



Staff Report

HEARING DATE: February 1, 2017

STAFF REPORT DATE: January 25, 2017

TO: Planning Commission

FROM: Steve Regner, Associate Planner *SR*

PROPOSAL: **Kaiser Permanente Medical Office
CU2016-0012 / DR2016-0123 / LD2016-0024**

LOCATION: The site is located at the southwest corner of SW Beaverton Hillsdale Highway and SW Western Avenue.
Tax Lots 300 and 600, on Washington County Tax Assessor's Map 1S115AD.

SUMMARY: The applicant, Kaiser Foundation Health Plan of the Northwest, requests approval for Design Review Three, Conditional Use for a Medical Clinic, and Replat for Lot Consolidation application for the construction of a new medical clinic. The applicant proposes to construct a three-story building totaling 90,275 square feet of floor area, and associated landscaping, surface parking and vehicle circulation areas, and demolish the existing medical clinic.

APPLICANT: Kaiser Foundation Health Plan of the Northwest
500 NE Multnomah St. #100
Portland, OR 97232

APPLICANT'S REPRESENTATIVE: Harper Hough Peterson Righellis Inc.
Stefanie Slyman, AICP
205 SE Spokane Street, Suite 200
Portland, OR 97202

PROPERTY OWNERS: Kaiser Foundation Health Plan of the Northwest
John Sullivan
500 NE Multnomah St. #100
Portland, OR 97232

Jane Egelhoff LLC
19 Morningview Circle
Lake Oswego, OR

RECOMMENDATION: **APPROVAL of CU2016-0012 / DR2016-0123 / LD2016-0024
(Kaiser Permanente Medical Office)**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
CU2016-0012	October 19, 2016	November 16, 2016	March 16, 2017	July 14, 2017
DR2016-0123	October 19, 2016	November 16, 2016	March 16, 2017	July 14, 2017
LD2016-0024	October 19, 2016	November 16, 2016	March 16, 2017	July 14, 2017

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

Existing Conditions Table

Zoning	Community Service (CS)	
Current Development	Medical Clinic	
Site Size & Location	The site is located at the southwest corner of SW Beaverton Hillsdale Highway and SW Western Avenue. The site is approximately 5.3 acres.	
NAC	Denney Whitford/Raleigh West	
Surrounding Uses	Zoning: <u>North:</u> CS <u>South:</u> CS <u>East:</u> CS <u>West:</u> CS	Uses: <u>North:</u> Commercial <u>South:</u> Commercial <u>East:</u> Commercial <u>West:</u> Commercial

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<u>Attachment B:</u> CU2016-00012 <i>Conditional Use-Medical Clinic</i>	CU1-CU4
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Exhibits

