facades by brick masonry with stucco material infill materials and tenant storefronts. The north elevation presents brick masonry material with soldier course cap detail echoing similar masonry details and colorways found throughout the overall development. Additionally, the northeast corner features a 2-foot-deep metal panel frame with integral lighting for a public art installation which anchors the building façade, visually activates the corner at the SW Cedar Hills Boulevard/SW Walker Road intersection and creates a unique public benefit and architectural feature which enhances the varied massing and</p>	

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>articulation along the street frontage. The northwest corner recedes 3 feet 9 inches and is 8 feet lower from the pronounced northeast corner massing and art location. Building materials change to a two-color stucco application with scoreline/joint pattern further distinguishing the prominent art feature wall. Tenant entries and bike parking are covered by a 6-foot-deep painted steel canopy. These materials and details wrap the northwest corner and face the public plaza shared between Buildings 8 and 9. The north elevation (1,796 square feet) is composed of the following materials:</p> <ul style="list-style-type: none"> • Brick Masonry: 398 square feet (22 percent) • Stucco: 523 square feet (29 percent) • Glazing: 230 square feet (13 percent) • Public Art: 467 square feet (26 percent) <p>(Material/installation to be determined)</p> <p>The mid-building massing is offset and setback 1 foot 9 inches and is 6 feet lower from the northeast corner massing to again help pronounce and further distinguish the prominent art feature wall along the east façade. A series of 3-foot-wide stucco piers with 18 feet 4-inch-wide, 6-foot-deep recessed, stucco bays with joints and a differentiating color. Tenant storefronts and entry are provided along this elevation. The façade provides five bays of storefront windows within the inset stucco panel, one door to access the fire sprinkler room, and a primary tenant entry and storefront with extended built canopy occurs along this area of the façade helping identify the building entry and varying the facade. The east elevation (4,042 square feet) is composed of the following materials:</p> <ul style="list-style-type: none"> • Brick Masonry: 912 square feet (23 percent) • Stucco: 1,672 square feet (29 percent) • Glazing: 575 square feet (14 percent) 	

