

STAFF REPORT

Report Date: January 21, 2021

Application/Project Name: Herzog-Meier Mazda

Application Numbers: CU2020-0007 / DR2020-0113 /
SDM2020-0010

Proposal: Conditional Use approval for Major Automotive Service use on the site; Design Review Three approval to demolish 4,783 square feet existing automotive service and showroom buildings, construct a new 11,037 square foot, two-story showroom, and a new 4,292 square foot, one-story automotive service building; and Sidewalk Design Modification approval to modify the sidewalk and planter strip widths for a portion of the sidewalk.



Proposal Location: 14105 SW Tualatin Valley Highway, also identified as Tax Lot 1800 on Washington County Tax Map 1S116BB.

Applicant: Axis Design Group

Recommendation: APPROVAL of Herzog-Meier Mazda CU2020-0007 / DR2020-0113 / SDM2020-0010, subject to conditions identified at the end of this report

Hearing Information: 6:30 p.m. January 27, 2021, at City Hall, 12725 SW Millikan Way

Note: Public Hearings are held remotely and can be viewed at the following link:

<https://www.beavertonoregon.gov/291/Agendas-Minutes>

Contact Information:

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Applicant Representative: Erin Upham, Axis Design Group
11104 SE Stark St
Portland, OR 97216

Owner Representative: Tom Herzog, Herzog Properties, LLC
4275 SW 139th Ave
Beaverton, OR 97005

Property Owner: Tom Herzog, Herzog Properties, LLC
4275 SW 139th Ave
Beaverton, OR 97005

Existing Conditions

Zoning: General Commercial (GC)

Site conditions: Existing uses on site include vehicle sales and automotive services within two buildings totaling 10,796-square-feet and surface parking areas, including vehicle inventory storage, along the north, south and east portions of the site.

Site Size: 1.85 acres

Location: Northwest corner of SW Tualatin Valley Highway and SW 141st Avenue.

Neighborhood Association Committee: Central Beaverton NAC

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	Station Community – High Density Residential	Vehicle Storage
South	General Commercial	Automotive Service
East:	General Commercial	Vehicle Sales
West:	General Commercial	Automotive Service

Application Information

Table 2: Application Summaries

Application	Application type	Proposal summary	Approval criteria location
CU2020-0007	New Conditional Use	Major Automotive Service	Development Code Section 40.15.15.5.C
DR2020-0113	Design Review	Demolition of 4,783 square feet of vehicle sales, construction of a 11,037 square foot vehicle showroom building and a 4,292 square foot automotive service building, as well as for the associated landscape, parking, and site modifications.	Development Code Section 40.20.15.3.C

Application	Application type	Proposal summary	Approval criteria location
SDM2020-0010	Sidewalk Design Modification	Maintain the existing five-foot wide sidewalk and four-foot wide planter strip.	Development Code Section 40.58.15.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	365-Day*
CU2020-0007	Sep. 30, 2020	Nov. 18, 2020	March 18, 2021	Nov. 18, 2021
DR2020-0113	Sep. 30, 2020	Nov. 18, 2020	March 18, 2021	Nov. 18, 2021
SDM2020-0010	Sep. 30, 2020	Nov. 18, 2020	March 18, 2021	Nov. 18, 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.

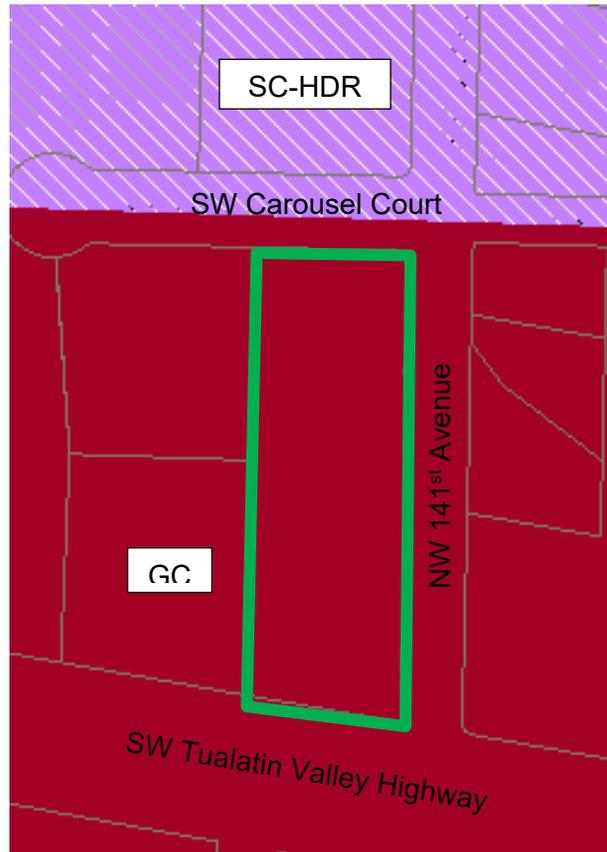
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Exhibits

Exhibit 1.	Materials submitted by Staff
Exhibit 1.1	Zoning Map (page 6 of this report)
Exhibit 1.2	Aerial Map (page 7 of this report)
Exhibit 2.	Public Comment
	No Public Comment Received
Exhibit 3.	Materials submitted by the Applicant
Exhibit 3.1	Application Forms
Exhibit 3.2	Narrative
Exhibit 3.3	Drawings
Exhibit 3.4	Storm, Hydromodification and No-Rise Reports
Exhibit 3.5	Service Provider Letters
Exhibit 3.6	Pre-App Summary Notes
Exhibit 3.7	Neighborhood Meeting Documentation
Exhibit 3.8	Trip Generation Memo

Exhibit 1.1

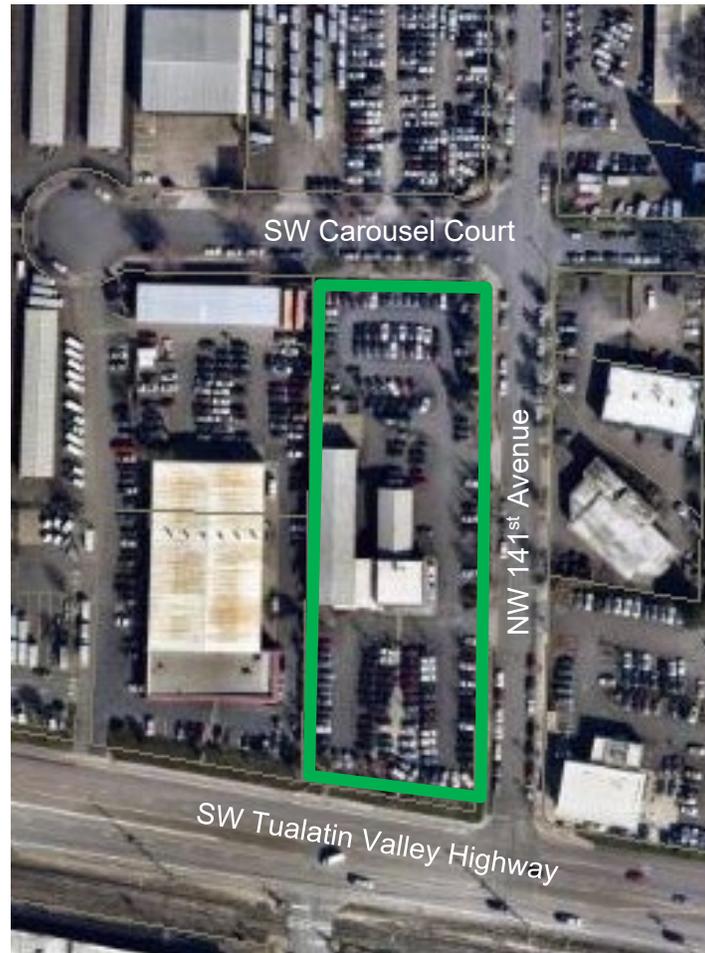


CU2020-0007 DR2020-0113 SDM2020-0010

Herzog-Meier Mazda

Zoning Map

Exhibit 1.2



CU2020-0007 DR2020-0113 SDM2020-0010

Herzog-Meier Mazda

Aerial Map

Attachment A: FACILITIES REVIEW COMMITTEE

TECHNICAL REVIEW AND RECOMMENDATIONS

Application: Herzog-Meier Mazda

Recommendation: APPROVAL CU2020-0007 / DR2020-0113 / SDM2020-0010

Finding: The Facilities Review Committee finds the applicable Facilities Review Committee approval criteria have been met subject to the conditions identified at the end of the report for the following applications:

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 submitted Design Review Three and Conditional Use Permit applications as submitted.
- Facilities Review criteria do not apply to the Sidewalk Design Modification application.