Exhibit 1. Materials submitted by Staff

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

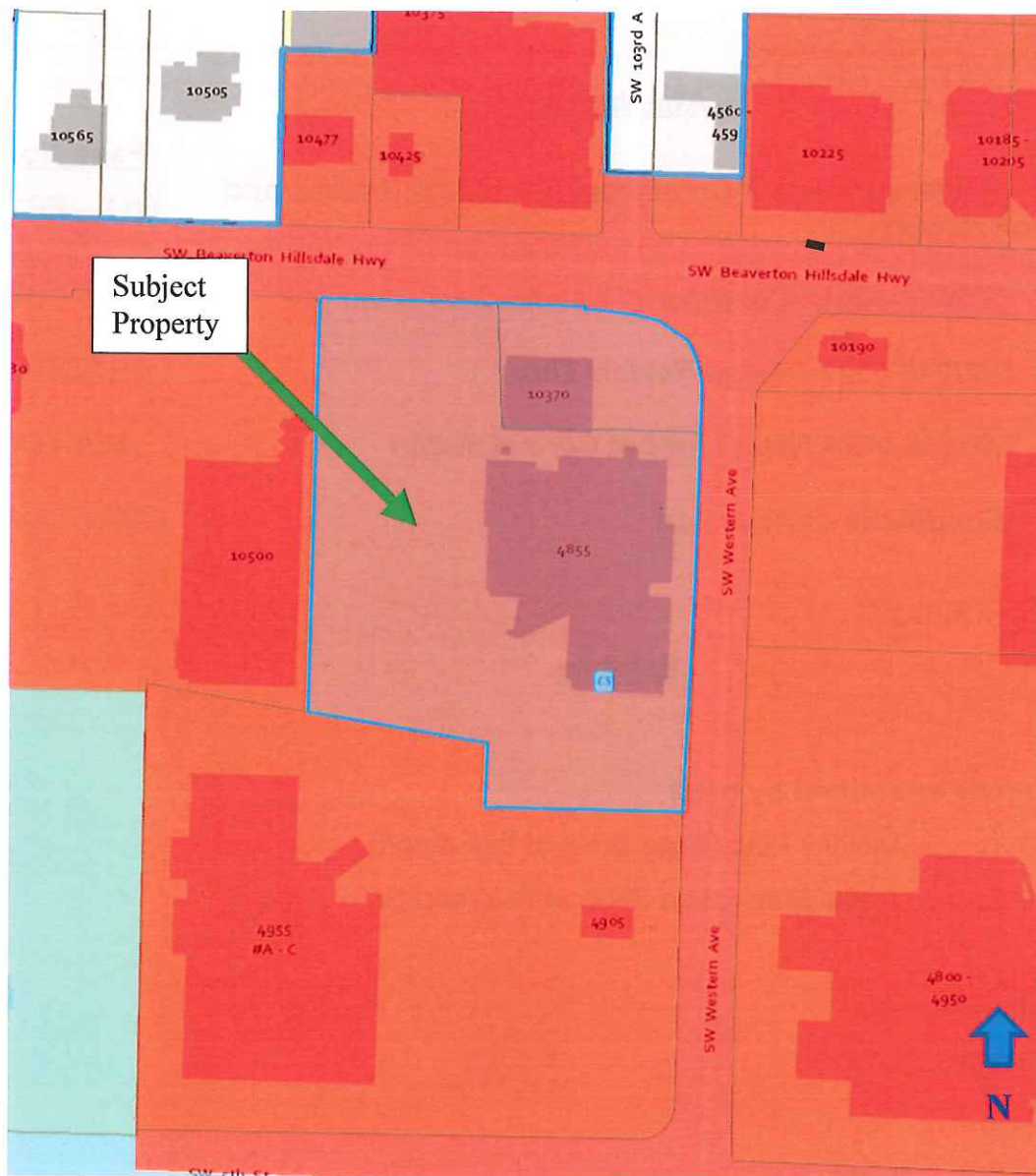
Exhibit 1.2: Aerial Map (page SR-5 of this report)

Exhibit 2. Public Comment

No Comments Received

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1: Submittal Package including plans



**Kaiser Permanente Medical Office
CU2016-0012 / DR2016-0123 / LD2016-0024
Vicinity & Zoning Map**



**Kaiser Permanente Medical Office
CU2016-0012 / DR2016-0123 / LD2016-0024
Aerial Map**

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
KAISER PERMANENTE MEDICAL OFFICE
CU2016-0012 / DR2016-0123 / LD2016-0024**

Section 40.03 Facilities Review Committee:

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

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

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

- **All twelve (12) criteria are applicable to the submitted Conditional Use and Design Review Three applications as submitted.**
- **Facilities Review criteria do not apply to the Replat for Lot Consolidation.**

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

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

Water Service will be provided to the site by the City of Beaverton. The development proposes to connect to the existing 12 inch water line in the SW Beaverton Hillsdale Highway right-of-way. Adequate water service capacity exists to serve the site.

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

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans, including the storm drainage report prepared by KPFF. The applicant proposes to use vegetated infiltration planters and Contech Stormfilters for water quality

treatment. The existing public storm system downstream of the project site has adequate capacity, and no on-site detention is required. The applicant has provided a Clean Water Services Service Provider Letter (SPL) to show compliance with CWS standards. As such the applicant has shown that adequate stormwater facilities exist to serve the site.

The affected critical transportation facilities are the surrounding streets, including all Arterial Streets, Collector Roads, and Neighborhood Routes within 1000 feet of the site. The site is adjacent to and accessed from SW Beaverton Hillsdale Highway, an Arterial Street under the maintenance and operational jurisdiction of the Oregon Department of Transportation (ODOT) and SW Western Avenue, an Arterial Street under the City's jurisdiction. According to the Transportation System Plan in the Beaverton Comprehensive Plan, each of these streets will require right-of-way (ROW) consistent with the standards for a five-lane Arterial Street, with bike lanes.

For SW Beaverton Hillsdale Highway, ODOT's standards call for 37 feet from centerline to curb and ODOT has traditionally deferred to the City standards for the sidewalk and planter areas. The applicant proposes to dedicate 11 feet of ROW along SW Beaverton Hillsdale Highway to provide 51 feet from centerline. The proposed ROW will be sufficient for the left turn lane and travel lanes to meet ODOT standards, a 6-foot bike lane, and will leave room for a 6-foot sidewalk and 7.5-foot planter strip to meet the City's standards.