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<ul style="list-style-type: none"> • Public Art: 451 square feet (11 percent) (Material/installation to be determined) • Box rib metal: 195 square feet (5 percent) <p>The southern building massing projects 9 inches proud of the mid-building massing and is 2 feet 7 inches lower with 3-foot-wide brick masonry piers and frame with stucco and storefront inset 3 inches into the bay surrounded by the masonry frame material. Where storefronts are located, 2-foot-deep sunshades provide variation adding depth and shadows along the façade. Lastly, a small box-rib metal panel screened enclosure for electrical service and trash and recycling resides at the very south end of the building. The east face is setback 5 feet 10 inches from the south building massing to minimize the visual impact of the enclosure. This façade is largely screened by landscape materials (shrubs, trees, etc.) in the foreground.</p> <p>Building 10. The building is not visible from and within 200 feet of an adjacent public street and glazing is greater than thirty five percent in accordance with Section 60.05.15.8.A.3. This standard does not apply.</p>	
<p>60.05.15.1.C The maximum spacing between permanent architectural features shall be no more Forty (40) feet in Commercial zones.</p>	<p>Building 8. The building utilizes a cadence of 3 to 4-foot-wide brick or stucco pillars between 3-inch-deep recessed architectural stucco bays. The largest inset bay is 31 feet 9 inches wide.</p> <p>Building 9. The building utilizes 3 and 5-foot-wide brick or stucco pillars between 3-inch-deep recessed architectural stucco bays. The largest inset bay is 18 feet 4 inches wide.</p> <p>Building 10. The building utilizes 3-foot wide brick pillars with 3-inch recessed</p>	<p>YES</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>architectural stucco bays. The largest inset bay utilizing the similar stucco material occurs at the south elevation (mid-building) massing and is 31 feet, 4 inches wide. Where the largest inset bay exists, a large steel canopy covers an exterior patio obscuring the extent of wall area from direct view.</p>	
Roof Forms		
<p>60.05.15.2.C All roofs with a slope of less than 4/12 pitch shall be articulated with a parapet wall that must project vertically above the roof line at least twelve (12) inches or architecturally treated</p>	<p>The proposed roof for building 8 is flat. Parapets provided at the east, west, and north building facades are extended vertically to articulate the street-facing corners while also serving as mechanical screening for future tenant mechanical equipment.</p> <p>The proposed roof for building 9 is flat. Flat, clean, simple parapets and roof forms are consistent with the existing architectural context of Cedar Hills Crossing both to the south and other commercial, surrounding development north of SW Cedar Hills Boulevard. The parapets provided at the northeast corner are exaggerated and extended vertically to help ground and articulate the street-facing corner and pronounce the location of the public art while also serving as mechanical screening for future tenant mechanical equipment.</p> <p>The proposed roof for building 10 is flat. Simple parapets and roof forms are consistent with the existing architectural context of the Cedar Hills Crossing development both to the west as well as other commercial, surrounding development north of SW Cedar Hills Boulevard. The parapets provided at the northeast corner extended vertically and offset throughout the façade articulating street-facing corners and are utilized as mechanical screening for future tenant mechanical equipment.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Primary Building Entrances		
<p>60.05.15.3 Weather protection for primary entrance</p>	<p>Building 8. The primary building entrance at the north (along SW Walker Road) is covered by a 15-foot-deep built steel canopy. Additionally, a 54-foot-long, 4-foot-deep built canopy anchors the NW corner at tenant storefront areas and bike parking areas. Built canopies at south and west tenant entries are 5 feet 6 inches deep and range in width from 18 feet 6 inches to 19 feet 3 inches matching and aligning with extent of tenant storefront areas. Canvas awnings at south tenant entries are 24 feet 1 inch wide and 5 feet 6 inches deep matching and aligning with extent of tenant storefront areas. A 25-foot-long 8-foot-deep built canopy occurs at the east Plaza location.</p> <p>Building 9. The primary building entrance at the east (along SW Cedar Hills Boulevard) is covered by a 7-foot-deep by 13-foot-wide painted steel canopy. The north tenant entry (along SW Walker Rd.) is covered by a 6-foot-deep by 62-foot-long painted steel canopy. This canopy wraps the corner and covers tenant entries on both the north and west façade where adjacent to the public Plaza. Built canopies at west tenant entries are 6-foot-deep and 19 feet 2 inches wide matching and aligning with extent of tenant storefront areas. Canvas awnings at other west tenant entries are 29 feet 9 inches wide and 4 feet deep matching and aligning with the wide of tenant storefront areas allowing flexibility for tenant entry door locations.</p> <p>Building 10. Each tenant storefront area and entry will be covered by either built canopies or awnings. The primary building entrance at the east (along SW Cedar Hills Blvd.) is covered by a seven-foot deep by 13-foot wide painted steel canopy. A six-</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>foot deep painted, steel canopy anchors the northeast corner of the building and wraps the corner, providing both weather protection and potential covered outdoor dining opportunities. The east façade provides a 4-foot deep steel canopy over the mid-building tenant entries. The southeast building corner is covered by a projected, angled painted steel canopy ranging in depth from 10 feet at the south, 11 feet-7 inches on the east and up to 14 feet-9 inches deep. This covers both tenant entries at the east and south façade, as well as a large outdoor patio.</p>	
Exterior Building Materials		
<p>60.05.15.4.B Maximum 30% of primary elevation to be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard</p>	<p>Building 8. This standard applies to the north, west and east elevations. No more than 30 percent of these facades will be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard. Tenant entrances will have clear glazing inset into articulated stucco bays or captured between brick masonry piers. Exposed concrete areas are limited to the tiered, landscape planter areas adjacent to the building. This condition is isolated to the west façade where the exposure is limited to 1 foot 6 inches and the east plaza, where exposure occurs adjacent to the plaza on the south façade, where it is limited to 2 feet 6 inches and is not visible from Walker Road.</p> <p>Building 9. This standard applies to the north, west and south elevations. No more than 30 percent of these facades will be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard. Tenant entrances will have clear glazing inset into articulate stucco bays or captured between brick masonry piers. Exposed concrete areas occur at tiered landscape planter areas adjacent to the building at the north façade</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>where the exposure is limited to 1 foot 6 inches (32 square feet of exposure) and at the plaza shared with Building 8, where exposure occurs adjacent to the plaza along the south façade, where it is limited to 2 feet 6 inches and is not visible from Walker Road. Exposed concrete areas also occur at the west elevation at the storefront base curb transitions at sloped sidewalk areas; exposure here is limited to three locations ranging from 4 to 10 inches in height with 3 to 5 square feet maximum of visible exposure. Where exposed, these areas are a smooth trowel finish.</p> <p>Building 10. This standard applies to the north, west and south elevations. No more than 30 percent of these facades will be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard. Tenant entrances will have clear glazing inset into articulate stucco bays or captured between brick masonry piers. Exposed concrete areas are limited to transitional grading along the north, west, and south façades. Transitional grading along the north façade occurs at the NW corner and is limited to 9.5 inches and 17 square feet. Transitional grading along the west façade is limited to 3 feet 6 inches and 105 square feet. Transitional grading along the south façade is limited to 3 feet-3 inches and 114 square feet.</p>	
<p>60.05.15.4.C Non-residential foundation</p>	<p>Building 8. CMU foundation stem walls, where used and are limited to 3 feet and covered with a smooth plaster finish and painted to match adjacent stucco color. All other CMU walls are clad with brick masonry or stucco materials.</p> <p>Building 9. CMU foundation stem walls, where used and are limited to 3 feet above grade and covered with a smooth plaster</p>	<p>YES</p>