Section 40.03.1.A

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

Finding:

Potable and Non-Potable Public Water

The property is served by City of Beaverton potable public water service and the applicant has stated that the water services are adequate to service the proposed development. The new service building will connect to the existing six-inch water main in SW 141st Avenue. The new showroom will connect to the existing 12-inch water line in SW Tualatin Valley Highway. City staff have reviewed the proposal and Service Provider Letter, stating that there will be adequate capacity to service the proposed development,

and that service can be provided from SW 141st Avenue and SW Tualatin Valley Highway. The property is not located within the South Cooper Mountain area, which is the only area of the City where properties can connect to the City's non-potable water service. The Committee finds that adequate potable public water service can be provided to the site to serve the proposed development and that connection to non-potable public water service is not required.

Sanitary Sewer

The property is served by City of Beaverton sanitary sewer service and the applicant has stated that the sanitary sewer services are adequate to service the proposed development. The new service building will connect to the existing 24-inch water main in SW Carousel Court. The new showroom will connect to the existing eight-inch water line in SW 141st Avenue. The Committee finds that adequate sanitary sewer service can be provided to the site to serve the proposed development.

Stormwater Drainage, Treatment, and Retention

The property is served by City of Beaverton storm sewer service and the applicant has stated that the storm sewer services are adequate to service the proposed development. There is an existing 60-inch storm main in SW Carousel Court. The project stormwater system incorporates multiple design approaches to meet water quality requirements. For on-site improvements, the site will utilize and expand an existing Contech StormFilter. New impervious surfaces, including roofs and paved surfaces in the surface parking lot will be treated by Contech StormFilter catch basins.

The applicant states that an alternative approach is required to meet water quantity and hydromodification requirements. Due to the project's location within the floodplain and poor infiltration rates of site soils, portions of the site can be served by underground detention, while a fee-in-lieu is proposed to address the unmanaged portions of the site.

The applicant has provided a Preliminary Stormwater Report for the quantity and quality of stormwater resulting from the proposed development. While the Stormwater Report states that the proposed stormwater facilities are adequate to service the site, the Committee recommends conditions of approval to address specific stormwater facility requirements pursuant to CWS standards. As conditioned, the Committee finds that adequate stormwater drainage, treatment, and retention service can be provided to the site to serve the proposed development.

Transportation

Per BDC Section 60.55.20.2.A, a Traffic Impact Analysis is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant has submitted a Trip Generation Memo that estimates the number of trips generated by the proposed project, estimated to be 294 new average weekday trips, which is below the threshold for a full Traffic Impact Analysis.

The subject site has frontage on three roadways: SW Carousel Court to the north, SW 141st Avenue to the east, and SW Tualatin Valley Highway to the south. SW Carousel Court is a two-lane Local Street. No dedication or frontage improvements are required on Carousel Court. SW 141st Avenue is a two-lane Collector. The applicant proposes dedicating seven feet of right of way, consistent with the requirements of the Engineering Design Manual. The applicant has submitted a Sidewalk Design Modification application, requesting that the existing five-foot wide sidewalk and four-foot planter wide strip remain to preserve at least 21 trees in the existing right of way or areas proposed to be dedicated as right of way. The committee recommends including a condition of Design Review approval requiring approval of the Sidewalk Design Modification.

SW Tualatin Valley Highway is under the jurisdiction of the Oregon Department of Transportation (ODOT) and is a five-lane Principal Arterial that transitions to a seven-lane Principal Arterial along the site frontage. The applicant will be required to deed approximately two feet of right of way along the site's frontage of SW Tualatin Valley Highway to ODOT as necessary to accommodate the planned cross-section, which includes the buffered bike lane, an outer travel lane that transitions to two travel lanes, and frontage improvements.

Fire Protection

Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff has reviewed and approved the proposed development's site plan. TVF&R had no comments or concerns regarding the proposal and did not require any conditions of approval. Therefore, the Committee finds that adequate fire protection service can be provided to the site to serve the proposed development. The Committee finds that the development will provide required critical facilities, as conditioned.

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

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 transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

Schools

The proposed development is within the boundaries of the Beaverton School District (BSD). No residential uses are proposed so there will be no impact on existing school capacity.

Transit Improvements

The site is served by TriMet's Bus Line 57-TV Hwy/Forest Grove, which stops approximately 250 feet east of the site SW Tualatin Valley Highway. Bus Line 57 is a frequent service bus line that connects Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton, via Pacific, Baseline, Tualatin Valley Highway, and Canyon Road. The site is located within one-quarter mile from Bus Line 52-Farmington/185th and Bus Line 62-Murray Blvd. Bus Line 52 runs between Beaverton Transit Center, Aloha, Willow Creek Transit Center, Tanasbourne, and PCC Rock Creek, along Farmington, 185th, and Springville. Bus Line 62 runs between Washington Square and Sunset Transit Center, along Scholls Ferry Road, Murray, Millikan, Hocken, Jenkins, Cornell, and Barnes. The site is also located within one-half mile from the Millikan Way MAX Station, where the MAX Blue Line light rail service connects Hillsboro, Beaverton, Portland City Center, East Portland, and Gresham. Committee finds that there are adequate transit services to serve the proposed development.

Police Protection

The City of Beaverton Police will continue to serve the development site. The Committee finds that adequate police protection service can be provided to the site to serve the proposed development.

Pedestrian and Bicycle Facilities

The subject site has frontage on three roadways: SW Carousel Court to the north, SW 141st Avenue to the east, and SW Tualatin Valley Highway to the south. The existing sidewalks surrounding the site are approximately five feet wide on SW Carousel Court, approximately five feet wide on SW 141st Avenue, and approximately six feet wide on SW Tualatin Valley Highway. The only existing bicycle facility on the roadways surrounding the site is an approximately five-foot wide bike lane on SW Tualatin Valley Highway.

The applicant has submitted a Sidewalk Design Modification application, requesting that the existing five-foot wide sidewalk and four-foot wide planter strip on SW 141st remain to preserve at least 21 trees in the existing right of way or areas proposed to be dedicated as right of way. The committee recommends including a condition of Design Review approval requiring approval of the Sidewalk Design Modification.

The applicant will be required to provide frontage improvements along SW Tualatin Valley Highway. The Committee recommends a condition of approval requiring the

applicant to construct a and 7'-6" planter strip and six-foot sidewalk in the ultimate location, which will accommodate a future eight-foot wide buffered bike lane along SW Tualatin Valley Highway with ADA ramps brought up to current Oregon Department of Transportation standards. As conditioned, the Committee finds that adequate pedestrian and bicycle facilities can be provided to the site to serve the proposed development.

For these reasons, the Committee finds that essential facilities and services related to the proposed development are available with adequate capacity to serve the development.

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

Section 40.03.1.C

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

FINDINGS:

The Committee refers to the Chapter 20 use and site development requirements tables at the end of this report. Staff will provide findings for the New Conditional Use request within the applicable section of the staff report.

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

Section 40.03.1.D

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

FINDINGS:

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates to the applicable Code requirements of Chapter 60. Staff will provide findings for the Design Review Three request within the applicable section of the staff report.

Section 60.10 Floodplain Regulations

The applicant states that the proposed improvements to the subject site are designed to adhere to all applicable floodplain regulations. The area is extensively developed, and Erickson Creek is piped through the subject site, so the preservation of natural features is not applicable to this project. Site improvements have been designed to have no impact on the Base Flood Elevation shown on Section J of Erickson Creek on FEMA FIRM Map 41067C0527F, revised October 19, 2018. Hazardous materials will not be stored uncontained within the floodplain. Oil and other automotive maintenance and repair fluids and oils will be stored in accordance with the applicable Department of Environmental Quality regulations. The Erickson Creek floodway is located just northwest on the site, in the right of way of the intersection of SW 14th Avenue and SW Carousel Court. No work is proposed in the floodway. The Committee recommends several conditions of approval related to work within the floodplain including providing an engineering analysis of the grading and construction work proposed, a final zero rise certification for excavation and fills, and elevation certification.