Along SW Western Avenue the applicant proposes to dedicate 12 feet of ROW to provide a total of 42 feet from centerline. While this is less than the standard 5-lane Arterial Street, SW Western Avenue in this location has only 4 lanes of vehicle traffic. The proposed ROW will be sufficient for an 11-foot inside travel lane, a 12-foot outside travel lane, a 5-foot bike lane, and 14 feet for curb, planter strip and 6-foot sidewalk.

Therefore, the provision of ROW meets the applicable City and ODOT standards.

The half street improvements will be deferred along SW Beaverton Hillsdale Highway and constructed along the site's SW Western Avenue frontage, as a condition of approval.

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

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

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

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

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

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

The site will be served by the Tualatin Hills Park and Recreation (THPRD) and will be required to pay any assessed SDC fees for parks with building permit issuance. Nearby parks include McMillan Park, Little People’s Park, and AM Kennedy Park.

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

The essential transportation facilities for this project are the transit service along SW Beaverton Hillsdale Highway and the sidewalks and bike lanes along SW Beaverton Hillsdale Highway and SW Western Avenue.

The transit is provided by TriMet along SW Beaverton Hillsdale Highway. The applicant proposes to install a new bus shelter and relocate the existing bus stop at the site to be closer to the intersection. With the change, the pedestrian pathway for transit users will be to get off of the bus at the corner and walk approximately 90 feet west to reach the northern entrance, and 320 feet around the building to the main entrance

Along SW Beaverton Hillsdale Highway the applicant proposes to construct a new 6-foot wide sidewalk in its ultimate location and to leave the existing curb in place. Along SW Western Avenue the applicant proposes to construct a new 6-foot wide sidewalk. At the east and south edges of the subject property, the applicant proposes to transition the sidewalks to match the existing sidewalks in front of the neighboring properties.

For bicycle riders, the applicant proposes to construct a 5-foot wide bike lane along SW Western Avenue. However, the current plans show this bike lane stopping short of the intersection with SW Beaverton Hillsdale Highway. This would create an unsafe entry to the bike lane, given the vehicle traffic at the intersection of two Arterial Streets. As a Condition of Approval, the applicant shall provide revised plans that show the continuation of the new bike lane all the way north to the intersection.

Therefore, the Committee finds that by meeting the condition of approval, the proposal will meet the approval criterion.

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

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

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

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

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

SECTION 60.05.40 CIRCULATION AND PARKING DESIGN GUIDELINES

Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations. The applicant proposes to have a pedestrian connection at the west property line to link the public sidewalk to the main entrance on the south of the building, a short walkway to link the secondary pedestrian entrance on the north side of the building to the public sidewalk, a walkway on the east side of the building to connect the main entrance to the intersection and bus stop, and two walkways to the south of the building to connect the parking lot to the main entrance.

SECTION 60.25 OFF-STREET LOADING

The applicant has proposed two (2) Type B loading berths, which meets the applicable standards.

SECTION 60.30 OFF-STREET PARKING

The applicant proposes to install 5 short-term bicycle parking spaces along the south side of the building and 9 long-term bicycle parking spaces along the north side of the building to comply with the required minimums. For vehicles, at ultimate buildout, the applicant proposes to construct 394 parking spaces, which meets the standards for number of required off-street parking spaces.

The applicant has also provided plans that show how the construction of the new facility can be staged while the existing facility remains in operation. Due to the site constraints inherent with providing large numbers of parking spaces while maintaining an active construction site, the applicant has requested permission to use the parking lot of the property to the east, across SW Western Avenue. The applicant has an existing agreement to utilize 100 parking space on the property across SW Western, and has increased the agreement to 115 spaces for the duration of construction.

Staff cites Section 60.30.10.10.A of the Development Code when evaluating this proposal. The code section reads:

“All parking spaces provided shall be on the same lot upon which the use requiring the parking is located. Upon demonstration by the applicant that the required parking cannot be provided on the same lot upon which the use is located, the Director may permit the required parking spaces to be located on any lot within 200 feet of the lot upon which the use requiring the parking is located.”