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>finish and painted to match adjacent stucco color. All other CMU walls are clad with brick masonry or stucco materials.</p> <p>Building 10. The site requires transitional grading along the north, west and south façades. The foundation is 3 feet, 6 inches and 105 square feet at the west and 114 square feet at the south, but is incorporated into the building base with an access stair and elevated plinth where exterior, covered tenant seating opportunities are provided for outdoor dining. An open, painted, steel decorative railing surrounds the patio to define the area but also to diminish the visual separation along this edge. Concrete will be smooth-troweled with tooled joints to additionally articulate the vertical face of concrete.</p>	
Roof-Mounted Equipment		
<p>60.05.15.5.A - C Equipment screening</p>	<p>Building 8. All roof mounted mechanical equipment will be screened from adjacent streets or properties by parapet walls. Parapet heights are a minimum of 42 inches high along the south façade. The parapet at the northwest corner extends 19 feet above grade at that side of the building, providing a 5-foot-high screen. The parapet at the northeast corner is at 21 feet 6 inches above grade at that side of the building, providing a 7 foot 4-inch-high screen.</p> <p>Building 9. All roof mounted mechanical equipment will be screened from adjacent streets or properties by parapet walls. Parapet heights are a minimum of 42 inches high along the east façade. Parapet heights on the west façade range from 22 feet to 23 feet 3 inches, providing a 5 to 5 foot 6-inch-high screen. The parapet at the northeast corner is 27 feet 7 inches above grade at that side of the building, providing</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>a 12-foot-high screen.</p> <p>Building 10. All roof mounted mechanical equipment will be screened from adjacent streets or properties by parapet walls. Building parapet heights are a minimum of 42 inches along the west façade. At the northeast corner, parapet heights range from 20 feet-8 inches to 23 feet-8 inches. On the west façade, parapet heights range from 21 feet-4 inches to 25 feet, providing a screen ranging from 3 feet-6 inches to 5 feet.</p>	
Building Location and Orientation along Streets in MU and Com. Districts		
<p>60.05.15.6.A-B Building occupancy on street frontage requirement</p>	<p>The development site is located in a commercial zone on a parcel over 60,000 square feet. The frontage along SW Walker Road is approximately 300 feet. Building 8 occupies approximately 185 feet, or 62 percent, of the street frontage. The frontage along SW Cedar Hills Boulevard is approximately 218 feet. Building 9 occupies approximately 156 feet, or 72 percent, of the street frontage.</p>	YES
<p>60.05.15.6.C Buildings shall be located no farther than 20 feet from the property line</p>	<p>Building 8 is located within 20 feet of the property line, after future right-of-way dedication. Building 9 is located with 10 feet of SW Cedar Hills Boulevard.</p>	YES
<p>60.05.15.6.D-F Major Pedestrian Route</p>	<p>The site is subject to the street frontage standard. The site design meets this standard. Building 8 will contain at least one building primary entrance located within 20 feet from the future property line, after future right-of-way dedication, along SW Walker Road; these entrances will have direct pedestrian connections to the public sidewalk. Building 9 will contain a primary entrance located within 10 feet from the property line along SW Cedar Hills Boulevard with a direct pedestrian connection to the public sidewalk.</p> <p>The proposed secondary entrances face</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	off-street parking areas and a private street.	
Building Scale along Major Pedestrian Routes		
60.05.15.7 Building scale	Per the maps of Section 60.05.55, the site is not located along any Major Pedestrian Route. This standard does not apply.	N/A
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A.3 Glazing required	<p>Building 8. This standard applies to the north, west, east and south facades of the building. The north elevation contains 1,810 square feet of ground floor elevation area; storefront glazing comprises 348 square feet or 19 percent of this area. The east elevation contains 528 square feet of ground floor elevation area; storefront glazing comprises 177 square feet of 34 percent of this area. The south elevation contains 1,837 square feet of ground floor elevation area; storefront glazing comprises 1,039 square feet or 57 percent of this area. The west elevation contains 701 square feet of ground floor elevation area; storefront glazing comprises 240 square feet or 34 percent of this area. There are no tenant entrances along the west façade. Glazing is less than 35 percent along the north, west, and east facades; therefore, increased building articulation and architectural variety is provided pursuant to Section 60.05.15.1.B.2.</p> <p>Building 9. This standard applies to the north, east, west, and south facades of the building. Compliance with this standard is demonstrated in Exhibit A, Sheets A9-4, A9-5, and A9-6. The north elevation contains 728 square feet of ground floor elevation area; storefront glazing comprises 134 square feet or 18 percent of this area. The east elevation contains 1,774 square feet of ground floor elevation area; storefront glazing comprises 394 square feet of 22 percent of this area. The</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	<p>south elevation contains 681 square feet of ground floor elevation area, there is no storefront glazing and no tenant entrances along this facade. The west elevation contains 1,775 square feet of ground floor elevation area; storefront glazing comprises 858 square feet or 48 percent of this area. Glazing is less than 35 percent along the north, south, and east facades; therefore, increased building articulation and architectural variety is provided pursuant to Section 60.05.15.1.B.2. See the response for Section 60.05.15.1.B.2</p> <p>Building 10. This standard applies to the east and south facades of the building. Compliance with the 35 percent glazing requirement is demonstrated in Exhibit A, Sheets A10-2 and A10-3. The east elevation contains 775 square feet of ground floor elevation area; storefront glazing comprises 413 square feet, or 53 percent of this area. The south elevation contains 587 square feet of ground floor elevation area; storefront glazing comprises 209 square feet, or 36 percent of this area.</p>	