Section 60.30 Off-Street Parking

Beaverton Development Code (BDC) Section 60.30.10.5 does not provide motor vehicle parking ratios for the specific uses proposed on the subject site. Therefore, the more general Retail ratio applies to the Vehicle Sales use and the more general Service Businesses ratio applies to the Major Automotive Service use. For a site located in the General Commercial zone, the minimum parking ratio requirement for motor vehicles is 3.3 spaces per 1,000 square feet of gross floor area for the Vehicle Sales (Retail) use and 3.0 spaces per 1,000 square feet of gross floor area for the Major Automotive Service (Service Businesses) use. The maximum parking ratio requirement for motor vehicles is 5.1 spaces per 1,000 square feet of gross floor area for the Vehicle Sales (Retail) use and 5.1 spaces per 1,000 square feet of gross floor area for the Major Automotive Service (Service Businesses) use. The proposal contains 9,780 square feet of Vehicle Sales use and 11,491 square feet of Major Automotive Service use, which requires a minimum of 67 parking spaces, and has a maximum limit of 109 spaces.

The proposal includes 67 parking spaces, not including areas designated for storage of vehicle inventory. Ten of the 67 parking spaces are proposed to be compact, which is not more than 20 percent of the total proposed spaces. The compact spaces are proposed to be 8'-5" feet wide, and a minimum of 15 feet deep, which meets the minimum dimensions for compact parking spaces, and these spaces will be generally grouped together and designated as compact. The other spaces will be at least 8.5 feet wide by 18.5 feet deep, which meets the minimum dimensions for non-compact spaces.

BDC Section 60.30.10.5.B does not provide bicycle parking ratios for the specific uses proposed on the subject site. Therefore, the more general Retail ratio applies to the Vehicle Sales use and the Minor Automotive Service ratio applies to the Major Automotive Service use. The minimum parking ratio requirement for both short-term

bicycle parking and long-term bicycle parking is two spaces, or one space per 12,000 square feet of floor area, whichever is greater, for the Vehicle Sales (Retail) use. Two spaces, or one space per 5,000 square feet of floor area, whichever is greater, for both short-term bicycle parking and long-term bicycle parking, is required for the Major Automotive Service (Minor Automotive Service) use. The proposal contains 9,780 square feet of Vehicle Sales use, requiring two short-term and two long-term spaces; and 11,491 square feet of Major Automotive Service, requiring three short-term and three long-term spaces.

The applicant's plans indicate that six short term parking spaces will be provided in a plaza along the SW Tualatin Valley Highway, approximately 26 feet from a Vehicle Sales showroom entrance. The applicant's materials lack specific details for rack design and rack spacing. Per BDC Section 60.30.10.2.B.3, short-term bicycle parking spaces must be designed to the standards of the Engineering Design Manual (EDM). The Committee recommends a condition of approval requiring the applicant to submit detailed plans demonstrating that the short-term bicycle parking spaces meet the design standards for bicycle parking in EDM Section 340 as required by BDC Section 60.30.10.2.B.

The applicant states that six new long-term bicycle parking spaces will be provided in the new showroom. The applicant's materials lack additional detail regarding the exact design and accessibility of the long-term parking spaces. Per BDC Section 60.30.10.2.B.2, long-term bicycle parking spaces must be covered or sheltered to protect the bicycles from prolonged direct exposure to the elements. Providing long-term bicycle parking spaces within the building will meet this requirement. The Committee recommends a condition of approval requiring the applicant to submit detailed plans demonstrating that the long-term bicycle parking spaces meet the design standards for bicycle parking in EDM Section 340 as required by BDC Section 60.30.10.2.B.

Section 60.55 Transportation Facilities

As stated in the findings for approval criterion 40.03.1.A, above, per BDC Section 60.55.20.2.A, a Traffic Impact Analysis is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant has submitted a Trip Generation memo report that estimates the number of trips generated by the proposed project, which identifies 294 new average weekday trips. Because the 300 daily trip threshold was not met, no Traffic Impact Analysis was required.

The applicant states that all transportation facilities will be designed in accordance with the City code and Engineering Design Manual. The subject site has frontage on three roadways: SW Carousel Court to the north, SW 141st Avenue to the east, and SW Tualatin Valley Highway to the south. No dedication or frontage improvements are required on Carousel Court. SW 141st Avenue is a two-lane Collector. The applicant proposes dedicating seven feet of right of way, consistent with the requirements of the Engineering Design Manual. The applicant has submitted a Sidewalk Design Modification application, requesting that the existing five-foot wide sidewalk and four-foot

planter wide strip remain to preserve at least 21 trees in the existing right of way or areas proposed to be dedicated as right of way. The committee recommends including a condition of approval requiring approval of the Sidewalk Design Modification.

SW Tualatin Valley Highway is under the jurisdiction of the Oregon Department of Transportation (ODOT) and transitions from a five-lane to a seven-lane Principal Arterial along the site frontage. The applicant will be required to deed approximately two feet of right of way along the site's frontage along SW Tualatin Valley Highway to ODOT as necessary to accommodate the planned cross-section, which includes the buffered eight-foot bike lane and frontage improvements. As conditioned, the Committee finds that the minimum street widths required by BDC Section 60.55.30 can be met.

Per BDC Section 60.55.35.3.A, work adjacent to public streets must comply with the visibility at intersections standards in the Engineering Design Manual. The applicant states that the proposed building does not obstruct the required sight clearance at SW Tualatin Valley Highway and SW 141st Avenue. However, the applicant has not provided any sight distance analysis to support this statement. The applicant's materials do not address sight clearance between the existing driveways. The committee recommends conditions of approval requiring that sight distance is verified at the intersection of SW Tualatin Valley Highway and SW 141st Avenue, as well as the driveways on SW 141st Avenue.

BDC Section 60.55.25.10 contains standards for on-site pedestrian circulation. These standards include providing walkways between parts of a development where the public is allowed to walk and providing walkways that are reasonably direct between pedestrian destinations. New pedestrian connections are provided between the new showroom, existing service building, and adjacent parking. However, new parking at the north end of the site, specifically the 15 parking spaces closest to SW Carousel Court, furthest away from the showroom, are not served by any marked or physically separated pedestrian pathways. These 15 spaces are adjacent to the new service building, but no pedestrian pathways are provided. The Committee recommends a condition of approval that these 15 spaces be linked to the new service building to the west by a pedestrian path composed of differentiated materials and be signed as employee parking.

60.60 Trees and Vegetation Requirements

The applicant's materials identify 16 landscape trees are proposed for removal, totaling DBH of 97 inches. BDC 60.60.25.9 requires that landscape trees be replaced at a ratio of one inch to one inch DBH, with discretion allowed when considering site capacity. The applicant's materials show that 21 new landscape trees are proposed, with a total DBH of 42 inches.

The Committee notes provision that landscape tree mitigation may consider the site's capacity of accommodate replacement trees. In addition to the 21 planted trees, the proposal includes preserving 30 existing trees, mostly along the site frontages. In

reviewing the proposed site plan, the Committee has concluded that the site programming, including building additions, required parking and vehicle maneuvering, and plazas, limit the locations of replacement trees, and the site cannot readily accommodate more than the 21 proposed mitigation trees. The Committee recommends a condition of approval to provide tree protection fencing in accordance with the standards of Section 60.60.20 of the Development Code in order to protect the trees identified for preservation during construction.

60.65 Utility Undergrounding

The applicant states that all new utility lines will be underground. There are existing utility poles and overhead utility lines along the site's SW Tualatin Valley Highway frontage. To meet the requirements of this section, the Committee recommends a condition of approval requiring that the applicant provide plans for the placement of underground utility lines along street frontages if impacted by development, within the site, and for services to the proposed new development.

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

Section 40.03.1.E

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

FINDINGS:

The applicant states that regular maintenance of the site will be provided. The Committee finds that the proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

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

Section 40.03.1.F

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

FINDINGS:

The Committee incorporates the findings for Approval Criterion 40.03.1.D, above.

The applicant has provided on-site vehicular circulation plans that include turning templates for customer and employee vehicles, inventory vehicles, waste collection vehicles, and standard delivery trucks.

Safe and efficient pedestrian circulation has been provided at the southern end of the site adjacent to the new showroom. However, new parking at the north end of the site, specifically the 15 parking spaces closest to SW Carousel Court, furthest away from the showroom, are not served by any marked or physically separated pedestrian pathways. These 15 spaces are adjacent to the new service building, but no pedestrian pathways are provided. The Committee recommends a condition of approval that these 15 spaces be linked to the new service building to the west by a pedestrian path composed of differentiated materials and be signed as employee parking.

