

STAFF REPORT

Report date: April 14, 2021

Application/project name:
Beaverton Town Square Building 1

Application Numbers: DR2020-0037

Proposal: Design Review Three for a new commercial building, approximately 17,100 square feet, on an existing shopping center site, Beaverton Town Square. The proposal also includes a Design Review Build-out Concept Plan to achieve the minimum floor area ratio (FAR) through phased development of the site.

Proposal location: 11875 SW Beaverton Hillsdale Highway, 11995 SW Beaverton Hillsdale Highway and 11405 SW Beaverton Hillsdale Highway, also identified as Tax Lots 2000 and 1401 on Washington County Tax Assessor's Map 1S115BA and 1300 on Washington County Tax Assessor's Map 1S115AB.

Applicant: Beaverton Town Square, LLC by McGill Commercial, LLC

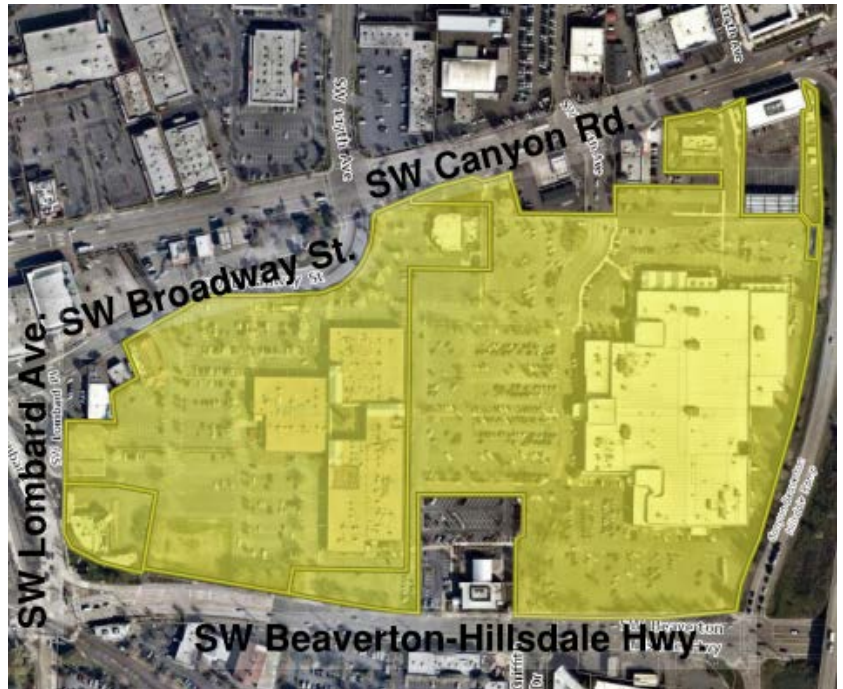
Recommendation: APPROVAL of DR2020-0037 subject to conditions of approval.

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Property owner:

Beaverton Town Square, LLC
Robert McGill
1625 SW Beaverton-Hillsdale Highway
Beaverton, OR 97005

Existing conditions

Zoning: RC-E Downtown Regional Center—East District

Site conditions: The site is developed with an existing shopping center and associated parking. The subject lot is adjacent to other commercial properties that generally function as one site and boundary of the properties are not apparent. The applicant’s materials include access agreements with abutting properties for maneuvering and parking.

Site Size: 11.79 acres / 513,436 square feet

Location: North of SW Beaverton-Hillsdale Hwy., south of SW Broadway St. and SW Canyon Rd., east of SW Lombard Ave., and west of Hwy 217.

Neighborhood Association Committee: Central Beaverton NAC

Table 1: Surrounding uses

Direction	Zoning	Uses
North	Regional Center- Transit Oriented & Regional Center – East	Commercial and Automotive Services
South	Regional Center -East & Regional Center – Old Town	Commercial/Restaurant/Service Businesses
East:	Community Service & R7 Urban Standard Density	Commercial/Retail/Restaurant/Residential
West:	Regional Center – Old Town & Regional Center – Transit Oriented	Automotive Services/Restaurant

Application information

Table 2: Application summaries

Application	Application type	Proposal summary	Approval criteria location
DR2020-0037	Design Review Three	New commercial building and associated site improvements on an existing shopping center site.	Development Code Section 40.20.15.3

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day**	365-Day*
DR2020-0037	March 12, 2020	September 4, 2020	July 8, 2021	September 4, 2021

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

** The applicant filed a 187-day continuance request that extended the final written decision. The original 120-day final decision date was January 2, 2021.

Exhibit 1.1: Vicinity Map

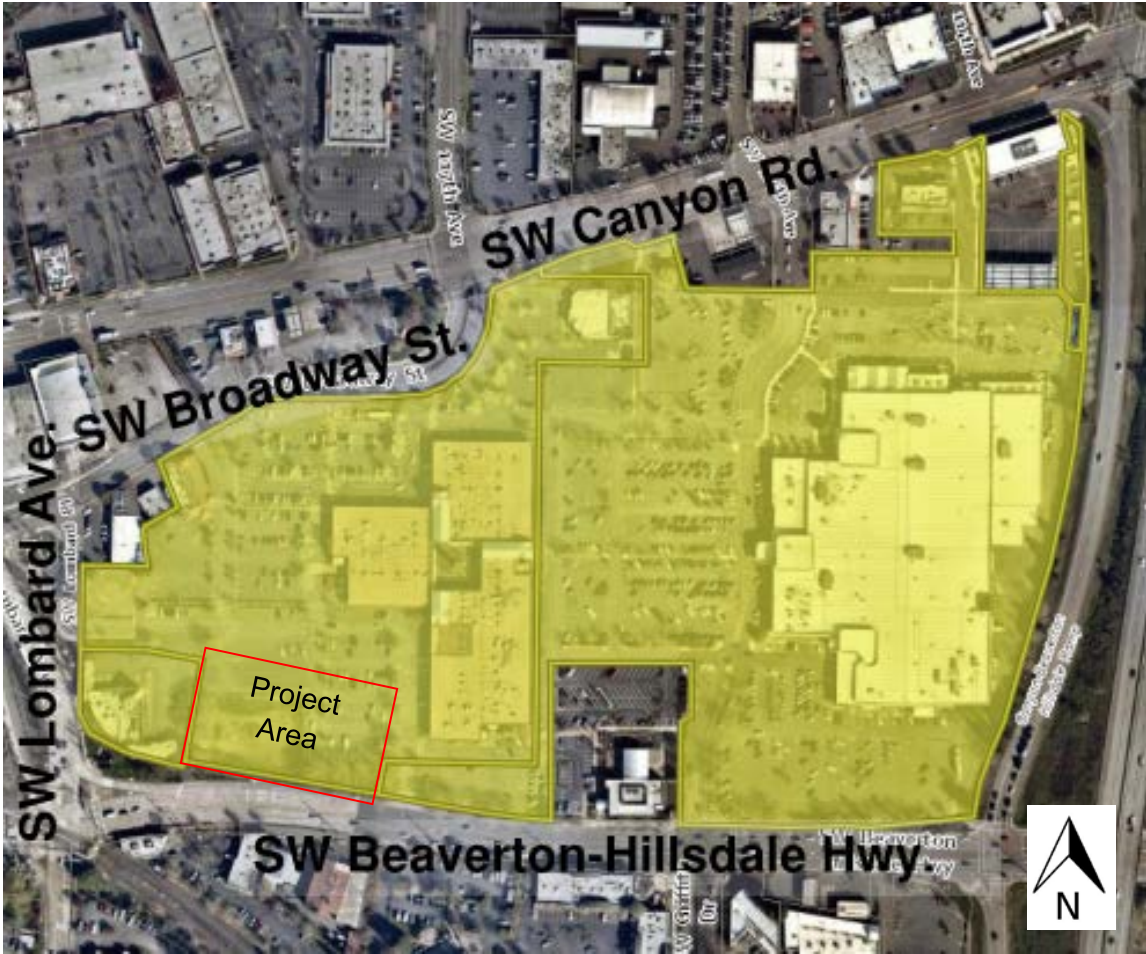
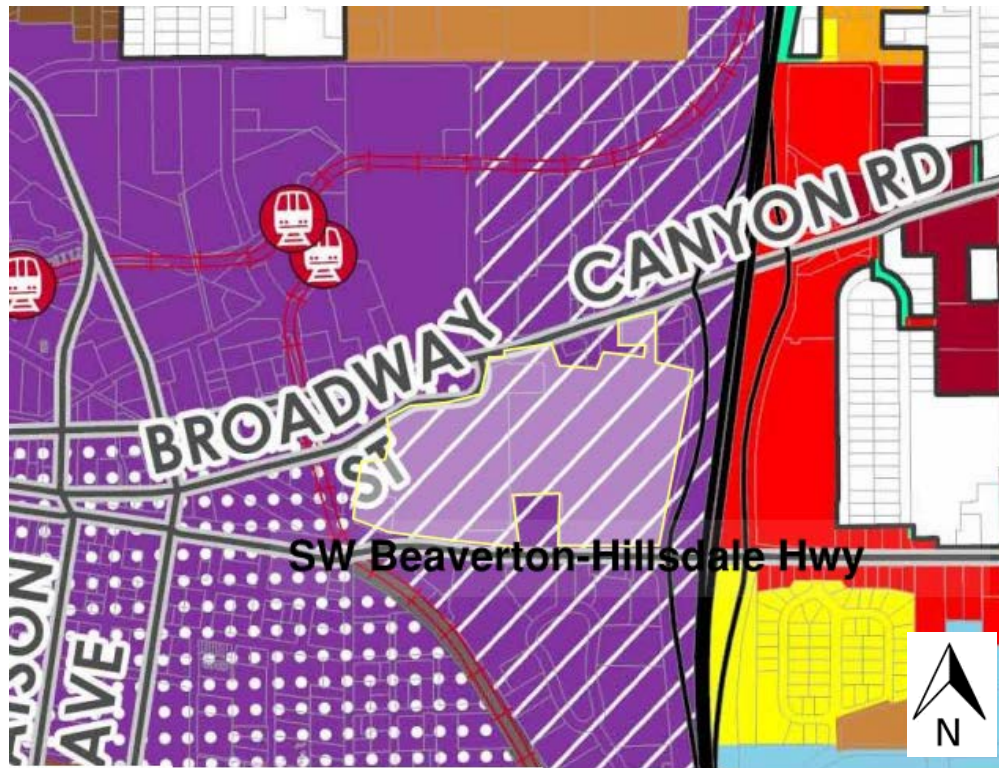