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
<p>60.05.20.1 Connect on-site circulation to existing and planned street system</p>	<p>Accesses from the Cedar Hills Shopping Center to public streets have already been provided. This application will create an on-site pedestrian, bicycle, and vehicle circulation system that will connect with the surrounding Cedar Hills Shopping Center and will utilize these existing connections to public street systems.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A Screen from public view	As shown on the Site Plans, Sheet C2.0, waste storage areas and mechanical equipment will be sufficiently screened and will not be visible from a public street. Screening for the solid waste areas will be accomplished by a screen wall.	YES
60.05.20.2.B-D Loading docks and loading zones	No loading docks are proposed with this application. This standard is not applicable.	N/A
60.05.20.2.E Loading vehicles	Loading will occur after business hours in the parking stalls and drive aisles. Truck turning diagrams for small trucks have been included as Exhibit H; these truck sizes are consistent with the vehicle sizes that have been used on the site for the small-scale buildings.	YES
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	Pedestrian connections are already provided through the Cedar Hills Shopping center that connect with the abutting public street system. This application proposes on-site pedestrian circulation systems that will connect to the existing surrounding pedestrian circulation system.	YES
60.05.20.3.B Direct walkway connection	The proposal will create reasonably direct walkways from proposed buildings to the surrounding shopping center and public sidewalks. Building 8 will have direct pedestrian access to SW Walker Road from building entrances along the north side of the building; the primary entrances on the south side of the building will connect to SW Walker Road and SW Cedar Hills Boulevard via connections to the sidewalk that wraps around the building. Building 9 will have direct pedestrian access to SW Cedar Hills Boulevard from building entrances along the east side of the building; the primary entrances on the west side of the	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	building will connect to SW Walker Road and SW Cedar Hills Boulevard via connections from the sidewalk that wraps around the building. Building 10 will have relatively straight and reasonably direct access to public sidewalks along SW Walker Road and SW Cedar Hills Boulevard from the main building entrance via the sidewalk that wraps around the building and the proposed on-site circulation system.	
60.05.20.3.C Walkways every 300'	The development site has approximately 520 feet of street frontage and no vehicle parking between the building and the street. The proposed buildings will be situated within the existing circulation system of the Cedar Hills shopping center, which is configured to provide reasonable access to all abutting street frontages. A reasonably direct walkway into the site is provided from SW Walker Road and SW Cedar Hills Boulevard to all three proposed buildings; the pedestrian sidewalk provides a direct route to all proposed buildings. No access way abuts the site.	YES
60.05.20.3.D Physical separation	Proposed pedestrian routes through parking lots will be separated by a 6-inch concrete curb, except where crossing drive aisles.	YES
60.05.20.3.E Distinct paving	Where proposed pedestrian routes cross drive aisles, they will be constructed of a contrasting material; sidewalks will be concrete and drive aisles will be constructed of asphalt.	YES
60.05.20.3.F 5' minimum width	As shown on the Site Plan, proposed sidewalks through the site will have at least 5 feet of unobstructed width.	YES
Street Frontages and Parking Areas		
60.05.20.4.A Screen from public view	No surface parking is proposed to abut a public street with this application.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Parking and Landscaping		
<p>60.05.20.5.A-D Parking area landscaping</p>	<p>As shown on the Site Plan (Exhibit A, Sheet C2.0), the parking lot has been designed in conformance with this standard. Parking area landscaping exceeds this standard by providing six-foot-wide islands, 80 square feet in area, at a ratio of approximately 1/9.38 spaces.</p> <p>The proposed parking area landscaped islands meet this standard. Parking area landscaping meets this requirement with one tree, a minimum mature height of 20 feet, provided in each island. Additionally, trees are being integrated into tree wells at the perimeter of the parking areas. Sixteen parking lot trees are required and 22 are proposed.</p> <p>The use of sidewalks and walkways is not necessary to meet landscape island requirements.</p> <p>The proposed trees are identified on the City of Beaverton Street Tree List.</p>	YES
Off-Street Parking Frontages in Multiple-Use Districts		
<p>60.05.20.6 Off-street parking frontages</p>	<p>The site is not located on a Major Pedestrian Route and does not include detached residential development.</p>	N/A
Sidewalks Along Streets and Primary Building Elevations in Multiple-Use and Commercial Districts		
<p>60.05.20.7.A-B Required sidewalk widths</p>	<p>This project proposes right-of-way improvements along SW Cedar Hills Boulevard including a 10-foot sidewalk. Right-of-way improvements along SW Walker Road will be completed in the future as part of a County project. Sidewalks are provided internal to the site and along building elevations in compliance with this standard. No residential development is proposed.</p>	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
60.05.20.8.A-B Drive aisles to be designed as public streets, if applicable	Charles Bernard Drive was constructed as a private street, as approved through a previous application; the portion of Charles Bernard Drive on Lot 4, including the access to SW Walker Road, will be shifted slightly east as part of this project and will be reconstructed to city standards as shown on Sheet C2.0 of Exhibit A. The proposed on-site parking lot drive aisles provide direct access to parking stalls. This project will include raised curbs and a five-foot-wide sidewalk along both sides of the street where Charles Bernard Drive runs through Lot 4; the remaining portions of the sidewalk will be constructed as part of Lot 5 development.	YES
Ground Floor uses in parking structures		
60.05.20.9 Parking structure	No parking structures are proposed.	N/A