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

Section 40.03.1.G

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

FINDINGS:

The Committee incorporates the findings for Approval Criteria 40.03.1.D and 40.03.1.F, above. The applicant's submitted site plans show on-site pedestrian walkways that will provide direct connections to the public sidewalk along SW Tualatin Valley Highway and SW 141st Avenue. The applicant has not provided a sight distance evaluation that demonstrates that minimum sight clearance will be met for both existing driveways on SW 141st Avenue, which are proposed to remain. The Committee recommends a condition of approval requiring site clearance analysis be provided to demonstrate that the driveways will interact safely with the access connections within the clear sight area.

For these reasons, by meet the conditions, the Committee finds that the development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

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

Section 40.03.1.H

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

FINDINGS:

The applicant states that the building will be designed to meet all code requirements and fire protection is available, including adequate fire flow. Fire protection will be provided by Tualatin Valley Fire and Rescue (TVF&R). TVF&R staff has reviewed the proposed development's site plan and endorsed the proposal as shown without any conditions of approval. TVF&R will verify that their requirements are met prior to Site Development Permit issuance. The Committee finds that the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

Section 40.03.1.I

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

FINDINGS:

The applicant states that the site and building will be designed to meet all applicable City code requirements related to safety and security. The applicant's submitted lighting plans do not demonstrate full compliance with the City's Technical Lighting Standards because there are locations interior to the site that do not meet minimum lighting standards. The Committee recommends a condition of approval requiring the applicant to submit a photometric plan demonstrating that the site's lighting will meet the City's Technical Lighting Standards to ensure that there will be adequate lighting to promote safety while minimizing impacts on the adjacent properties. Construction documents will be reviewed at later permit stages to ensure protection from hazardous conditions. The Committee finds that review of the construction documents at the Site Development and Building Permit stages will ensure protection from hazardous conditions due to inadequate, substandard, or ill-designed development.

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

Section 40.03.1.J

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

FINDINGS:

As a portion of the project site is located within the Erickson Creek floodplain, the applicant has provided a preliminary cut-fill analysis. The applicant's materials indicate that there is no net change in flood plain storage with the proposed improvements.

The Committee has reviewed the proposed preliminary grading plan and finds no adverse effect on neighboring properties, the public right-of-way, or the public storm system. The Committee recommends conditions of approval regarding the grading and contouring of the development site, which will be reviewed and approved prior to Site Development Permit issuance.

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

Section 40.03.1.K

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

FINDINGS:

The applicant states that the on-site pedestrian paths providing access to the building will have a minimum width of five feet and be hard surfaced to be accessible as required by the Americans with Disabilities Act (ADA). The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code, and other standards as required by the ADA. The Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards.

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

Section 40.03.1.L

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

FINDINGS:

The applicant submitted the Design Review Three, New Conditional Use Permit, and Sidewalk Design Modification on September 30, 2020. Staff received the applicant's request to deem the applications complete on November 18, 2020. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

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

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements General Commercial (GC) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.10.20 (GC)			
Major Automotive Service	Conditional Use	The applicant proposes 4,292 additional square feet of Major Automotive Service use on-site, for a total of 11,491 square feet. A New Conditional Use is proposed to allow Major Automotive Service in addition to the exiting Minor Automotive Service currently in operation.	See CU Findings
Vehicle Sales	Permitted	The applicant proposes a net additional 6,254 square feet of Vehicle Sales use on-site, for a total of 9,780 square feet on-site.	YES
Development Code Section 20.10.15 (GC)			
Minimum Parcel Area – Non-Residential	7,000 square feet	80,586 square feet (1.85 acres)	YES
Minimum Lot Dimensions	Width: 70 feet	164 feet	YES
	Depth: 100 feet	490 feet	
Minimum Yard Setbacks	Front: None	4' 7" feet	YES
	Side – Abutting Street: None	2'	
	Rear: 0 feet	0 feet	
Maximum Building Height	60 feet	26 feet	YES

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The applicant has submitted a Design Review Three application.	See DR Findings
Development Code Section 60.07			
Drive-up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The subject site is located in the floodplain. Refer to the Facilities Review Committee findings herein.	YES w/ COA
Development Code Section 60.11			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	No food cart pods are proposed.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	The applicant does not propose Habitat Friendly or Low Impact Development techniques	N/A
Development Code Section 60.15			
Land Division Standards	On-site surface contouring within 25 feet of a property line within or abutting any residentially zoned property.	The applicant does not propose a Land Division	N/A
Development Code Section 60.20			
Mobile and Manufactured Home Regulations	Requirements for the placement of mobile homes and manufactured homes.	No mobile or manufactured homes are proposed.	N/A
Development Code Section 60.25			
Off-Street Loading Requirements	Minimum: One Type B space	The applicant has located one Type B loading space in the north end of the parking lot.	Yes

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30			
Off-Street Motor Vehicle Parking	Minimum: 67 spaces Maximum: 109 spaces	The applicant has provided 67 parking spaces	YES
Required Bicycle Parking	Short-term: 5 spaces Long-term: 5 spaces	Refer to the Facilities Review Committee findings herein.	YES w/ COA
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to the Facilities Review Committee findings herein.	YES w/ COA
Development Code Section 60.60			
Trees and Vegetation	Regulations pertaining to the removal and preservation of trees.	Refer to the Facilities Review Committee findings herein.	YES w/ COA
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.	Refer to the Facilities Review Committee findings herein.	YES w/ COA

Attachment B: CU2020-0007

ANALYSIS AND FINDINGS FOR NEW CONDITIONAL USE APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **CU2020-0007**, subject to the applicable conditions identified in Attachment E.

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 the proposal meets the criteria.

Section 40.15.05 Purpose:

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. The purpose of Conditional Use as summarized in this Section is carried out by the approval criteria listed herein.

Planning Commission Standards for Approval:

Section 40.15.15.5.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on New Conditional Use Applications. The Commission will determine whether the application as presented, meets the New Conditional Use approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for New Conditional Use.

To approve a New Conditional Use 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 New Conditional Use application.

FINDING:

The applicant proposes to provide Major Automotive Services on site. The site is zoned General Commercial (GC). Major Automotive Services are Conditionally Permitted in the General Commercial zone.

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 New Conditional Use application.

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

Section 40.20.15.3.C.3

The proposal will comply with the applicable policies of the Comprehensive Plan.

FINDING:

The applicant states that the proposal complies with the applicable Comprehensive Plan policies, identified below.

Goal 3.1.1 Encourage development and land use patterns that support a variety of transportation options

Policy 3.3.1.a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.

The applicant states that safe pedestrian connections are provided to the sales and service buildings and between these buildings in the proposed development. Staff cites the findings in Facilities Review criterion B and D. Staff concurs that safe and convenient pedestrian circulation has been provided.

Policy 3.3.1.c) Ensure that new development is designed to provide safe, comfortable and direct pedestrian and bicycle connections to and through the development, including to reach nearby points of interest.

The applicant states that safe, comfortable and direct pedestrian connections are provided to the sales and service buildings. The pedestrian plaza fronting SW Tualatin Valley Highway offers pedestrians a comfortable place to stop and sit or park their bike. Between the buildings in the proposed development, a small pedestrian plaza is situated, providing another place of comfortable respite for pedestrians. Staff cites the findings in Facilities Review criterion B and D. Staff concurs that safe and convenient pedestrian circulation has been provided.

Policy 3.3.1.I) Accommodate automobile access and parking in an efficient manner that does not detract from the desirability of other modes.

The proposal utilizes two existing driveways on SW 14th Avenue and redesigns the parking and vehicle maneuvering areas to improve on-site safety and circulation. Walkways connecting on-site destinations and the public sidewalk improve pedestrian circulation. Bicycle parking, both short term and long term, is also part of the proposal. Staff concurs that the proposal accommodate automobile access while not detracting from other modes of transportation.