Exhibit 1.2: Zoning Map



RESIDENTIAL

- R10 Urban Low Density
10,000 sq. ft. - Single Family
- R7 Urban Standard Density
7,000 sq. ft. - Single Family
- R5 Urban Standard Density
5,000 sq. ft. - Single Family
- R4 Urban Medium Density
4,000 sq. ft. - Single Family
- R2 Urban Medium Density
2,000 sq. ft. - Multi-Family
- R1 Urban High Density
1,000 sq. ft. - Multi-Family

COMMERCIAL

- NS Neighborhood Service
- CS Community Service
- CC Corridor Commercial
- GC General Commercial

MULTIPLE USE

- SC-S Station Community - Sunset
- SC-HDR Station Community - High Density
- SC-E Station Community - Employment
- SC-MU Station Community - Multiple Use
- Station Community - Employment Sub Area
- TC-HDR Town Center - High Density Residential
- TC-MU Town Center - Multiple Use
- RC-OT Regional Center - Old Town
- RC-E Regional Center - East
- RC-TO Regional Center - Transit Oriented
- C-WS Commercial - Washington Square
- OI-WS Office Industrial - Washington Square

Exhibit 1.3: Public Testimony

No public testimony received.

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Exhibits

Materials submitted by Staff

- Exhibit 1.1 Vicinity Map (page 5 of this report)
- Exhibit 1.2 Zoning Map (page 6 of this report)
- Exhibit 1.3 Public Comment - No public testimony was received (page 7 of this report)

Materials submitted by the Applicant

- Exhibit 3.1 Application Form
- Exhibit 3.2 Written Statements
- Exhibit 3.3 Civil Plans
- Exhibit 3.4 Site Plans and Architectural Drawings
- Exhibit 3.5 Lighting Plans and Schedule Update
- Exhibit 3.6 Landscape Plans and Details
- Exhibit 3.7 No-Net Rise Certification
- Exhibit 3.8 Streetlight Design
- Exhibit 3.9 Preliminary Stormwater Report
- Exhibit 3.10 Clean Water Services SPL
- Exhibit 3.11 Water Service SPL
- Exhibit 3.12 Tualatin Valley Fire and Rescue SPL

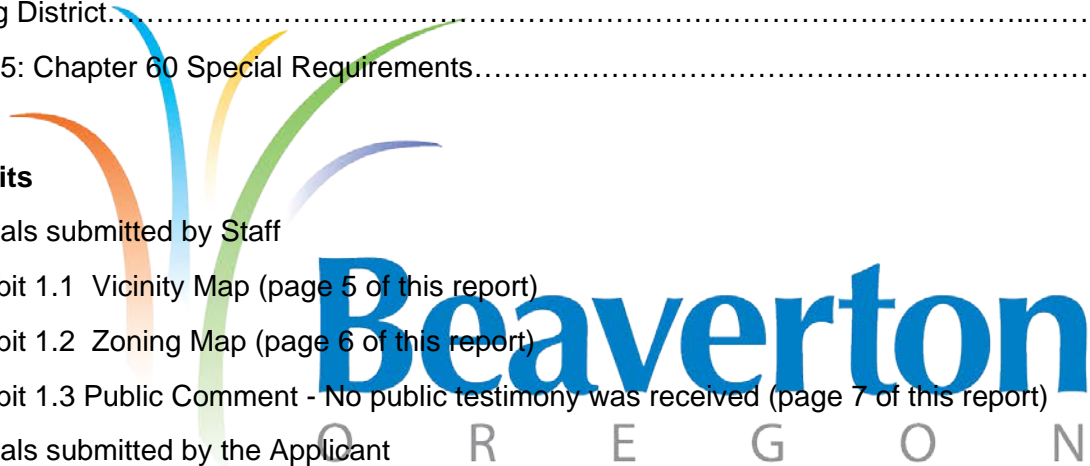


Exhibit 3.14 Pre-Application Summary

Exhibit 3.15 Neighborhood Review Meeting Documents

Exhibit 3.16 Explanation of Land Area Letter

Exhibit 3.17 Reciprocal Access and Parking Agreement EDA Corporation

Exhibit 3.18 CC&Rs AMENDMENT #1 for BTS

Exhibit 3.19 CC&Rs for BTS

Exhibit 3.20 Reciprocal Access and Parking Agreement

Attachment A: FACILITIES REVIEW COMMITTEE

TECHNICAL REVIEW AND RECOMMENDATIONS

Application: Beaverton Town Square Building 1

Recommendation: Approve DR2020-0037

Finding: The Facilities Review Committee finds the applicable Facilities Review Committee approval criteria have been met.

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in a different order. The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings.

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

All twelve (12) criteria are applicable to the Design Review Three (DR2020-0037) application.

The Facilities Review Committee recommends approval of the Design Review Three (DR2020-0037).

Section 40.03.1.A

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

FINDING:

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes, or

can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities.

Water: The City of Beaverton is the water provider for the site. Water is made available to the site via existing 12-inch mains on SW Beaverton Hillsdale Highway, SW Broadway Street and SW Canyon Road. The water main on SW Lombard Place is an existing 16-inch main. The 11.9 acres site also has a 10-inch water main through the site in a north to south orientation and a 6-inch water main through the site in a west to east through the site. The applicant's plans show planned water connections to the 12-inch water main located in SW Beaverton Hillsdale Highway. Adequate capacity exists to serve the proposed development.

Sewer and Stormwater: The City of Beaverton is the storm drainage and sanitary sewer provider for the subject site. Developments and other activities which create or modify 1,000 square feet of greater of impervious surface are required to provide stormwater management for quantity and quality. City of Beaverton sanitary sewer and storm drainage services are located in the vicinity of this project. There is an 8-inch sanitary line in SW Lombard Place that will serve the development and two parallel 103-inch storm lines that run through the site, following the path of the floodway.

The applicant provided a Preliminary Stormwater Report dated April 2020. The proposed stormwater management strategy for the Beaverton Town Square Building 1 site is a 5,500 cubic foot extended dry basin that is 5.0-feet deep. This basin will allow the project to satisfy the stormwater quality and hydromodification detention requirements required by the Clean Water Services Design and Construction Standards Chapter 4.

Stormwater runoff will be directed to catch basins located within the parking lot. It will then be piped to the proposed extended dry basin located on the eastern edge of the project site. A flow control manhole with multiple orifices will be located after the extended dry basin. Stormwater will exit the dry basin by either percolating through the growing media to a series of perforated pipes or by reaching the elevation of the orifices within the flow control inlet. If a significant storm event results in a ponding depth higher than designed, water will be able to exit the dry basin via an overflow orifice. The outflow will be connected directly to an existing manhole. This existing manhole is located on the dual 103-inch storm drains that convey Beaverton Creek diagonally across the project site, from the southeast to the northwest. The proposed system is designed to meet Clean Water Services requirements for stormwater conveyance, water quality, and hydromodification detention.