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.5.A.1 Minimum landscape 10%	As shown on Sheet L.2, tax lot 1S109AD03700 will satisfy the landscaping requirement for uses in Commercial Districts. Lot 4 contains 16,936 square feet of landscaping (15 percent of the total area).	YES
60.05.25.5.B Planting Requirements	As shown on Sheet L.2, the softscape areas of proposed landscaping will comply with this standard. Type and size requirements are met, and total trees and shrubs proposed exceed requirements. Twenty-one trees and 42 shrubs are required for Lot 4. This application proposes 35 trees and 416 shrubs on Lot 4. Ornamental grasses	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	and vegetative groundcover are deployed in landscape areas not occupied by trees and shrubs. No changes are proposed to the existing landscaping on Lot 5; this area will be brought in to conformance as part of a future application and is outside the scope of this proposal.	
60.05.25.5.C Pedestrian Plaza	As shown on Sheet L.2, the total hardscape area used to meet landscaping requirements is 6,647 square feet or 1.9 percent of tax lot 1S109AD03700 (5.9 percent of the total site area for Lot 4). Hardscape areas are comprised of the items listed in this subsection. The proposed plaza between Buildings 8 and 9 will consist of: decorative pavements, furnishing zones with seating, bike parking, and container plantings, and landscaping, including trees, shrubs and groundcovers.	YES
60.05.25.5.D Foundation Landscaping	The elevations of Buildings 8 and 9 that are visible from the public street have windows on the ground floor. Building 10 is not within 200 feet of a public street, and therefore this standard does not apply for building 10.	YES
Retaining Walls		
60.05.25.8 Retaining Walls	No retaining walls greater than six feet in height or longer than fifty lineal feet are proposed with this application.	N/A
Fences and Walls		
60.05.25.9.A and B Fences and Walls	No fences are proposed with this application. Walls will be constructed of commonly used materials. No chain link fences are proposed.	YES
60.05.25.9.C Masonry walls	Proposed walls will be designed to meet this standard.	YES
60.05.25.9.E Fence Heights	No fences or walls are proposed in a required front yard or along collector or arterial streets.	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10.A-B Minimize grade changes	No grading is proposed with 25 feet of a residential property. There are no significant groves of trees or historic trees on or near the site; therefore, no grading would occur near these types of trees.	N/A
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	No non-vaulted surface stormwater detention and treatment facilities with a side slope greater than 2:1 are proposed between a street and the front of an adjacent building.	N/A
Natural Areas		
60.05.25.12 No encroachment into buffer areas.	No streams, wetlands, significant trees and significant tree groves are located on or near the subject site.	N/A
Landscape Buffering Requirements		
60.05.25.13 Landscape buffering between contrasting zoning districts or non-residential use in the residential zone.	Lot 4 is zoned CS and abuts other CS zoned properties. No buffer areas are required for Lot 4.	N/A