Goal 3.7.1 Enhanced Commercial Centers and Corridors

Policy 3.7.1. a) Over time, new development and redevelopment should improve accessibility and comfort for non-auto modes, including:

- i. Improving pedestrian and bicycle connections within and between sites*
- ii. Enhancing or creating multi-modal connections wherever feasible*
- iii. Providing direct pedestrian connections to, and amenities near, transit stops*
- iv. Providing a more visually engaging and appealing street frontage through the addition of buildings adjacent to the street, enhanced landscaping, more pedestrian scale signage, etc.*
- v. Providing safe and convenient paths for pedestrians within large parking areas*

The applicant states that accessibility and comfort for non-auto modes are met in the following ways:

- i. New accessible sidewalk curb ramps for pedestrians are included in this project along with accessible walkways to the buildings and between the buildings.
- ii. The new pedestrian plaza fronting SE Tualatin Valley Highway features bike parking as does the new service reception drive. The pedestrian plaza is situated with ¼ mile of a TriMet bus stop.
- iii. New pedestrian plazas are proposed as an amenity and area of pedestrian connection in this development. The pedestrian plazas are situated with ¼ mile of a TriMet bus stop.

iv. In contrast to the existing development, the proposed development relocates the showroom building closer to the SW Tualatin Valley and 141st Avenue frontages, to create a more defined, visually-engaging and urban streetscape. The new showroom building is bracketed with pedestrian plazas that interconnect the building to the site and adjacent landscaping.

v. Safe and convenient paths are proposed through the parking area; these paths are adjacent to landscape areas where practicable.

Staff concurs that the proposed development improves comfort and accessibility for non-auto modes.

Policy 3.7.1.b) Emphasize commercial and employment uses, and limit ground floor residential uses to preserve land to meet the city's employment needs.

The proposal adds new vehicle showroom and automotive service buildings, increasing the commercial density on-site, as well as the potential for additional employee density. No ground floor residential uses are proposed.

Goal 3.7.2 Regional Commercial: Provide suitable locations for commercial uses that serve the broader region and require large sites, significant access and visibility

Policy 3.7.2.a) Allow for the continuation of auto-oriented uses and large-format commercial uses, while encouraging a transition to more compact and pedestrian-friendly development over time.

The applicant states that the existing minor automotive use is proposed to be expanded to include major automotive repair activities. The additional major automotive use would support the surrounding community by offering an essential business (auto repair) in proximity to the downtown and station community areas, connected by transit and main transportation corridors. Additionally, the proposed development includes features that support more compact and pedestrian friendly development over time, including the multiple pedestrian plazas and parking infrastructure for electric vehicles. Staff concurs that the proposal increases pedestrian safety through new walkways, and pedestrian engagement is increased by locating the new showroom at the corner of SW Tualatin Valley Highway and SW 141st Avenue.

Conclusion: Therefore, staff finds the proposal will meet the criterion for approval by meeting the conditions of approval.

Section 40.20.15.3.C.4

The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.

FINDING:

The applicant states that the proposed major automotive service use would occur primarily inside an existing building where minor automotive service currently exists, as allowed outright by code. The major automotive service use is also proposed for the new service building to the north of the existing service building. The proposed 1.85-acre site is adequate in size to support major automotive, with a large site area remaining for vehicle sales and various parking, landscape and circulation areas. Staff concurs that the site size and layout can accommodate the major automotive use as proposed

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

Section 40.20.15.3.C.5

The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have a minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.

FINDING:

The applicant states the existing and proposed service buildings, to house major automotive service, are located along the west side of the property. The neighboring properties to the west and to the south, across SW Tualatin Valley Highway, are also major automotive service uses – body shops offering collision repair. The property to the east, across SW 141st Ave features automotive sales and service uses. The property to the north, across SW Carousel Court is a U-Haul rental. Staff concurs that the major automotive service use is similar to existing adjacent uses and is likely to have minimal impact to livability and development potential to surrounding properties.

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

Section 40.20.15.3.C.6

The proposed residential use located in the floodway fringe meets the requirements in Section 60.10.25.

FINDING:

No residential development is proposed on the subject site.

Conclusion: Therefore, staff finds the criterion is not applicable.

Section 40.20.15.3.C.7

For parcel(s) designated Interim Washington County, the proposed use, identified in the land use designation previously held for the subject parcel(s), meets the use requirements identified in Washington County's Development Code.

FINDING:

The site is not zoned Interim Washington County.

Conclusion: Therefore, staff finds the criterion is not applicable.

Section 40.20.15.3.C.8

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

FINDING:

The applicant has submitted this Conditional Use application with associated Sidewalk Design Modification and Design Review Three applications. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. Staff suggests a condition of approval that approval of the Conditional Use application is dependent upon the Design Review Three approval.

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

Attachment C: DR2020-0113

ANALYSIS AND FINDINGS FOR DESIGN REVIEW THREE APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **DR2020-0113**, subject to the applicable conditions identified in Attachment E.

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 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.

Planning Commission Standards for Approval:

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

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 to construct two new buildings, totaling approximately 15,000 square feet. The proposal could be processed as a Design Review Two if the project met all applicable Design Standards. However, the applicant elects to be reviewed under a combination of Design Standards and Design Guidelines. Threshold 8 of Design Review 3 reads “A project meeting the Design Review Two thresholds which does not meet an applicable Design Standard.” Therefore, the application meets Threshold 8 for Design Review Three.

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 applicant meets Design Review Three threshold 8. This criterion does not apply

Conclusion: Therefore, staff finds the criterion is not applicable.

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 project proposal includes two new buildings and modifications of the existing parking, vehicle maneuvering and landscaping on site. Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates to the applicable Design Review Guidelines found in Section 60.05.35 through 60.05.50 of the Development Code.

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

Section 40.20.15.3.C.5

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

FINDING:

The applicant does not propose a Design Review Build-out Concept Plan (DRBCP).

Conclusion: Therefore, staff finds the criterion is not applicable.

Section 40.20.15.3.C.6

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

FINDING:

The applicant has elected to respond to a combination of Design Standards and Design Guidelines. Staff cites the Design Standards table as well as the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates to the applicable Design Review Standards and Guidelines found in Section 60.05.05 through 60.05.50 of the Development Code.

Conclusion: Therefore, staff finds the proposal will meet the criterion for approval by meeting the conditions of 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 Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

FINDING:

The applicant has elected to address a combination of Design Standards and Design Guidelines.

Conclusion: Therefore, staff finds the criterion is not applicable.

Section 40.20.15.3.C.8

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

FINDING:

The applicant has submitted this Design Review Three application with associated Sidewalk Design Modification and Conditional Use applications. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review.

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

Design Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Max length of attached residential buildings	The proposal is not located in a residential zone	N/A
	New Showroom Building South: 69% East: 52% North: 73% West: 58%	
60.05.15.1.B Min 30% articulation	New Service Building South: Not Visible (N/A) East: 54% North: 43% West: Not Visible (N/A)	YES
	Existing Service Building South: 65% East: 33% North: Not Visible (N/A) West: Not Visible (N/A)	
60.05.15.1.C Max 40' between architectural features	The maximum space between architectural features is 40' on any elevation.	YES
60.05.15.1.D Max 150 sq. ft. undifferentiated blank walls facing streets	All building elevations are differentiated with windows, porches, balconies, varying building materials. No elevation has undifferentiated blank walls greater than 150 square feet in area.	YES
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12	A sloped roof is proposed for the new service building to match the existing service building. See response to 60.05.15.2.D.	N/A
60.05.15.2.B Min roof eave = 12"	A sloped roof is proposed for the new service building to match the existing service building. See response to 60.05.15.2.D.	N/A
60.05.15.2.C Flat roofs need parapets	The proposed showroom utilizes a flat roof with parapets.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.15.2.D New structures in existing development be similar	The new service building utilizes the same slope and style as the existing service building.	YES
60.05.15.2.E 4:12 roof standard is N/A to smaller feature roofs	No feature roofs are proposed.	N/A
Primary Building Entrances		
60.05.15.3 Weather protection for primary entrance	<u>New Showroom</u> : The applicant proposes a 4' by 8' canopy for the primary entrance along the southern elevation.	YES
	<u>New Service Building</u> : The applicant has chosen to respond to the design guideline for the	SEE DESIGN GUIDELINE FINDINGS 60.05.35.3
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	No residential development is proposed.	N/A
60.05.15.4.B Maximum 30% of primary elevation to be made of unfinished concrete block	Use of smooth unfinished concrete is limited to the bases of the building, constituting less than 30% of the elevation.	YES
60.05.15.4.C Foundations	Smooth unfinished concrete does not exceed more than three feet above finished grade.	YES
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	Roof-mounted equipment is proposed for the new showroom building, screened by a parapet wall. No roof mounted equipment is proposed for the new service building.	YES w/ COA
Building Location and Orientation along Streets in MU and Com. Districts		
60.05.15.6.A Street frontage in Multiple Use zones	The size is not in Multiple Use zone.	N/A
60.05.15.6.B Street frontage in Commercial zones	The applicant has elected to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.6