The stormwater is also required to be treated for water quality. The proposed project requires that 90,036 square feet of area be treated. Of the 90,036 total square feet, 45,935 square feet will be treated by the proposed extended dry basin. The extended dry basin will meet the water quality requirements by restricting the flow of stormwater via a flow control manhole in order to create the opportunity for water to pond and

infiltrate through the extended dry basin's growing media. The remainder of the area required, 44,101 square feet, will be treated by retrofitting existing area drains in the parking lot with filter catch basins.

Water quality and hydromodification must be accounted for all public improvement impervious areas within the project area. There are two separate locations of public improvements. The first area is the reconstruction of the driveway entrance at the terminus of SW Lombard Place. Water quality requirements at SW Lombard Place are proposed to be satisfied through the City's fee-in-lieu system. Hydromodification requirements at SW Lombard Place were compensated for within the on-site system.

The second area is the reconstruction of the public sidewalk along SW Beaverton-Hillsdale Highway. Water quality requirements at SW Beaverton-Hillsdale Highway were achieved by a proposed street side stormwater planter per Clean Water Services standard detail number 745. This street side planter is sized to be 6.0% minimum of the impervious area draining to it. Hydromodification requirements at SW Beaverton-Hillsdale Highway were compensated for within the on-site system.

Floodplain: The applicant provided a Preliminary Stormwater Report and a No-Rise Certification Memo which discuss the floodplain onsite. The project is partially located within the 100-year flood plain zone for the Beaverton Creek. The current FEMA flood insurance rate map (FIRM) and digitally generated FIRMette are included in Appendix F of the applicant's materials. The 100-year floodplain boundary at the project site was determined by applying the nearest FEMA Base Flood Elevation (BFE) to the digital surface obtained from a topographic survey. The nearest BFE was section DB which was located at 183.3 feet NAVD88. The City of Beaverton utilizes NGVD29 as their vertical datum and therefore the elevation obtained from FEMA was adjusted from NAVD88 to NGVD29. At this location 183.3 NAVD88 equals 179.8 NGVD29.

Proposed construction will occur within the existing floodplain. This includes a proposed building, parking lot modifications, and a proposed combined extended dry basin and detention basin. All work performed within the floodplain will be certified as zero net fill. In this area, the creek is located underground in two 108-inch diameter pipes. The proposed new building will have a finished floor elevation of at least 180.8 feet to meet the minimal FFE above flood plain elevation requirement. As for the construction within the actual flood plain area, the surrounding site improvements were designed to provide a no-net-rise in earthwork/volume within the designate flood plain area. A cut and fill exercise was completed to determine the final impacts. The overall fill consists of 59 cubic yards while the overall cut is 707 cubic yards. Construction in the floodplain area largely consists of excavation, creating a surplus of cut which will not negatively impact the volume or storage capacity of the 100-year floodplain.

Transportation: The applicant's plans show that the proposal will maintain the driveway location in their current locations adjacent to SW Beaverton Hillsdale Highway.

Southwest Beaverton Hillsdale Highway and SW Canyon Road are identified as Arterial streets and SW Lombard Place and SW Broadway Street are identified as Collector streets in the Beaverton Comprehensive Plan Chapter 6: Transportation Element. Additional right-of-way dedication is not required, however, the applicant proposes to improve the adjacent sidewalks to have a minimum width of 10-feet and an unobstructed path of 5-feet as required for developments located in a commercial or multiple use zoning district (Section 60.05.20.7.A, Beaverton Development Code). The curb ramp on the west side of the eastern driveway on SW Beaverton Hillsdale Highway is shown that the area will be reconstructed. However, this ramp is not part of the subject site's frontage. Staff has determined that the existing curb and approximately 20 feet of existing sidewalk along Met Life's property (east of subject property), can be maintained. Maintaining the existing curb ramp and sidewalk will require a 20-foot transition between the existing sidewalk (that is to remain) and the new sidewalk adjacent to the subject site's frontage (per EDM standard drawing 217). A condition of approval is proposed that prior to issuance of the site development permit, the applicant shall provide revised plans for a new ADA curb ramp at the west corner of the eastern driveway on SW Beaverton Hillsdale Highway as shown in the plan.

Bike lanes are not required nor proposed at this time, although full built out the street improvements include a 12-foot center turn lane/median, 11-foot inner travel lanes, 12-foot outer travel lane, 5-foot bicycle lane, 10-foot sidewalk, and 0.5 feet buffer behind back of sidewalk. The improvements required 44.5-feet from center line of the road and the applicant has demonstrated that there is 45-feet from center line; therefore, future build out of the road could be accommodated within the existing right-of-way.

The application submitted a Trip Generation Assessment (Assessment) dated March 10, 2020, prepared by a Professional Engineer, Brian J Dunn, P.E., of Kittelson and Associates. The Assessment estimates that the proposal will generate 190 total weekday daily trips. An estimate of the site trip generation was developed based on trip rates included in the Trip Generation Manual, 10th Edition (Institute of Transportation Engineers, 2017). A traffic impact analysis is not required with this proposal as the project is expected to generate fewer than 300 vehicle trips per day.

Fire: Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). The applicant states that the proposal was presented to the Tualatin Valley Fire and Rescue (TVFR) Fire Marshal. A Service Provider Letter (TVFR Permit #2020-0028) was provided and approved April 22, 2020.

In review of the proposal, the Facilities Review Committee, has determined that by meeting the conditions of approval at the end of this report, the proposal does not impact the level of facilities and services available. The capacity of the existing systems is adequate to support the increase uses of these critical facilities.

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

Section 40.03.1.B

Approval Criteria: 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.

FINDINGS:

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant’s plans and materials were shared with Beaverton School District, Tualatin Hills Park and Recreation District (THPRD), City Transportation staff and the Beaverton Police Department.

Schools: The proposed commercial use will not add additional demand to the surrounding schools, as it does not include housing and will not generate additional students.

Transit: The subject site is located in an area well served by public transit. The site has eight bus stops in the general vicinity of the site on SW Beaverton Hillsdale Highway, SW Lombard Place and SW Canyon Road. The closest bus stop is approximately 500 feet to the east on SW Beaverton Hillsdale Highway and is served by Tri-Met lines 53 and 54. The six bus stops, two on SW Lombard Place and four on SW Canyon Road are served by Tri-Met lines 52, 53, 54, 78 and 88. The Beaverton Transit Center which is served by bus routes and Max light rail is approximately a 0.3 miles walk. Within a quarter-mile radius, there are 15 bus stops and the Beaverton Transit Center with frequent and regular service. The proposed improvements will not impact or require additional transit service.

Police: The City of Beaverton Police Department will continue to provide service to the site. To the date of this report Beaverton Police have not provided comments or recommendations to the Committee. Beaverton Police will serve the development site and any comments will be shared with the applicant.

Pedestrian and Bicycle Facilities: The subject property is adjacent to SW Beaverton Hillsdale Highway and SW Canyon Road which are designated Arterial streets, and SW Lombard Place and SW Broadway Street which are designated Collector streets.

Southwest Beaverton Hillsdale Highway, SW Lombard Place and SW Canyon Road are designated Class 2 Major Pedestrian Routes. All public rights of way have an existing sidewalk.

The applicant's plans show the subject lot's frontage along SW Beaverton-Hillsdale Highway is approximately 360 feet in length. The proposal shows three pedestrian connections from the public right of way on either side of the proposed building (east and west) and near the center. The frontage adjacent to the portion of the subject site to be redeveloped will be reconstructed with a 10-foot curb tight sidewalk with tree wells and an unobstructed path of at least 5 feet. However, the applicant's plans show existing street-light poles may be obstructing the 5-foot-wide clearance area, therefore staff recommend a condition of approval that the applicant submit sidewalk design plans approved by the City Engineer, prior to Site Development permit issuance, which show a minimum five (5) foot unobstructed width. Three (3) short-term bicycle racks will be provided on site for the parking of six (6) bicycles, where two (2) bicycle parking spaces are required for the shopping center use. The bicycle parking spaces will be located within 50 feet of one of the primary entrances to the building.

The applicant states that long-term bicycle parking spaces will be provided as shown on Sheet A-102 of the proposed plans. The plans as proposed, do not define the short- and long-term bicycle parking locations. A condition of approval is proposed to require that the applicant provide notes on the plans detailing the location and design of the long-term bicycle parking locations and a detail of the covered parking.

Parks: The proposed use is a new commercial building and does not require additional park land. The applicant's materials were shared with THPRD who have not provided comments or recommendations to the Facilities Review Committee.

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

Section 40.03.1.C

Approval Criteria: 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).