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A-E Lighting Design Standards	Lighting will be provided in accordance with 60.05.30.1. A Photometric Plan has been provided as Sheet E0.2a of Exhibit A, demonstrating that lighting will be provided throughout the site at lighting levels consistent with the City's Technical Lighting Standards. As shown on the Photometric Plan, lighting will be provided throughout vehicle and pedestrian circulation areas, parking areas, the proposed plaza, and at all building entrances. Any canopy lighting	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	on site will be recessed so that no bulbs are visible from the public right-of-way.	
Pedestrian-scale on-site lighting		
60.05.30.2.A-C Pedestrian Lighting	<p>Pole-mounted luminaires will comply with the City's Technical Lighting Standards and will not exceed the heights specified in subsection 60.05.30.2.</p> <p>Any proposed non-pole-mounted luminaires will comply with the City's Technical Lighting Standards. No lighted bollards are proposed to exceed 48 inches in height.</p>	YES

**ANALYSIS AND FINDINGS FOR
LOADING DETERMINATION APPROVAL
LO2018-0007**

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 zero (0). The applicant's request to reduce the number of required loading spaces from two (2) to zero 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 total gross floor area of the development is 26,711 SF, and the anticipated hours of operation for all proposed uses are between 7:00AM and 10:00PM. Deliveries for Buildings 8, 9, and 10 will take place in adjacent parking areas during

non-peak hours so that loading will not adversely impact patron parking or on-site vehicle circulation. Potential tenants have indicated that they will not serve the site with semi-truck deliveries at traditional loading berths. Rather, small truck deliveries will better meet the needs of potential tenants. Therefore, locating small-truck deliveries in parking areas during non-peak hours will meet the needs of tenants. Furthermore, the proposed reduction in loading berths will minimize the extent of land devoted to loading and will reduce the visual impacts that occur from having large paved service areas on the site.

Staff concurs that given the limited delivery needs, 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.*

As shown on the Site Plan (Sheet C2.0 of Exhibit A), the site provides safe and efficient vehicular and pedestrian circulation connections to adjacent streets and the remaining area of the Cedar Hills Crossing shopping center. The Site Circulation Plan (Exhibit H) provides turning templates for the site. The Turning template shows a larger truck circulating through the site; however, the applicant has stated that the deliveries will be limited by the individual leases to provide for smaller trucks. A larger truck can navigate the truck on off-peak hours.

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.*

Loading will take place via small-truck delivery during non-peak hours, minimizing conflicts with patron parking and vehicle maneuvering. Since it is anticipated that non-bulky products will comprise the majority of deliveries, the site design accommodates the delivery needs of the proposed retail uses. It is anticipated that the building tenants will accept small-truck deliveries through entrances on the south building face during non-peak hours. Per discussions with the tenant, small-truck deliveries will better meet tenant needs than traditional semi-truck deliveries at loading bays. Deliveries for Buildings 8, 9 and 10 will take place in the adjacent parking lot area during non-peak hours so that loading will not result in adverse impacts to patron parking or on-site vehicle circulation. Truck turning diagrams are provided in Exhibit H demonstrating how delivery vehicles will maneuver within the site.

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.***

All of the applicable provisions of Chapter 60 are met. Applicable provisions are addressed in detail throughout this narrative.