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
60.05.15.6.C Buildings w/in 20' of property line	All buildings are proposed to be within 0-16 feet of the property line. Buildings not on the property line along streets provide pedestrian amenities and/or landscaping in those areas.	YES
60.05.15.6.D Buildings located at intersections of MPRs	The site is not located on an MPR.	N/A
60.05.15.6.E Primary building entrances on Class 1 MPR	The site is not located on an MPR.	N/A
60.05.15.6.F Secondary entrances	Secondary entrances face parking and vehicle inventory areas.	YES
Building Scale along Major Pedestrian Routes		
60.05.15.7.A through C 22' Height Minimum 60' Height Maximum	The site is not located on an MPR.	N/A
Ground Floor Elevation on Commercial and Multiple Use Buildings		
60.05.15.8.A 35% Glazing on Commercial sites over 25,000 square feet	The applicant has elected to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.35.8
60.05.15.8.B 50% Weather Protection on MPR	The site is not located on an MPR.	N/A
Compact Detached Housing Design		
60.05.15.9.A-K	Compact Detached Housing is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	The proposed development includes a new sidewalk along SW Tualatin Valley Highway, and utilizes existing sidewalks along SW 141 st Avenue and SW Carousel Court. New pedestrian pathways provide connections from on-site destinations to SW Tualatin Valley Highway and SW 141 st Avenue.	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A Screen from public view	No new service, outdoor storage, waste storage, or similar facility is proposed.	YES
60.05.20.2.B Loading areas shall be screened	The loading space is well screened from public view by a row of existing mature trees and landscaping.	YES
60.05.20.2.C Screening with walls, hedge, wood	The loading zone is screened by mature trees.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.2
60.05.20.2.D Chain-link screening prohibited	No chain link is proposed for screening.	YES
60.05.20.2.E Screening of loading waived in some zones.	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.2
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3
60.05.20.3.B Direct walkway connection	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3
60.05.20.3.C Walkways every 300'	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3
60.05.20.3.D Physical separation	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3
60.05.20.3.E Distinct paving	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3
60.05.20.3.F 5' minimum width	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.3
Street Frontages and Parking Areas		
60.05.20.4.A Perimeter Landscaping	The applicant elects to respond to the Design Guideline.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.4

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Parking and Landscaping		
60.05.20.5.A.2 1 Landscape island per 10 spaces	Landscape planter islands are proposed for areas of surface parking at a ratio of greater than 1 island per 10 spaces.	YES
60.05.20.5.B 70 sq. ft.	All landscape islands are a minimum of 70 square feet and contain a tree and other vegetation.	YES
60.05.20.5.C Raised Sidewalks	Raised sidewalks are not proposed to be counted towards the number of landscape islands. Design proposal includes sufficient number of islands.	N/A
60.05.20.5.D Trees from Street Tree List	The applicant has chosen the Beech and the Princeton Sentry Ginko, which are on the Beaverton Street Tree List.	YES
Off-Street Parking Frontages in Multiple-Use Districts		
60.05.20.6.A 50% Max on MPR 1 65% Max on MPR 2	The site is not located in Multiple-Use District	N/A
Sidewalks Along Streets and Primary Building Elevations in Multiple-Use and Commercial Districts		
60.05.20.7.A Required sidewalk widths	The proposed development includes sidewalks consistent with.	SEE DESIGN GUIDELINE FINDINGS 60.05.40.7
60.05.20.7.B Internal pathway widths	New internal pathways will be five feet wide along building elevations. Primary entrances for the showroom are served by a pedestrian plaza greater than 10 feet wide. The primary entrance for the service reception area is served by a walkway 10 feet wide.	YES
60.05.20.7.A Common Greens	Proposal does not include common greens	N/A
Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple-Use, and Commercial Districts		
60.05.20.8.A Drive aisles to be designed as public streets, if applicable	Drive aisles provide access to perpendicular parking spaces.	N/A
Ground Floor uses in parking structures		
60.05.20.9 Parking Structures	No parking structures are proposed.	N/A

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.5.A Minimum Landscape Area (10%)	Approximately 15.2% of the site is landscaped.	YES
60.05.25.5.B Planting Requirements	8 trees, 15 shrubs, and groundcover are required meet this standard. 21 trees and 15 shrubs are proposed to be planted with the development.	YES
60.05.25.5.C Plaza Landscaping	The paved plaza is being counted as landscape area. Seven plaza trees are provided, as well as seating and lighting.	YES
60.05.25.4.D Elevations without ground floor windows	All elevations have ground floor windows.	YES
Retaining Walls		
60.05.25.8 Retaining Walls	Proposed concrete walls adjacent to the showroom building are wider than 6 inches.	YES
Fences and Walls		
60.05.25.9.A through E Materials	New concrete walls are proposed bordering a concrete stair near the north pedestrian plaza; the wall height does not exceed 8 feet.	YES
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	Property is not within or abutting residentially zoned property.	N/A
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	The proposal utilizes an existing underground storm facility.	N/A
Natural Areas		
60.05.25.12 No encroachment into buffer areas.	No natural areas exist on site	YES
Landscape Buffering Requirements		
60.05.25.13 Landscape buffering between contrasting zoning districts	The subject site and adjacent properties are zoned General Commercial, except the property to the north, which is zoned Station Community – High Density Residential. A five-foot-wide B1 buffer is required. The existing on-site landscaping which is to be retained meets this requirement.	YES

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A Lighting complies with the City's Technical Lighting Standards	The applicant provides a lighting plan with photometric details. On-site lighting meets the minimum lighting requirements in most areas but there are portions of the vehicle maneuvering areas that do not meet minimum lighting standards. As a condition of approval the internal vehicular parking area and pedestrian paths must be lit to at least a minimum of 0.5 footcandles.	YES w/ COA
60.05.30.1.B Lighting provided for vehicle and pedestrian circulation	The applicant's plans show lighting of the site's pedestrian and vehicle maneuvering areas. Portions of the vehicle maneuvering areas that do not meet minimum lighting standards. As a condition of approval the internal vehicular parking area and pedestrian paths must be lit to at least a minimum of 0.5 footcandles.	YES w/ COA
60.05.30.1.C Lighting of Ped Plazas	The applicant's lighting plan shows that the courtyard is lit consistent with the Technical Lighting Standards	YES
60.05.30.1.D Lighting of building entrances	The applicant's lighting plan shows lighting at building entrances.	YES
60.05.30.1.E Canopy lighting recessed	Canopy lighting is proposed to be recessed.	YES
Pedestrian-scale on-site lighting		
60.05.30.2.A Pedestrian Lighting	The applicant states that the parking lot will be lit by poles less than 30 feet tall. The resident entrance will also be lit by lighted bollards. Staff recommends a condition requiring details showing light fixtures and mounts at site development.	YES w/ COA
60.05.30.2.B Non-Pole Mounted Lighting	All wall mounted lights appear to comply with City's Technical Lighting Standards	YES
60.05.30.2.C Lighted Bollards	No bollards are proposed.	N/A

Design Review Guidelines Analysis

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

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

3. Primary Building Entrances

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

The primary entrance of the new service building is located on the east elevation and is provided weather protection through the 9' x 53' roof overhang above the second floor. This roof overhang provides similar weather protection to a canopy or awning directly above the entrance.

The primary entrance for the existing service building is not being relocated, and therefore is not subject to the weather protection requirement.

Therefore, staff find the Guideline is met.

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

The applicant states that the existing service building maintains the location of the existing primary entrance. The storefront area façade is being updated, emphasized by black stucco and contrasting white ACM. Both of these materials contrast with the existing metal siding panels on the existing building, which emphasizes this area of the building as featuring a primary entrance. Site design elements, including a walkway with contrasting materials, are utilized to further guide visitors to the main entrance.

The applicant states that the new service building has located the primary entrance in a area that features contrasting metal panel siding (darker and horizontally-oriented). The primary entrance to this building will be used by employees only, not the general public – as such, the entrance is intentionally designed to be less prominent than the customer entrance at the existing service building.