FINDINGS:

The site is zoned Regional Center - East (RC-E) and staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20. The Design Review Build-out Concept Plan request will be reviewed with the Design Review application and discussed in the Design Review section of the Staff Report.

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

Section 40.03.1.D

Approval Criteria: 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.

FINDINGS:

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, as applicable to the above-mentioned criteria. Staff will provide findings for the applicable Design Review Standards (Code Section 60.05) as well as applicable provisions within the Design Review Three (DR2020-0037) section of the staff report.

60.10 Floodplain Regulations: Please see responses the criteria A and J for a discussion on floodplain requirements.

60.25 Off-Street Loading Requirements: The proposed building is 17,100 square feet of new retail and requires one (1) loading space, developed to the Type B loading berth. Type B berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30 feet maneuvering apron. The proposed plans provide for a loading berth located north of the new waste and recycling enclosure that meets the minimum requirement of 30 feet long and 12 feet wide with a maneuvering area located in the adjacent drive aisle to the east. The loading area does not have curbs and a condition of approval is proposed that would require that the loading area be striped. Sheet C4.0 in the plan set shows the Turning Movement Plan and the maneuvering area for the trucks using the loading berth.

60.30 Off-Street Parking: The standard parking ratio for the shopping center use is 3 parking spaces per 1,000 square feet of floor area. The standard parking ratio for the stand-alone restaurant uses on site is 10 parking spaces per 1,000 square feet. The existing shopping mall floor area is 95,628 square feet, requiring 286.88 (287) parking

spaces. The existing stand-alone restaurants floor area is 15,400 square feet, requiring 154 parking spaces. The total number of existing parking spaces located entirely on site is 584. With the construction of Building 1 there is a net loss of nine (9) parking spaces, for a total of 575 parking spaces. The total required parking for the existing uses is 441 parking spaces, which would result in 134 excess parking spaces.

The proposed project is for the construction of a 17,100 square foot building. The building would use the shopping center parking ratio of 3 parking spaces per 1,000 square feet, for a total parking requirement of 51.3 (51) parking spaces. The existing shopping center, stand-alone restaurants and the proposed building, would require, 492 parking spaces, where 575 parking spaces are located entirely on site. The parking for the proposed building would meet the parking requirements.

The applicant is also required to provide a Design Review Build-Out Concept Plan (DRBCP) to show how existing and future development will achieve the minimum Floor Area Ratio (FAR). Such projects must demonstrate in the submittal plans how future development of the site, to the minimum development standards established in this ordinance or greater, can be achieved at ultimate build out of the DRBCP. The applicant provided a plan showing a conceptual building and new parking areas located on top of existing parking, which would result in a net loss of one (1) parking space. The conceptual building has a floor area of 25,902.8 square feet that would ultimately meet the minimum FAR of 0.30 for the 11.79 acres site as reported by the applicant. The conceptual building of 25,902.8 square feet would require 77.7 (78) parking spaces. The total parking spaces needed on-site for the existing shopping center, existing stand-alone restaurants, proposed Building 1, and the conceptual building is 570 parking spaces, where 574 parking spaces are conceptually provided. The DRBCP demonstrates that the future build out of the site can be achieved as conceptually proposed.

The narrative also discusses parking and states that five (5) percent of the parking spaces are compact parking spaces. The plans show the compact parking spaces located on the southernmost portion of the lot adjacent to the SW Beaverton Hillsdale Highway, marked with "C" to delineate compact parking spaces. The plans provide for six, on-site compact parking spaces, and two, spaces located on the adjacent lot. Section 60.30.10.12 provided regulations for compact parking spaces and allows twenty percent (20%) of the required vehicle parking spaces for long term or designated employee parking lots may be compact spaces. The applicant proposes less than 20% of the parking spaces on site be compact, therefore meeting the requirement.

The Beaverton Town Square site has adequate standard sized parking spaces with the limited amount of compact parking spaces shown. The compact parking spaces are grouped together on the site adjacent to SW Beaverton Hillsdale Highway right of way.

Transportation Facilities (Section 60.55): Please see response to criteria A and B above, the subject site to adjacent to SW Beaverton Hillsdale Highway. Additionally, Section 60.55.30.3 states that, "Street trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist." The applicant's plans show proposed tree placement exceeds this maximum distance in some areas because of potential conflicts with the existing streetlight poles. Staff recommend a condition of approval requiring that the applicant submit a street tree plan approved by the City Arborist or modify their street tree planting plan to show conformance with the standard.

Trees and Vegetation (Section 60.60): No Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove) are found onsite. The applicant has submitted a Sensitive Area Pre-Screening Site Assessment conducted by Clean Water Services, dated November 11, 2019, which states that no site assessment or service letter is required. The applicant proposes to remove existing landscape trees to accommodate the proposed development. Landscape trees will be evaluated in the Design Review section of the staff report.

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

Section 40.03.1.E

Approval Criteria: Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, 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.

FINDINGS:

The property is a privately-owned commercial property that will be maintained by the property owners. The proposal, as designed, will not preclude adequate maintenance of the proposed facilities. The Committee finds that the design of the development does not preclude the continued maintenance of private common facilities. The Committee finds that adequate means can be provided to ensure continued and periodic maintenance.

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

Section 40.03.1.F

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

FINDINGS:

In review of Criterion F, staff incorporates the findings prepared in response to A, B and D above. The existing vehicular and pedestrian circulation patterns will be maintained with the proposed project, because the building will be constructed on a building pad that was previously occupied by a building. Pedestrian circulation around the proposed building will provide safe and efficient access to the proposed building, a new walkway to the existing pedestrian walkway through the parking lot to the north and the public right of way. The vehicular circulation will be restriped in the existing asphalt parking lot and will continue to provide two-way drive aisles that tie in with the larger site's circulation pattern. The proposed drive aisle and parking spaces adjacent to the proposed building will be reconstructed and will provide safe and efficient circulation patterns to the proposed building that are compatible with the existing circulation patterns on site. There is an existing one-way drive aisle on the west side of the proposed building that is located on the adjacent property but provides access to on-site parking that will be maintained.

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

Section 40.03.1.G

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

FINDINGS:

In review of Criterion G, staff incorporates the findings prepared in response to A, B, D and F above. The plans show that there are two existing driveways near the proposed building that will be maintained for vehicular access from SW Beaverton Hillsdale Highway. The existing driveway to the east is not included in the scope of the proposed project but provides access to the site. The driveway to the west will be in the same location as the existing driveway, but the pedestrian pathway across the driveway will be reconstructed with two new ADA ramps on either side. There is an existing pedestrian walkway on the east side of the existing building pad. The access location will be

maintained but reconstructed with the new project. An additional pedestrian walkway will be constructed adjacent to the west side of the proposed building. The two pedestrian walkways provide safe access to the proposed building and larger site from SW Beaverton Hillsdale Highway.

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

Section 40.03.1.H

Approval Criteria: 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.

FINDINGS:

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). TVF&R has reviewed the proposed development and did provide conditions of approval. The proposal will also need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with other TVF&R standards. The TVF&R Fire Marshal has provided a Service Provide Letter dated April 22, 2020, approving the proposed fire access plan and elevations.

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

Section 40.03.1.I

Approval Criteria: 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.

FINDINGS:

The subject site is in the jurisdiction of the City of Beaverton Police Department. The property owner is responsible for providing maintenance and improvements that are not subject to maintenance by the city or other local agencies, including but not limited to: landscaping and garbage service.

The Committee finds that review of the construction documents at the Building and Site Development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

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

Section 40.03.1.J

Approval Criteria: 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.

FINDINGS:

In review of Criterion J, staff incorporates the findings prepared in response to A above. The subject building area was previously developed with a building which was demolished. The existing building pad has an elevation from 181 on the west side of the building pad and 179 on the east side of the building pad. The finished floor height is proposed at 180.8 which requires minimal grading to flatten the building pad and raise the finished floor the required one (1) foot above base flood elevation of 179.8. The proposed grading is designed not to have a negative impact to neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

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

Section 40.03.1.K

Approval Criteria: 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.

FINDINGS:

The applicant will be required to meet all applicable accessibility standards of the Uniform Building Code, the Uniform Fire Code, and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans

associated with Site Development and Building Permit approvals. The Committee finds that as proposed, it appears that the general site layout can meet accessibility requirements. Accessibility is thoroughly evaluated through the site development and building permitting reviews. This requirement is in conformance with the Development Code.

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

Section 40.03.1.L

Approval Criteria: The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]

FINDINGS:

The applications were submitted on January 18, 2021 and the project was deemed complete by the applicant on September 4, 2020.