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.***

Continued periodic maintenance and necessary normal replacement of private common facilities will be provided.

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 sites 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 proposal contains all applicable application submittal requirements.

The applicant has submitted all documents related to this request for Loading Determination approval. The application was submitted on December 21, 2018 and deemed complete on July 19, 2019.

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 Two 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 Two application. Staff recommend a condition of approval which states that approval of the Loading Determination application is subject to approval of the Design Review Two 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 **LO2018-0007 (Cedar Hills Crossing Lot 4 Redevelopment)**, subject to the conditions below (Attachment D).

**CONDITIONS OF APPROVAL
CEDAR HILL CROSSING LOT 4
DR2018-0181 / LO2018-0007**

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

1. Submit a new site development application for the proposed work as shown in Lot 4 site plans dated 06/14/2019. The current permit for Phase 1 - SD2016-0014 if still open will be closed out as a separate project. (Site Development Div./JJD/CR)
2. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. The City will be processing Site Development applications and permits electronically. Please see the 'Building in Beaverton / Apply' pages for further information, instructions and options for submitting electronically (Site Development Div./JJD/CR)
3. 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 Resolution 4542 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (April 2019, Resolution and Ordinance 19-5), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD/CR)
4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD/CR)
5. Provide plans showing a City standard commercial driveway apron approved by the City Engineer at the site's entrance and sidewalk improvements. Alternatively, the applicant shall have received approval from the City Engineer for an engineering design exception to deviate from the standard commercial driveway. (Site Development Div./JJD/CR)
6. 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/CR)
7. Submit any required 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). (Site Development Div./JJD/CR)

8. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD/CR)
9. Submit plans for erosion control. Submit a copy of the notification of proposed revisions or closeout of the Oregon Department of Environmental Quality (DEQ) for the previously issued 1200-C General Permit associated with Phase 1, SD2016-0014 (DEQ/CWS/City Erosion Control Joint Permit). The DEQ process is independent of a City or CWS plan revision approval. (Site Development Div./JJD/CR)
10. Provide final construction plans and a final drainage report demonstrating compliance with City surface water management requirements per Section 530, of City Resolution 4542 and with CWS Resolution and Order 19-5. (Site Development Div./JJD/CR)
11. Provide plans that 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 shall be identified. (Site Development Div./JJD/CR)
12. Obtain, they City Building Official's courtesy review and approval of the proposed private site utility plans, if required by OAR 918-780-0040 for private plumbing needed to serve the private water, backflow prevention, storm and sanitary sewer systems outside the proposed building. (Site Development Div./JJD/CR)
13. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. Any extra-capacity water, sanitary, and storm water facility improvements, as defined and determined by the City Utilities Engineer, shall be eligible for system development charge credits to be assigned to lots within the subdivision. 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/CR)
14. Submit to the City a certified impervious surface determination of the proposed project 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 on the site. In addition, specific types of

impervious area totals, in square feet, shall be given for roofs, equipment pads, parking lots and driveways, sidewalk and pedestrian areas, and any gravel or pervious pavement surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, modified existing impervious, the new impervious surface area created, and total final impervious surface area on the entire site after completion. (Site Development Div./JJD/CR)

15. Pay a storm water system development charge (overall system conveyance) for any net new impervious area proposed. Additionally, the project shall pay a storm water quality (summer treatment) and hydromodification fee-in-lieu for any existing impervious area on each legal lot determined by the City Engineer not to practical to provide treatment as defined under “redevelopment” under Clean Water Services standards. (Site Development Div./JJD/CR)
16. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./JJD/CR)
17. Provide evidence of a recent inspection report, including cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer’s recommendations for the site’s existing proprietary storm water treatment systems associated with Phase 1 SD2016-0014 by qualified maintenance provider as determined by the City Engineer. (Site Development Div./JJD/CR)
18. Provide plans for street lights (Option C) and the placement of underground utility lines along street frontages, for affected services to existing lots as approved by City Engineer. 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 must be paid per Section 60.65 of the Development Code. (Site Development Div./JJD/CR)
19. 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)
20. 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)