Staff agrees that emphasizing the customer-oriented entrances should be prioritized to provide customers visual clues. The applicants design highlights the customer focused portions of the site, reducing possible confusion or directing customers towards areas of the site not intended for their use.

Therefore, staff find the Guideline is met.

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

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

The proposed showroom is located at the corner of SW Tualatin Valley Highway and SW 141st Avenue, which is the most prominent and visible location on the site. This location emphasizes the structure over the vehicle inventory and required parking which is set further back on the site from SW Tualatin Valley Highway. The proposed service building functions as an extension of the existing service building on the west edge of the property, but extends the service structures presence to SW Carousel Court.

Therefore, staff find the Guideline is met.

8. Ground floor elevations on commercial and multiple use buildings

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

The new showroom building features larger windows for vehicle display on the south, east, and north façades, but most prominently on the south façade facing SW Tualatin Valley Highway. The applicant cites design specifications by the vehicle manufacturer as the main driver of the building design.

The proposed service buildings includes seven new windows along the north elevation facing SW Carousel Court. These windows are located starting eight feet above adjacent grade for security purpose. Similarly, two new windows are located on the eastern elevation, facing SW 141st Avenue. Like the north elevation, the windows are located above eight feet for security purposes. The building is set back approximately 115 feet from the SW 141st right of way, and is screened by existing mature trees as well as new landscaping. This distance and landscaping will minimize the visibility of the elevation from the right of way.

Therefore, staff find the Guideline is met.

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

2. Loading area, solid waste facilities, and similar improvements (D-E)

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

The applicant states that the on-site service and loading areas are well screened by existing mature trees and landscaping. Staff concurs, noting that a trash enclosure is proposed to screen the waste storage, and the loading berth is located in a drive aisle in the center of the parking lot that does not impact the traffic flow. Existing mature trees and landscaping are present along the perimeter of the site, softening the views into the parking area, and will have a similar effect of the loading berth.

Therefore, staff find the Guideline is met.

3. Pedestrian Circulation (A-F)

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

Pedestrian connections are provided to the new showroom building, which includes vehicle display and service reception, through plazas at the south and west elevations, and pathways thorough the parking lot on the north elevation. Staff recommends a condition of approval requiring an additional pedestrian connection the northern parking lot to the proposed service building at the northwest corner of the site. Staff cites the findings of Facilities Review Criterion D to support this condition of approval.

Therefore, staff find the Guideline is met.

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

Pedestrian connections are provided to SW Tualatin Valley Highway and SW 141st. A grade change along frontage of SW Carousel Court limits the ability to provide a pedestrian connection to the north. Neighborhood connectivity via SW Carousel Court is

limited, as the streets ends 300 feet to the west, and the court is not daylit, preventing greater access to the west by any mode of travel.

Therefore, staff find the Guidelines are met.

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

Pedestrian connections are provided to SW Tualatin Valley Highway through a plaza that occupies over 50% of the site frontage. Pedestrian connections are provided to SW 141st at approximately the midpoint of the site.

Therefore, staff find the Guideline is met.

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

Proposed sidewalk widths along SW Tualatin Valley Highway meets the requirements of the Engineering Design Manual, and are further supplemented by the adjacent pedestrian plaza serving the new showroom. SW 141st contains a five-foot wide sidewalk proposed to remain to retain several mature trees. Staff cites the findings for the Sidewalk Design Modification application in Attachment D. SW Carousel Court is expected to convey the smallest amount of pedestrian traffic, but current meets the Engineering Design Manual requirement for sidewalk width.

Therefore, staff find the Guideline is met.

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

Existing mature landscaping exists along SW 141st and SW Carousel Court which softens the views into the parking area. Staff finds that this existing landscaping sufficiently softens view from the sidewalks into the site along the surface parking areas.

Therefore, staff find the Guideline is met.

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

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

Proposed sidewalk widths along SW Tualatin Valley Highway meets the requirements of the Engineering Design Manual, and are further supplemented by the adjacent pedestrian plaza serving the new showroom. SW 141st contains a five-foot wide sidewalk proposed to remain to retain several mature trees. Staff cites the findings for the Sidewalk Design Modification application in Attachment D. SW Carousel Court is expected to convey the smallest amount of pedestrian traffic, but current meets the Engineering Design Manual

requirement for sidewalk width.

Therefore, staff find the Guideline is met.

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

Primary entrances for the proposed showroom are located on the south and west elevations. Both entrances are served by a pedestrian plaza that directly connects to SW Tualatin Valley Highway. Secondary entrances on the east elevation are connected to the internal parking through a series of on-site pedestrian connections. No primary entrances are located on the north elevation of the proposed service building, as it is intended to function as an extension of the existing service building, and be accessed internally by employees, and not the general public.

Therefore, staff find the Guideline is met.

Attachment D: SDM2020-0010

ANALYSIS AND FINDINGS FOR SIDEWALK DESIGN MODIFICATION APPROVAL

Recommendation: Based on the facts and findings presented below, staff recommends **APPROVAL** of **SDM2020-0010**, subject to the applicable conditions identified in Attachment E.

Section 40.58.05 Purpose:

The purpose of the Sidewalk Design Modification application is to provide a mechanism whereby the City's street design standards relating to the locations and dimensions of sidewalks or required street landscaping can be modified to address existing conditions and constraints as a specific application. For purposes of this section, sidewalk ramps constructed with or without contiguous sidewalk panels leading to and away from the ramp shall be considered sidewalks. This section is implemented by the approval criteria listed herein.

Planning Commission Standards for Approval:

Section 40.58.15.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Sidewalk Design Modification applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify staff's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for a Sidewalk Design Modification.

To approve a Sidewalk Design Modification 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 40.58.05.C.1

The proposal satisfies the threshold requirements for a Sidewalk Design Modification application.

FINDING:

The applicant proposes to leave the existing sidewalk in place on SW 141st Avenue, a Collector, which is constructed as a five-foot wide sidewalk and a four-foot wide planter strip. The Engineering Design Manual requires a six-foot wide sidewalk and a seven-and-a-half-foot wide planer strip for Collector streets.

The proposed Sidewalk Design Modification satisfies threshold #1:

- 1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.*

Therefore, the application meets Threshold 1 of a Sidewalk Design Modification.

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

Section 40.58.05.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 Sidewalk Design Modification application.

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

Section 40.58.05.C.3

One or more of the following criteria are satisfied:

- a. That there exist local topographic conditions, which would result in any of the following:
 - i. A sidewalk that is located above or below the top surface of a finished curb.
 - ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.
- b. That there exist local physical conditions such as:
 - i. An existing structure prevents the construction of a standard sidewalk.
 - ii. An existing utility device prevents the construction of a standard sidewalk.
 - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.
- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.
- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.

FINDING:

The frontage of SW 141st Avenue is currently planted with twenty-seven mature trees, located both in the current right-of-way as well as the site area to be dedicated as right-of-way as required for this development. The relocation and widening of the sidewalk as required by the Engineering Design Manual would result in significant work in the root zones of each of these trees and would result in the removal of a majority of these trees. While not part of a Significant Grove, these mature canopy trees represent a valuable natural resource for the site and amenity for the neighborhood. The trees shade the sidewalk and parking areas and soften views of the parking lot from the street.

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

Section 40.58.05.C.4

The proposal complies with provisions of Section 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements) and 60.55.30 (Minimum Street Widths).

FINDING:

The existing frontage improvements include continuous five-foot wide sidewalks and on-street shared bike facility. The Engineering Design Manual requires a minimum paved width of 34 feet for a two-lane collector. SW 141st Avenue, a two-lane collector, currently has a paved width of approximately 37 feet.

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

Section 40.58.05.C.5

Applications and documents related to the request, which will require further city approval, have been submitted to the City in the proper sequence.

FINDING:

The applicant has submitted this Sidewalk Design Modification application with associated Conditional Use, and Design Review Three applications. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. Staff suggests a condition of approval that approval of the Sidewalk Design Modification application is dependent upon the Design Review Three approval.

Conclusion: Therefore, staff finds the proposal will meet the criterion for approval by meeting the conditions of approval.

Section 40.58.05.C.6

The proposed Sidewalk Design Modification provides safe and efficient pedestrian circulation in the site vicinity.

FINDING:

The existing five-foot wide sidewalk provides continuous pedestrian circulation along the entirety of the frontage. The sidewalk connects to an existing sidewalk on SW Carousel Court and will connect to a new sidewalk constructed on SW Tualatin Valley Highway. Sidewalk ramps provide safe and accessible crossing points at the intersections of SW 141st Avenue and SW Carousel Court, as well as SW 141st Avenue and SW Tualatin Valley Highway.