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

Table 4: Chapter 20 Use and Site Development Requirements Downtown Regional Center – East (RC-E) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20			
Downtown Regional Center – East (RC-E)	Eating and Drinking Establishments and Retail are a permitted use	Shopping Center	Yes
Development Code Section 20.20.15			
Minimum Lot Area	None	513,463 square feet	Yes
Minimum Density	Minimum Density of 12 units per acre	The proposal does not include residential units.	N/A
Maximum Density	Maximum Density of 40 units per acre	The proposal does not include residential units.	N/A
Minimum Floor Area Ratio	0.30 for full build out and 0.20 for proposed project with a DRBCP	FAR of 0.24 for existing and proposed building-based lot size. The applicant is proposing a DRBCP to show how the full FAR can be built out in the future. The DRBCP will be evaluated with the Design Review Three application.	See DR2020-0037 Section of Staff Report
Lot Dimensions	None	Minimum depth and width is not modified.	N/A
Setbacks	Minimum Front: 0 feet Front on Major Ped	The building is setback 10 feet, 6 inches from SW Beaverton Hillsdale	Yes

Route: no further than Highway frontage.
20 feet

Side: none

Rear: none

Maximum Building Height	80 feet	27 feet	Yes
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Table 5: Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for construction on a new commercial building	The applicant is being review pursuant to standards and Design Review Three is required for the DRBCP.	See DR2020-0037 Section of Staff Report
Development Code Section 60.10			
Floodplain Regulations	Requirements for development within floodplains.	The subject lot is located within a floodplain and the finished floor elevations is one-foot above the base flood elevation.	Yes
Development Code Section 60.15			
Land Division Standards	Grading and tree protection standards pertaining to land divisions.	The existing lot is not proposed to be divided.	N/A
Development Code Section 60.25			
Off Street Loading Requirements	One (1), Type B loading berth for retail establishments between 7,000 and 24,000 square feet.	A new loading berth to the Type B standards is proposed north of the proposed trash enclosure in the parking lot. A condition of approval is proposed to require that the area be striped for no parking, loading zone.	Yes, pursuant to a condition of approval.

Development Code Section 60.30

Off-street motor vehicle parking	Shopping Center = 3 parking spaces for every 1,000 square feet Restaurant = 10 parking spaces for every 1,000 square feet	The site has 575 parking spaces, where 492 parking spaces are required for the existing and proposed development.	Yes, for the proposed project.
		The site provides enough parking spaces for the proposed DRBCP with 574 parking spaces where 570 are required.	Yes, for the DRBCP.
Required Bicycle Parking	Retail, including shopping center	There are three bicycle racks provided at the front of the proposed building for either short- or long-term bicycle parking. A condition of approval has been added to address the bicycle parking requirements.	Yes, pursuant to a condition of approval.
Short Term and Long Term	Short Term - 2 spaces Long Term - 2 spaces		

Development Code Section 60.33

Park and Recreation Facilities and Service Provision	Annexation to THPRD	The property is located within THPRDs district therefore annexation is not necessary.	N/A
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Development Code Section 60.55

Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes, pursuant to conditions of approval.
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Development Code Section 60.60

Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	No Protected Trees are present on the subject site. The proposal includes the removal of 11 landscape trees with a total combined DBH of 173 inches. The applicant's plans show 22 new landscape trees throughout the development area. Landscape Tree removal is addressed in the Design Review section of the staff report.	See DR2020-0037 Section of Staff Report
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Development Code Section 60.65

Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	All utilities are required to be placed underground in accordance with standards identified in Section 60.65.	Yes, pursuant to a condition of approval
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Development Code Section 60.67

Significant Natural Resources	Regulations pertaining to Significant Natural Resources	Significant Natural Resources are not found on site.	N/A
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Attachment B: DR2020-0037

ANALYSIS AND FINDINGS FOR DESIGN REVIEW THREE APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2020-0037**, subject to the applicable conditions identified in Attachment C.

Section 40.03.1 Facilities Review Approval Criteria:

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

Facilities Review Approval Criteria Section 40.03.1.A-L

FINDING:

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

Conclusion: Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criteria.

Section 40.20.05 Purpose:

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

Section 40.20.10. Applicability:

Section 40.20.10.5

Design Review approval is required for all applicable new and existing developments. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) in an early phase of a multi-phased development on a large site may be difficult. The City also recognizes that

creating high quality pedestrian environments along public streets is a priority. In recognition of these and other issues, the following options are available.

Section 40.20.10.5.A

Projects may use a Design Review Build-out Concept Plan (DRBCP), approved through a Type 3 process, to develop a site by demonstrating conceptually full compliance at build-out with the design review standards and/or guidelines established in Section 60.05. Such projects shall demonstrate in a DRBCP how future development of the site, to the minimum applicable floor area ratio (FAR), while meeting the development standards contained in Chapter 20 of the Beaverton Development Code and to the minimum applicable design standards contained in Section 60.05. or greater, can be achieved at ultimate build out of the DRBCP.

A DRBCP shall:

1. Include a plan and narrative intended to address feasibility of constructing future phases, consistent with applicable development standards of the Development Code within the total site area where the project is proposed, and may include abutting properties if under same ownership;
2. Not rely on the removal of a structure in an early phase in order to demonstrate compliance in later phases.
3. Compliance with any applicable Design Standards and/or Guidelines shall not be deferred to future phases of a DRBCP.

FINDING:

The minimum floor area ratio in the subject zone (RC-E) is 0.3. The subject site is approximately 513,436 square feet in size and is developed as a shopping center with an existing gross floor area of approximately 111,028 square feet. The applicant proposes a new commercial building 17,100 square feet in size, bringing the total floor area to 0.24 (128,128 square feet). If using the DRBCP process, a minimum floor area of 0.20 must be proposed. The applicant has submitted plans demonstrating how the site could accommodate future intensification and achieve the 0.30 floor area ratio by constructing a 25,902.8 square foot building. The applicant's plans show the building is located in an area of the site that does not require additional building demolition. The applicant's parking plan also demonstrates how adequate parking could be provided on site for the existing uses, proposed building and future intensification. Compliance with applicable Design Standards for the proposed building have not been deferred to future phases of development and are addressed herein.

Planning Commission Standards for Approval:

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Planning Commission as they evaluate and render decisions on Design Review Applications. The Planning Commission will determine whether the application as presented, meets the Design Review Three approval criteria. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

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

Section 40.20.15.3.C.1

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

FINDING:

The applicant proposes a new commercial building, approximately 17,100 square feet in size, with associated site improvements, within an existing shopping center site. However, the applicant is also proposing to utilize the Design Review Build-out Concept Plan (40.20.10.5.) which meets threshold 6 of the Design Review Three application.

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

Section 40.20.15.3.C.2

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

FINDING:

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

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

Section 40.20.15.3.C.3

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

FINDING:

The proposal meets threshold 6 therefore provisions of Section 60.05.35 through 60.05.50 (Design Guidelines) apply. Compliance with all applicable Design Review Guidelines is evaluated in detail in the Design Guideline analysis herein.

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

Section 40.20.15.3.C.4

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

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

FINDING:

The proposal is for the construction of a new building and not an addition.

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

Section 40.20.15.3.C.5

The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance. [ORD 4782; April 2020].

FINDING:

The grading standards outlined in Section 60.15.10 are applicable to developments that proposes grading within 25 feet of a property or abutting any residentially zoned property. The subject site is located within a Multiple Use zone and does not abut any residential zoning districts.

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

Section 40.20.15.3.C.6

For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP. [ORD 4584; June 2012]

FINDING:

The applicant's plans include DRBCP and proposed phasing of required floor area. The current proposed building (17,100 square feet) brings the site's floor area ratio (FAR) to 0.24 where 0.3 is required. Therefore, the applicant has submitted plans, demonstrating how the 0.3 FAR can be achieved by adding a two-story 25,902.8 square foot building on the site. The maximum height within the RC-E zone is 80 feet, therefore, a two-story building is within the standard of the zone. The subject site is already developed with access to four rights-of-way; SW Beaverton-Hillsdale Highway, SW Lombard Avenue, SW Broadway Street and SW Canyon Road. Sewer, water and storm facilities are located within the vicinity of the site and conceptual building location. The applicant's plans also show how on-site parking could accommodate the existing development, proposed building and future intensification.

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

Section 40.20.15.3.C.7

For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design

Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; April 2010]

FINDING:

The proposal meets threshold 6 for the Design Review three application.

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

Section 40.20.15.3.C.8

For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines). [ORD 4531; April 2010]

FINDING:

The proposal meets threshold 6 for the Design Review Three application.

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

Section 40.20.15.3.C.9

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

FINDING:

All required application materials and documents related to the Design Review Three request have been submitted to the City in the property sequence.