Given the applicant’s stated need to continue to provide medical services from the existing clinic, staff finds that site construction is impossible without temporarily reducing on-site parking spaces. The proposed parking is located on a lot that is within 200 feet of the subject site. The applicant’s proposal to temporarily locate required parking on the property across the street is consistent with Section 60.30.10.10.A. The provided construction and parking phasing plan demonstrates that total on-site and off-site parking never drops below current on-site conditions, and safe and logical circulation patterns exist during the extent of construction. As such, staff is supportive of this parking solution.

SECTION 60.55.10 GENERAL PROVISIONS

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

SECTION 60.55.20 TRAFFIC IMPACT ANALYSIS

The applicant has submitted a Traffic Impact Analysis (TIA), as required. The applicant has analyzed the traffic expected to be created by the proposed facility and determined that the surrounding street system can accommodate the expected demand.

SECTION 60.55.25 STREET AND BICYCLE AND PEDESTRIAN CONNECTION REQUIREMENTS

Please see the response to criterion B above which finds that adequate pedestrian connections are provided.

SECTIONS 60.55.30 AND .35 MINIMUM STREET WIDTH AND ACCESS STANDARDS

Please see the response to criteria A and B above.

60.65 UTILITY UNDERGROUNDING

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

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

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

The applicant’s narrative states that Kaiser is committed to maintaining its facilities not

subject to city maintenance. Staff 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.

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

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

The proposed project provide two pedestrian pathways that run north-south from the clinic to the southern area of the parking lot, which are shown to be constructed on concrete. The committee recommends including a condition of approval requiring all pedestrian pathways in the parking lot to be constructed with scored concrete or other material different from the parking lot. Additionally, a patient drop-off area is sited near the primary entrance of the building.

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

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

For vehicles, the site is proposed to retain the existing Kaiser driveway onto SW Beaverton Hillsdale Highway. Currently the driveway is signed to allow right-in, left-in, and right-out movements. However, because there is no median traffic separator in this location, there is no effective way to prevent a left-out movement. The existing BedMart driveway onto SW Beaverton Hillsdale Highway will be closed. Of the three existing driveways onto SW Western Ave, the applicant proposes to close the existing BedMart driveway, relocate the northernmost existing Kaiser driveway to the south, away from the intersection, and retain the southernmost one as a full-access driveway in almost the same location. The relocated driveways will be approximately 325 and 500 feet south of SW Beaverton Hillsdale Highway, respectively. The northernmost Kaiser driveway onto SW Western Avenue will be restricted to right-in and right-out movements to avoid conflicts with the queue of vehicles waiting to turn left onto SW Beaverton Hillsdale Highway

Because the driveways onto SW Western Avenue do not meet the 180-foot minimum spacing requirements of the Engineering Design Manual, the applicant, as a Condition of Approval, will need to receive approval of an Engineering Design Modification from the City Engineer for the access spacing standard, prior to approval of the Site Development Permit.

The new health clinic is located in the northeast corner of the site, accommodating a direct pedestrian connection from the sidewalk on SW Beaverton Hillsdale Highway to a secondary building entrance. Additional pedestrian connections to the surrounding circulation system exist at the northwest and northeast corners of the site, as well as one on SW Western Avenue.

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

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

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

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

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

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

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

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

The applicant states that the proposed grading and contouring of the site is designed to direct surface runoff to stormwater quality planters and catch basins in the parking lot and landscape areas, and that all on-site stormwater is treated in this manner. No surface runoff drains onto neighboring properties or the right of way. Grading plans consistent with City standards have been provided. Grading is primarily proposed for the building pads and associated site improvements.

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

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

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

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

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

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

The applicant submitted the applications on October 19, 2016 and the applicant deemed themselves complete on November 16, 2016. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Community Service (CS) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.10.20 (Community Service)			
Use-Conditional	Medical Clinic	Medical Clinic	See CU Findings
Development Code Section 20.10.15 (Community Service)			
Minimum Lot Area	7,000 square feet	221,528 square feet	Yes
Minimum Corner Lot Dimensions			Yes
Width	70'	424'	
Depth	100'	560'	
Minimum Yard Setbacks			
Front	*governed by Chapter 60	Setbacks along parcels greater than 60,000 square feet are governed by Chapter 60 and will be reviewed with the Design Review application.	See DR staff report.
Side	none		
Rear	none		
Maximum Building Height	60'	57'	Yes
Development Code Section 20.25.05 – Floor Area Ratio			
Floor Area Ratio	N/A	N/A	N/A