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

Attachment E: Recommended Conditions of Approval

CU2020-0007

1. The applicant shall ensure that the Design Review Three (DR2020-0113) and Sidewalk Design Modification (SDM2020-0010) applications have been approved and are consistent with the submitted plans. (Planning/SR)

DR2020-0113

1. The applicant shall ensure that the New Conditional Use (CU2020-0007) and Sidewalk Design Modification (SDM2020-0010) applications have been approved and are consistent with the submitted plans. (Planning/SR)

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

2. 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. / TDM)
3. 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. / TDM)
4. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div. / TDM)
5. Have the applicant for the subject property guarantee all public improvements, site grading, storm water management facilities, private streets, 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. / TDM)

6. 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. / TDM)
7. Demonstrate compliance with CWS, the owner of sanitary sewer easement that the existing storm-filter vault can stay at the current location. (Site Development Div. / TDM)
8. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation for work within, and/or construction access to ODOT right of way. (Site Development Div. / TDM)
9. 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. / TDM)
10. 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. / TDM)
11. 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. / TDM)
12. Any construction affecting CWS owned and maintained sanitary-sewer main (21 inches in diameter or larger) will require a CWS line connection permit and inspection. (Site Development Div. / TDM)
13. 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. / TDM)
14. 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. / TDM)

15. 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. The flood conveyance and storage of the project area at each 1-foot contour must be preserved or enhanced with cut/fill balance and a zero-rise certification by a registered professional engineer. (Site Development Div. / TDM)
16. 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)
17. 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, or as approved by the City Engineer. 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. / TDM)
18. 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. / TDM)
19. 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. / TDM)
20. 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. / TDM)

21. Submit to the City a Stormwater Management Worksheet for the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development Div. / TDM)
22. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles 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. / TDM)
23. 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. (Site Development Div. / TDM)
24. If required by OAR 918-780-0040, submit proposed private plumbing plans to the City Building Division for review. Drainage within covered areas shall be piped as approved by the City Building Division. (Site Development Div. / TDM)
25. Submit ODOT standard detail DET1720 showing level of design detail for every 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. / TDM)
26. Dedicate right of way along the site's frontage to SW 141st Avenue for a minimum 37-feet from center line to meet the City's adopted standards for a Collector. (BDC 60.55.10.5, and EDM Standard Drawing 200-2) (Transportation / KM)
27. Donate right of way to be deeded to the Oregon Department of Transportation as necessary to accommodate the planned cross-section along the site's frontage to SW Tualatin Valley Highway. The planned future cross-section includes an 8' buffered bike lane, 7'6" planter strip (including standard curb), 6' sidewalk, and 1' between back of sidewalk and the right of way line. (BDC 60.55.10.5) (Transportation / KM)

28. Resubmit site plans demonstrating that the required right of way donation and the required sidewalk improvements along the site's frontage of SW Tualatin Valley Highway can be accommodated on the site. Sidewalk improvements must be located in its ultimate location 1' from the back of right of way. Sidewalk improvements are required to be consistent with the City of Beaverton's standards for a 7'6" wide planter and 6' wide sidewalk for an Arterial. (BDC 60.55.10.1, 2, and 4, and EDM Standard Drawing 200-2) (Transportation / KM)
29. Resubmit site plans and photometric data demonstrating that technical lighting standards are met along the site's frontages to SW TV Highway, SW 141st, and SW Carousel Court. If minimum lighting standards cannot be met with existing lighting, the applicant will need to install additional streetlights as warranted in the photometric analysis. Required street lighting must be shown in resubmitted, dimensioned site plans. (BDC 60.55.10.1 and 2, and EDM Section 450) (Transportation / KM)
30. Obtain an approved Design Exception Request to the Engineering Design Manual for not meeting the minimum driveway spacing standard of 150' for a Collector along the site's frontage of SW 141st Avenue. (BDC 60.55.1 and 2, and EDM 210.21 Driveways) (Transportation / KM)
31. Demonstrate that any improvements constructed within the right of way along the site's frontage of SW 141st Ave where the right of way widens to 40-feet from center line meets the minimum transition standards within the EDM. (BDC 60.55.1 and 2, and EDM 210.27 Transitions) (Transportation / KM)
32. Submit sight distance verification for the proposed driveway(s) along the site's frontage to SW 141st Avenue. (BDC 60.55.10.1 and 2, and EDM 210.21 Driveways) (Transportation / KM)
33. Submit sight distance verification for approach of SW 141st at the intersection of SW TV Highway. Any mitigation needed to achieve the minimum required sight distance must be provided. Mitigation might include restricting on-street parking along SW 141st near the intersection of SW TV Highway. (BDC 60.55.10.1 and 2, 60.55.35.3, and EDM 210.18 Intersection Sight Distance Policy) (Transportation / KM)
34. Resubmit plans to demonstrate that a pedestrian walkway will be provided at the northern end of the lot, connecting a new parking area to the new service building. (BDC 40.03.1.F, 60.05.40.3.A and D, 60.55.10.4, and 60.55.25.7 and 10) (Transportation / KM)
35. Resubmit plans to demonstrate that all parking lot design standards within BDC 60.30 Off Street Parking can be met. In particular, the required 5-foot back up space at a dead end where a parking stalls are 90 degrees. (BDC 40.03.1.D and F, and 60.30.14) (Transportation / KM)

36. Demonstrate that the driveway approaches along the site's frontage to SW 141st Avenue meet the City's adopted standard drawings, and that the pedestrian walkways crossing the driveways are consistent with the Americans with Disabilities Act. (BDC 60.55.10.1 and 2, 60.55.25.1, and EDM 210.21 Driveways, 210.23 Sidewalks, and Standard Drawing 210) (Transportation / KM)
37. Submit plans demonstrating compliance with the City's minimum standards for short-term bicycle parking (BDC 60.30.2.B and EDM Section 340). (Planning/SR)
38. Submit plans demonstrating compliance with the City's minimum standards for long-term bicycle parking (BDC 60.30.2.B and EDM Section 340). (Planning/SR)
39. Submit a photometric plan demonstrating that the on-site lighting will meet the City's Technical Lighting Standards (Table 60.05-1). (Planning/SR)
40. Provide tree protection fencing for all on-site trees, street trees, and nearby trees on abutting properties, in accordance with the standards of Section 60.60.20 of the Development Code. Any alternatives to the standards in 60.60.20 must be approved by the City Arborist. (Planning/SR)

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

41. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div. / TDM)
42. 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. / TDM)
43. 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 (elevation 183.2 feet NAVD-88) one/two foot above the base flood elevation (182.2 feet NAVD-88) for the proposed building at the Northwest corner of the site. Also, as determined by the City Engineer and City Building Official to at least (elevation 186.6 feet NAVD-88) one/two foot above the base flood elevation (185.6 feet NAVD-88) for the proposed building at TV Highway. (Site Development Div./JY)

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

44. 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. / TDM)
45. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div. / TDM)
46. 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. / TDM)
47. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div. / TDM)
48. 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. / TDM)
49. Have a professional architect, engineer, or surveyor submit a certification on Federal Emergency Management Agency (FEMA) standard form, to the City Floodplain Administrator, verifying that the lowest finished floor for the proposed building at the NW corner of the site is at least one foot above (elevation 182.2 feet, NAVD-88 and higher). (Site Development Div./JY)
50. Have a professional architect, engineer, or surveyor submit a certification on Federal Emergency Management Agency (FEMA) standard form, to the City Floodplain Administrator, verifying that the lowest finished floor for the proposed building at TV Highway is at least one foot above (elevation 185.6 feet, NAVD-88 and higher) (Site Development Div./JY)
51. Obtain the required ODOT Miscellaneous Permit for the required sidewalk improvements along the site's frontage to SW Tualatin Valley Highway. (BDC 60.55.10.1) (Transportation / KM)

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

52. 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. / TDM)

53. 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. / TDM)
54. 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. Additional service report will be required per maintenance schedule and until the maintenance and planting period is complete. (Site Development Div. / TDM)
55. 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. / TDM)

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A. General Conditions:

1. Ensure that the associated application DR2020-0113 has been approved and is consistent with the submitted plans, or as modified by the decision-making authority. (Planning/SR)