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

CONCLUSION & RECOMMENDATION

Based on the facts and findings presented, staff recommends APPROVAL of DR2020-0037 Beaverton Town Square Building 1 subject to the conditions of approval identified in Attachment C of this report.

Design Review Guidelines Analysis:

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

1. Building articulation and variety.

Section 60.05.35.1.B

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

FINDING:

The applicant's plans show pedestrian visual interest is achieved by providing windows on all elevations, varying roof levels, off-set walls and a variety of materials such as brick, cement plaster and wood panels.

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

Section 60.05.35.1.C

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

FINDING:

The applicant's plans show horizontal breaks are provided through change of materials, off-set walls and by emphasizing primary building entrances by varying storefront heights. The applicant states that the storefronts are vertically emphasized with wood panels above the windows and balance the horizontal nature of the north and south elevations.

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

Section 60.05.35.1.D

Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in Industrial districts where the principal use of the building

is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.1.B)

FINDING:

The applicant states that human scale is promoted through the use of material changes, smaller scaled textures of materials, and use of overhead weather protection (with arcades, trellis and canopy elements). The applicant's plans show the proposed building is located within close proximity to the adjacent Class II Major Pedestrian Route, SW Beaverton-Hillsdale Highway. This southern facing elevation also includes a primary building entrance with a dining terrace/patio between the entrance and adjacent street.

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

Section 60.05.35.1.E

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

FINDING:

The southern elevation of the proposed building faces SW Beaverton-Hilldale Highway, and the northern elevation faces the on-site parking lot. The east and west elevations, though visible from the SW Beaverton-Hillsdale Highway, do not face a street. The applicant's plans show that all four building elevations include windows. In addition to windows, other architectural features are incorporated into the north and south elevations such as off-set walls, varying façade heights and canopies.

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

2.Roof Forms

Section 60.05.35.2.A

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

FINDING:

The applicant states that the roof forms are flat, but that the changes in height of the cornices as well as the projection of the canopy at the south-east corner of the building provides distinction and variety to the building façade and roof profile. The applicant's plans show a roof line that varies in height. The off-set walls also affect the roof line, adding additional interest. Furthermore, the cornices include some variety in width, breaking up the roof line more.

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

Section 60.05.35.2.B

Flat roofs should include a roofline that provides visual interest such as cornice treatments. (Standard 60.05.15.2.C)

FINDING:

The applicant states that the building cornice is articulated with changes in height and that the material changes add to architectural interest. The applicant's plans show roofline visual interest is provided through varying heights and off-set walls which affect the roofline, and the tops of some walls include a soldier coursing brick pattern which helps define the roofline and add visual interest.

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

3.Primary Building Entrances.

Section 60.05.35.3.A

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

FINDING:

The applicant's plans show all primary entrances include pedestrian weather protection features. The applicant states that primary entrances incorporate arcades, awnings and canopies for weather protection.

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

Section 60.05.35.3.B

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

FINDING:

The applicant states that the primary entrances incorporate changes in mass, materials and surface articulations to emphasize the entries along with additional storefront glazing. Primary entrances are located on the northern, southern and eastern elevations. The applicant's plans show various approaches to emphasizing the primary entrances including taller facades, changing materials, and incorporating features such as an arcade to distinguish the multiple entrances. Weather protection is proposed above the primary entrances and they are adjacent to wider walkways, making them more functional as well.

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

4.Exterior Building Materials.

Section 60.05.35.4.A

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

FINDING:

The applicant states that the exterior materials are all high quality, durable commercial systems, including brick veneer, metal panel, wood panel rainscreen, real cement plaster veneer and storefront glazing systems. The applicant's plans also show windows

on all elevations, allowing views into the building. The proposed materials and finishes convey an impression of permanence and durability.

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

Section 60.05.35.4.B

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

FINDING:

The applicant's plans show that multi-colored brick and masonry units are used, and that a soldier coursing brick pattern is proposed on every elevation, particularly around the windows, doors and near the top of the walls.

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

5.Screening of Equipment.

Section 60.05.35.5

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

FINDING:

The applicant states mechanical units are located on the roof top and screened from the view of public street by parapets. The applicant's plans show parapet walls ranging from 5 feet to 10 feet. Equipment needs may vary based on tenant therefore screening of equipment will be verified at the time of building permit issuance.

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

6. Building location and orientation in Commercial and Multiple Use zones.

Section 60.05.35.6.A

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

FINDING:

The proposed building is located 10 feet from the nearest adjacent public street, along SW Beaverton- Hillsdale Highway. The applicant's plans show a primary building entrance is oriented toward SW Beaverton Hillsdale Highway and includes an outdoor patio between the street and building. Parking is located to the side and behind the building, providing an overall impression that the building is the predominate feature, over landscaping and parking areas.

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

Section 60.05.35.6.D

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

FINDING:

The applicant's plans show one primary entrance is oriented toward the street, and another entrance is located on the eastern elevation, also within close proximity to the street. The proposed building is part of a large shopping center, with on-site parking. Other primary entrances are oriented towards the parking lot. By providing entrances along three elevations, users will be able to access the building from the street and internal parking area.

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

7. Building scale along Major Pedestrian Routes.

Section 60.05.35.7.A

Architecture helps define the character and quality of a street. Along Major Pedestrian Routes, low height, single story buildings located at the right-of-way edge are discouraged except where detached single-family dwellings are permitted. (Standards 60.05.15.7.A and B)

FINDING:

This Guideline is intended to encourage pedestrian scale development while balancing the presence that can be created by larger buildings. For reference, the corresponding Design Review Standards, 60.05.15.7.A and B, identifies the height range for accomplishing this balance is between 22 feet and 60 feet in height. The proposed building, although a single-story building, ranges in height between 22 feet and 27 feet. The applicant explains that it's a taller single story building and that the architecture (materials, articulation and massing) along the street elevation supports a character that helps to define a varied pedestrian scale through the cornice heights/mechanical screening, weather protection, sidewalk connections, landscaping and dining activity terrace.

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

Section 60.05.35.7.B

Building heights at or near the street should help form a sense of enclosure but should not create an undifferentiated high wall out of scale with pedestrians. Building heights at the street edge should be no higher than sixty (60) feet without the upper portions of the building being set back from the vertical building line of the lower building stories. (Standard 60.05.15.7.A)

FINDING:

The proposed building is less than 60 feet in height. Wall heights vary from approximately 22 feet to 27 feet above grade.

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

8. Ground floor elevations on commercial and multiple use buildings.

Section 60.05.35.8.A

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

FINDING:

The proposed single-story building is located along a Class II Major Pedestrian Route. The applicant's plans show various architectural features are proposed on all elevations. The southern elevation faces the Major Pedestrian Route and is treated with windows and glass doorway openings.

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

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

1.Connections to public street system

Section 60.05.40.1

Connections to public street system. The on-site pedestrian, bicycle, and motor vehicle circulation system and the abutting street system should provide for efficient access and circulation and should connect the project to abutting streets in accordance with connections identified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan. (Standard 60.05.20.1)

FINDING:

The proposed development is part of a larger site that is already developed with an on-site circulation system that connects to the existing surrounding transportation system. The proposal shows connections to both the on-site and public systems. The applicant proposes to improve the adjacent sidewalk along SW Beaverton-Hillsdale Highway to a 10-foot wide sidewalk. From this sidewalk, the applicant's plans show three walkways (two without stairs) connecting to the on-site pedestrian and bicycle circulation system. An existing two-way driveway is located east of the building and another existing right-in

only driveway is located west of the proposed building. Both driveways connect the site and proposed building the abutting street system.

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

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

Section 60.05.35.2.A

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

FINDING:

The applicant's plans show an 8-foot tall CMU block trash enclosure is located north of the proposed building, screening the activity from the abutting street.

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

Section 60.05.35.2.B

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

FINDING:

The applicant's plans show one loading berth located north of the proposed building, within the parking area. Staff finds that the location of the loading berth, approximately 142 feet away from the right-of-way and within a parking lot, is shown to be compatible with local business operations of a shopping center site. Additionally, other features on the site such as the proposed building and landscaping, will help minimize the visual impact of the loading area from the abutting street.

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

3. Pedestrian Circulation.

Section 60.05.40.3.A

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

FINDING:

The applicant's plans show pedestrian connections are proposed between the proposed building, parking areas, loading berth and open spaces. The applicant explains that a pedestrian connection through the parking to the north side of the town center is provided and that the sidewalks around the building connect to the public sidewalk on SW Beaverton-Hillsdale Highway.

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

Section 60.05.40.3.B

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

FINDING:

The applicant's plans show the proposed internal pedestrian circulation system connects to the abutting public circulation system, providing a link between on-site facilities and abutting pedestrian facilities.