21. 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 at site development review time. (TVF&R / JF)
22. 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. Provide fire flow calculations. (TVF&R / JF)
23. 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) All FDC's must be remote from the buildings and require a hydrant within 100 lineal feet not crossing a fire lane or access drive. (TVF&R / JF)
24. 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 and/or a fire alarm system will require a Knox Box. (TVF&R / JF)
25. Submit plans showing the adequate right-of-way dedication along the site's frontage of SW Cedar Hills Boulevard as needed to meet the required minimum cross-section of 51-feet from right-of-way centerline (Drawing No. 200-1). (Transportation / KM)
26. Submit plans showing a ten (10) foot sidewalk with trees and tree wells along the site's frontage of SW Cedar Hills Boulevard. The sidewalk must be placed in its final location, assuming the future build out of SW Cedar Hills Boulevard to accommodate two northbound left turn lanes. Site plans must also show a continuous five (5) foot bicycle lane along SW Cedar Hills Boulevard. (Transportation / KM)
27. Submit plans to show that all of the pedestrian circulation areas are lighted to at least a minimum level of 0.5 foot candles to meet the City's minimum technical lighting standards in the Engineering Design Manual (Section 450). (Transportation / KM)

28. Submit plans that shows the required street lighting per the City's Engineering Design Manual along the frontage of SW Cedar Hills Boulevard (Transportation / KM)
29. Submit plans showing the adequate right-of-way dedication along the site's frontage of SW Walker Road of 14.5 – 19.5 feet as shown on submitted plans as "Future ROW", and provides the needed right of way for the Walker Road / Cedar Hills Boulevard intersection improvements currently under design by Washington County. (Transportation / KM)
30. Provide plans and information demonstrating compliance with any and all TriMet's requirements for relocating and reconstructing the bus stop on SW Cedar Hills Boulevard. (Transportation / KM)
31. Provide a revised lighting plan showing compliance at the front property line with the Technical Lighting Standards of the Development Code. (Planning/SD)

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

32. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD/CR)
33. 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/CR)
34. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, specific types of impervious area totals, in square feet, shall be given for 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/CR)
35. Pay a storm water system development charge (overall system conveyance) for each ESU (equivalent surface unit) (Site Development Div./JJD/CR)
36. Have a professional architect, engineer, or surveyor submit plans and specifications to the City Engineer and City Building Official verifying that all at-risk elements of the new construction are at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water

management facilities. The overflow elevation and one-foot-higher minimum finished floor elevation shall be established and clearly documented on all building and site development plan sheets that include elevations and/or contours. (Site Development Div./JJD/CR)

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

37. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD/CR)
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/CR)
39. Ensure all site improvements, including 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/SD)
40. Ensure installation of all exterior lighting is completed in accordance with the plans and fixture details marked "Exhibit C", except as modified by the decision making authority in conditions of approval (On file at City Hall). Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. Illumination of internal light fixtures shall meet the minimum 1.0 foot-candle standard within the site boundaries and shall not exceed 0.5 foot-candle outside at the property line. (Planning/SD)
41. Ensure ground cover plantings are installed at a maximum of 30 inches on center and 30 inches between rows. Rows of plants are to be staggered for a more effective covering. Ground cover shall be supplied in a minimum 4 inch size container, or a 2-1/4 inch container if planted 18 inches on-center. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for groundcover plantings, and shall be limited to no more than twenty-five (25) percent of the required landscape area. (Planning/SD)
42. 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/SD)
43. Ensure deciduous or evergreen shrubs are installed at a minimum, using one-gallon containers or 8 inch burlap balls with a minimum spread of 12 inches to 15 inches. (Planning/SD)
44. Ensure landscaping is replaced if impacted by construction. (Planning/SD)

45. Ensure all new 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/SD)
46. Ensure that all walkways and pathway connections into the parking lot are constructed with scored concrete or modular paving patterns, including ramps as necessary. ADA standards shall apply. (Planning/SD)
47. The proposed location for “future art” on Building 9 shall be review and approved by the City of Beaverton Arts Commission, as well as installed prior to final occupancy. If the “future art” area is revised prior to the first building permit submittal to propose additional storefront systems with doors and glazing, the plans can be revised and reviewed with the building application. A DRCL application is required if changes to the proposed “future art” area are made which would provide a different form or articulation in lieu of artwork or additional storefront doors and glazing. (Planning/SP)

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

48. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD/CR)
49. 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/CR)
50. 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/CR)
51. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD/CR)
52. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Div./JJD/CR)
53. Have substantially completed the site development improvements as determined by the City Engineer, including franchise utility relocation and streetlights being fully functional. (Site Development Div./JJD/CR)

54. 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/CR)
55. Submit any required on-site easements, 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/CR)
56. Provide a post-construction cleaning, system maintenance, and proprietary storm filter recharge/replacement servicing report per manufacturer's recommendations for the site's proprietary storm water treatment systems by a proprietary storm filter 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/CR)