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

Section 60.05.40.3.C

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

FINDING:

The applicant's plans show the proposed pedestrian circulation system on site links building entrances to the abutting SW Beaverton-Hillsdale Highway and the rest of the shopping center on the subject site and abutting the site.

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

Section 60.05.40.3.E

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

FINDING:

The proposal includes sidewalk improvements to SW Beaverton-Hillsdale Highway, which will enhance the pedestrian experience along this portion of the street. The proposal also includes three walkways to the building from the adjacent street. Internal to the site, the applicant's plans show wide walkways along all primary entrances and an outdoor patio/terrace at the southeast corner of the building, near the adjacent street.

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

Section 60.05.40.3.F

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

FINDING:

The applicant states that pedestrian connections will include lighting and be paved with concrete for pedestrian safety.

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

4. Street Frontage and Parking Areas.

Section 60.05.40.4

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

FINDING:

The proposed parking is setback approximately 25 feet (east of the proposed building) and approximately 40 feet (west of the proposed building) from SW Beaverton-Hillsdale Highway. Landscaping is proposed between the on-site parking and public street. Staff

finds the combination of distance and landscaping helps screen the parking areas located at the sides of the building.

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

5. Parking Area Landscaping.

Section 60.05.40.5

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

FINDING:

The applicant's plans show landscape islands with trees are proposed for every 10 parking spaces or less, minimizing the visual impact of the on-site parking area.

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

6. Off-Street Parking Frontages in Multiple Use Zones.

Section 60.05.40.6.A

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

FINDING:

The applicant's plans show parking is proposed to the sides and north of the building. Furthermore, the site is not located at the corner of two Major Pedestrian Routes.

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

Section 60.05.40.6.B

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

FINDING:

The applicant's plans show that the proposed parking is located to the sides and north of the building. Parking at the sides of the building is setback from the street, allowing the building to be the predominate design element along the adjacent Major Pedestrian Route. The proposed parking is parking of an existing shopping center site. The location of the parking can safely and conveniently serve the intended users of the development without precluding future site intensification.

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

7. Sidewalks Along Streets and Primary Building Elevations in Commercial and Multiple Use Zones

Section 60.05.40.7.A

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

FINDING:

The proposal includes improvements to the sidewalk on SW Beaverton-Hillsdale Highway. The increased width will be able to accommodate higher levels of pedestrian activity. Three connections from the sidewalk to the building are proposed, providing multiple access points to the building. Internal to the site, the applicant's plans show wide walkways along primary entrances, designed for high levels of pedestrian activity.

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

Section 60.05.40.7.B

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

FINDING:

The applicant's plans show pedestrian connections are provided along every building elevation.

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

8.Connect On-Site Buildings, Parking, and other Improvements with Identifiable Streets and Drive Aisles in Residential, Commercial and Multiple Use Zones.

Section 60.05.40.8.A

On-Site vehicle circulation should be easily recognized and identified and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles. (Standard 60.05.20.8) [ORD 4531; April 2010]

FINDING:

The applicant's plans show on-site vehicular circulation areas are easy to recognize and identify. The use of curbs, striping, and landscape islands help demarcate the vehicle circulation area.

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

Section 60.05.40.8.B

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

FINDING:

The applicant's plans show the longest bank of parking stalls is 9 spaces. Other parking aisles are separated by landscape islands to help minimize the visual impact of the parking area.

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

60.05.45 Landscape, Open Space and Natural Areas Design

Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.

3. Minimum Landscaping for Conditional Uses in Residential Zones and for Developments in Commercial, Industrial, and Multiple Use Zones.

Section 60.05.45.3.A

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

FINDING:

The applicant's plans show landscaping is proposed around the building and throughout the development area. A variety of shrubs, ornamental grasses, trees and ground covers are proposed at the edges of the walkways, between the building and street, in landscape planters on the north side of the building and within the parking area. The proposed landscaping softens the edges of the building and parking areas while adding aesthetic interest.

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

Section 60.05.45.3.B

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

FINDING:

The applicant states the use of planters and decorative concrete will be used in the common areas.

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

Section 60.05.45.3.C

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

FINDING:

The applicant's plans show a mix of native and non-native vegetation. The applicant indicates vegetation was selected with the function of this site in mind, explaining that the parking lots can be a difficult area for native plants to survive, and that for this reason they have included a number of non-native plants that are adapted to this zone, are drought tolerant, and that stand up to these difficult conditions.

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

Section 60.05.45.3.D

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

FINDING:

The applicant states that mature trees will be retained where possible but that some mature trees are being removed to accommodate the on-site stormwater facility and sidewalk improvements. The applicant's plans show two existing trees are proposed to remain and will be incorporated into the landscape design. Additionally, the applicant's plans show one tree will be relocated and incorporated into the onsite landscaping from where it would otherwise be removed due to the sidewalk improvements. Other trees proposed for removal are shown to be located within the development area and therefore cannot be retained.

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

Section 60.05.45.3.E

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

FINDING:

The applicant's plans show 4 tree varieties, 12 shrub varieties and 3 ground cover varieties are proposed onsite, providing a diverse landscape.

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

Section 60.05.45.9

Integrate water quality, quantity, or both facilities. Above-ground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11)

FINDING:

The applicant's plans show an in-ground stormwater facility is proposed east of the building. The facility includes diverse vegetation and is incorporated into the landscape design.

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

60.05.50. Lighting Design Guidelines. Unless otherwise noted, all guidelines apply in all zoning districts.

Section 60.05.50.1

Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)

FINDING:

The applicant's plans show a variety of lighting is provided throughout the site in consideration of the various anticipated users and modes of transportation. Lighting is strategically placed throughout the parking area and pedestrian scale lighting is provided through the use of wall-mounted and bollard luminaires.

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

Section 60.05.50.2

Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout

the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building. (Standard 60.05.30.2)

FINDING:

The applicant's plans show pedestrian scale lighting that it integrated into the design and appropriate for the architectural design of the building and site.

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

Section 60.05.50.3

Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens shields, shades or other measures to screen the view of light sources from residences and streets. (Standards 60.05.30.1 and 2)

FINDING:

The applicant's plans include a variety of light fixtures. Minimization of direct and indirect glare impacts to abutting and adjacent properties is accomplished through limiting the cut-off angle to 90 degrees or less, and by incorporating shields and shades that screen the view of the light source.

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

Section 60.05.50.4

On-Site lighting should comply with the City's Technical Lighting Standards. (Standards 60.05.30.1 and 2). Where the proposal does not comply with Technical Lighting standards, the applicant should describe the unique circumstance attributed to the use or site where compliance with the standard is either infeasible or unnecessary.

FINDING:

The applicant's lighting plan show that the majority of the site meets the minimum lighting standards. Staff finds there are a few areas along the southern elevation where lighting levels fall to 0.5 foot-candles. However, staff finds these areas are small and are surrounded by much higher lighting levels, therefore pedestrian safety would not be compromised. Furthermore, the lighting plan does not take street lighting into account which will add to the lighting levels onsite as well as the light emitting from the building onto the adjacent walkway. There are also small areas near the perimeter of the development boundary that fall below the minimum lighting levels prescribed by the standards. One of these areas is located along the northeastern boundary, which is near an existing light-pole outside of the development area. The existing light fixtures outside of the development area were not included in the lighting analysis, however staff finds

that the existing lighting in conjunction with the new proposed lighting will provide adequate and safe lighting in those limited areas.

Elsewhere on the site, the applicant's plans show the maximum 0.5 foot-candles permitted at property lines is exceeded. The applicant explains that this is due in part to the fact that property lines, internal to the shopping center site, intersect vehicular drive lanes and parking areas. The applicant further states that light levels at the property line along SW Beaverton-Hillsdale Highway will exceed the maximum allowed 0.5 foot-candles due to the close parallel adjacency between the pedestrian circulation path and the property line. Staff finds that although lighting levels exceed 0.5 foot-candles along the internal property lines, the proposed development is located on a lot that, together with abutting lots, functions as one development site. Therefore, staff finds the maximum lighting proposed at the property lines is acceptable to provide for safe vehicular and pedestrian connections and will not cause adverse impacts on the adjacent property.

The applicant's plans also show one light fixture type is mounted 17 feet above the finished floor, exceeding the standard maximum height of 15 feet applicable to wall-mounted luminaires for multiple use non-residential developments. The applicant explains that the luminaire LA2 is mounted to underside of northern canopy. Staff finds the 17-foot mounting height is limited to one area of the proposed building and pedestrian scale lighting is still achieved.

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

60.60. Trees and Vegetation.

Section 60.60.25.9. The following standards apply to the replacement of a Landscape Tree:

A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.

The applicant has not responded to this Section therefore, staff recommend a condition of approval, requiring the applicant submit a revised landscaping plan, with a species of landscape trees approved by the City Arborist, prior to Site Development permit issuance.

B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.

The applicant has not responded to this Section therefore, staff recommend a condition of approval, requiring the applicant submit a revised landscaping plan, with a species of

landscape trees approved by the City Arborist, prior to Site Development permit issuance.

C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:

1. Calculate the sum of the total linear DBH measurement of the tree to be removed.
2. The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.

To accommodate the proposed development, the applicant proposes the removal of 11 landscape trees with a total combined diameter at breast height (DBH) of 173 inches. The applicant's plans show 22 new landscape trees throughout the development area. The applicant's plans also show three new landscape trees just north of the development area as well as the relocation of one existing landscape tree. The new trees are shown to be 2 caliper inches in size, for a total replacement DBH of 50 inches. Staff has reviewed the existing and proposed site landscaping and layout and finds that the subject site is a fully developed shopping center with existing landscaping, parking and structures covering most of the site. Staff find the site includes trees throughout and that the site could not reasonably accommodate the planting of additional trees on the site.

Attachment C: Conditions of Approval

Application: Beaverton Town Square Building 1

Recommendation: Approve DR2020-0037

Design Review Three (DR2020-0037)

A. Prior to issuance of Site Development permit, the applicant shall:

1. Provided a plan showing the location, dimensions and details for the required long-term bicycle parking spaces. (Planning / SP)
2. Provide a plan showing the proposed loading berth striped as a no parking loading zone. (Planning /SP)
3. Submit a revised landscaping plan, with a species of landscape trees approved by the City Arborist. (Planning / SP)
4. Provide revised plans for a new ADA curb ramp and sidewalk at the west corner of the eastern driveway on SW Beaverton Hillsdale Highway, demonstrating compliance with the Engineering Design Manual standards or as approved by the City Engineer. Revisions to the frontage improvements may require additional land use review. (Planning / SP)
5. Provide a sidewalk design plan for SW Beaverton-Hillsdale Highway showing a minimum five (5) foot clear walkway is provided. (Planning / SP)
6. Provide a street tree plan to be approved by the City Arborist as to the species and placement of trees, as showing the proposed plans or provide street trees as required by Section 60.55.30.3 of the Beaverton Development Code. (Planning / SP)
7. Submit a revised street lighting plan, showing all the lot's frontage on SW Beaverton Hillsdale Highway with the correct highway name. (Planning / SP)
8. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div. / SAS)
9. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div. / SAS)
10. 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. / SAS)

11. Have the applicant for the subject property guarantee all public improvements, site grading, storm water management facilities, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div. / SAS)
12. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div. / SAS)
13. If needed, submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation Rail Division for work within 500 feet of the rail crossing area. (Site Development Div. / SAS)
14. Submit a geotechnical report with the site development permit application for review and approval by the City Engineer. The report shall include an assessment of the soil and ground/surface water issues. It shall be prepared by a professional engineer or registered geologist to the specifications of the City Engineer. (Site Development Div. / SAS)
15. If determined to be needed by the City Building Official, submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. This analysis shall be supplemented by an actual flow test and evaluation by a professional engineer meeting the standards set by the City Engineer as specified in the Engineering Design Manual Chapter 6, 610.2. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div. / SAS)
16. 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. / SAS)
17. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div. / SAS)
18. Provide construction plans and a drainage report demonstrating compliance with City surface water management requirements per City 2019 Engineering Design Manual, Resolution 4542, Section 530; and with CWS Resolution and Order 2019-22 for quantity control for conveyance capacity, hydromodification and quality treatment. Fee-in-lieu can be requested if development meets criteria set forth in City EDM Sections 190, table 530.1, and 530.1.A.4 and CWS Design & Construction Standards Section 4.03.7.a and 4.04.2.a. (Site Development Div. / SAS)

19. Provide a drainage analysis of the subject site prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. In addition, the analysis shall delineate any mapped FEMA floodplains and flood ways. The site plans shall clearly show the 100-year flood limits on each plan that contains elevation information. (Site Development Div. / SAS)
20. Provide an engineering analysis of the grading and construction work proposed within the 100-year floodplain as necessary to allow for a public notice to be published in a local newspaper by the City Engineer for the proposed floodplain modifications. The applicant's engineer shall certify in writing that the project as designed will meet the requirements of City Code and Clean Water Services Design & Construction standards as they refer to the 100-year floodplain, prior to this notice being sent. The public notice and a 10-day appeal period shall occur after final approval of the site development permit plans by the City Engineer and Planning Director. (Site Development Div./JY)
21. Submit a grading plan showing building pad elevation and minimum finished floor elevation (FFE). Pad elevation shall be at least one foot higher and FFE shall be at least three feet higher than the 100 year/emergency overflow of the storm water management facility. Any changes to approved grading must meet provisions of Beaverton Code 9.05.110 and 9.05.115, no grading can occur within 10 feet of a property line or half the height of the vertical embankment created, whichever is greater. This applies to all exterior property boundaries of the proposed project. (Site Development Div. / SAS)
22. Provide plans showing a Stormfilter system for treatment of the site's piped surface water runoff. Plans shall also show a trash capture water quality pre-treatment unit located directly upstream from any Stormfilter vaults or manholes. Plans shall also show a high flow bypass system to bypass surface water runoff high flows. (Site Development Div. / SAS)
23. Pay any required storm water system development charges (storm water quality, quantity, hydromodification and overall system conveyance) for the new impervious area proposed. (Site Development Div. / SAS)
24. 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. / SAS)
25. Submit to the City a Stormwater Management Worksheet for the proposed project's net new impervious area proposed for any common areas prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing

impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site. (Site Development Div. / SAS)

26. Provide plans for the placement of underground utility lines within the site and for services to the proposed new building. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div. / SAS)
27. Submit plans that show access for a maintenance vehicle within 9-feet from the front, or within 19-feet from the side of a vehicle to all control structures unless otherwise specifically approved by the City Engineer. A direct worker access route to the structures in the pond area shall be provided no steeper than 4 (horizontal) to 1 (vertical) slope. This direct route shall be a minimum of 6-feet wide and have a surface consisting of the equivalent of 3-inches of $\frac{3}{4}$ "-minus crush rock to allow walking access in winter and vegetation shall allow easy access. This direct access route shall be delineated on the plans. (Site Development Div. / SAS)
28. If required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. If private sewer systems crossing lot lines and within a private easement is proposed, please submit plumbing permit application to the Building Division. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div. / SAS)
29. Submit ODOT standard detail DET1720 showing level of design detail for every public sidewalk ramp proposed with this development. Maximum designed ramp slope shall be 7.5%, maximum designed cross slope, flat landing or turning space shall be 1.5%. Two directional ADA ramps shall be provided at all corners of all intersections, regardless of curb type. See ODOT standard drawings RD754, RD155, RD756, RD757, RD758 and RD759 for ramp details. (Site Development Div. / SAS)

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

30. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / SAS)
31. 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. / SAS)
32. 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 (in particular gate controllers, mechanisms, and electrical system) are either elevated or floodproofed as appropriate per City Code, FEMA requirements, IBC Appendix G (Flood-resistant Construction), and ASCE/SEI 24-05, and as determined by the City Engineer and City Building Official to at least (184.3 feet NAVD-88; 180.8 feet

NGVD-29.) one foot above the base flood elevation (183.3 feet NAVD-88; 179.8 feet NGVD-29). (Site Development Div./JY)

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

33. Ensure all site and building improvements are completed in accordance with plans marked "Exhibit A", except as modified and approved by the decision-making authority. (On file at City Hall). (Planning/SP)
34. 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/SP)
35. 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. / SAS)
36. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / SAS)
37. 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. / SAS)
38. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / SAS)
39. 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. / SAS)
40. Have a professional architect, engineer, or surveyor submit a certification on Federal Emergency Management Agency (FEMA) standard form, to the City Building Official, verifying that the lowest finished floor is at least one foot above (elevation 179.8 feet, NGVD-29 and higher) or flood-proofed to one foot above the base flood elevation (elevation 180.8 feet, NGVD-29). (Site Development Div./JY)

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

41. 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. / SAS)

42. Submit any required on-site easements not already recorded by document, 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. / SAS)
43. Provide a post-construction cleaning, system maintenance, and any StormFilter recharge/replacement servicing report per manufacturer's recommendations for the site's proprietary storm water treatment systems by a qualified maintenance provider as determined by the City Engineer. (Site Development Div. / SAS)
44. Additional service report will be required per maintenance schedule and until the maintenance and planting period is complete. (Site Development Div. / SAS)
45. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation as shown on the approved plan within the storm water management facility as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Public Works Director prior to release of the security. (Site Development Div. / SAS)