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.	Construction of new commercial buildings and a parking structure with associated site improvements.	Refer to DR findings
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a Floodplain.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits requested.	N/A
Development Code Section 60.30			
Off-street motor vehicle parking	Minimum: 352 Maximum: 442	The applicant proposes to provide 394 parking spaces, more than the minimum and less than the maximum. Parking during construction is addressed through a phased construction plan, supplemented with off-site parking on the opposite side of Western Avenue.	Yes w/ COA
Required Bicycle Parking Short Term Long Term	5 Short Term Spaces 9 Long Term Spaces	The applicant proposes to provide the required bike parking. Staff recommends a condition of approval to ensure adequate bike parking spaces and dimensions.	Yes w/ COA
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	By meeting the conditions of approval to provide a bike lane on SW Western Avenue that extends to the intersection and receiving approval for an exception to the access spacing standard, the proposal will meet the applicable standards.	Yes w/ COA

Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	Removal of landscape trees.	See DR Findings
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	All utilities are required to be placed underground in accordance with standards identified in Section 60.65. Applicant's plan shows overhead utilities to remain.	Yes-with COA

**CU2016-0012
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL**

Section 40.03.1 Facilities Review Approval Criteria:

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

Facilities Review Approval Criteria Section 40.03.1.A-L

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

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

Section 40.15.15.3.C New Conditional Use Approval Criteria:

In order 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:

1. *The proposal satisfies the threshold requirements for a Conditional Use application.*

The applicant proposes to construct a new 90,275 square foot medical clinic, replacing an existing clinic on-site. Medical clinics are a conditional use in the CS zoning district. Construction of the existing clinic did not require a Conditional Use, as the use was outright permitted at the time of land use approval in 1968. Therefore, it is appropriate to require a new Conditional Use Permit for redevelopment.

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

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

The applicant paid the required fee associated with a New Conditional Use application.

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

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

The applicant's states that the proposal will comply with the applicable policies of the Comprehensive Plan. The applicant has responded to the applicable sections of the Comprehensive Plan.

Staff cites the following Comprehensive Plan policies and associated findings as applicable to this criterion:

Chapter 3 (Land Use Element)

3.10.1 Goal: An attractive mix of commercial and higher density residential uses along major roads through the City that invites pedestrian activity where appropriate.

- a. Regulate new development in Corridors to provide a mix of commercial and residential uses with pedestrian amenities.*
- d. The community shall endeavor to improve the appearance of commercial areas.*
- e. Commercial facilities shall be allocated in a reasonable amount and in a planned relationship to the people they will serve.*

The proposed development will provided medical services in an area already developed with a mix of commercial uses along the SW Beaverton Hillsdale Highway corridor. The proposed medical clinic will be a full redevelopment of the subject site, which will improve the appearance of the commercial area. Staff notes that the subject site is served by TriMet, allowing the proposed medical clinic to easily serve a large population.

Chapter 5 (Public Facilities)

Public facilities are addressed in the Facilities Review portion of the staff report. Staff cites the Facilities Review Report, Attachment A, in response to this Comprehensive Plan section.

Chapter 6 (Transportation)

Transportation facilities are addressed in the Facilities Review portion of the staff report. Staff cites the Facilities Review Report, Attachment A, in response to this Comprehensive Plan section.

Chapter 8 (Environmental Quality and Safety)

8.4.1 Goal: Create a protective and healthy acoustical environment within the City.

- a. Noise impacts shall be considered during development review processes.*

The applicant states that the green screening fence along Beaverton Hillsdale Highway is 11 feet tall, and will provide sound deflection, the rooftop equipment area is designed to allow sound energy to dissipate, mechanical screening is concrete cladded to deflect sound, and the site is contains year round landscape elements that will absorb parking lot noise. Staff concurs with the applicant statement, and further notes that the surrounding commercial do not appear to be negatively affected by noise impacts by the current medical clinic on site.

Therefore, staff finds the criterion is met.

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

The applicant states that the site analysis demonstrates the site's size, dimension, configuration and topography can reasonable accommodate he proposal. Staff concurs, noting that the site is relatively flat, contains no natural features, and that the design of the site is reasonable to accommodate the proposed use. As shown in the code conformance analysis in the Facilities Review Report and in the Design Review section of this report, the site can accommodate the proposed development. Staff finds that the site can accommodate the medical clinic.

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

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

The applicant states the replacement building is about 2,000 square feet smaller than the existing medical clinic, and approximately 7,000 square feet of retail space is being eliminated. As such, traffic and parking impacts will likely be equal to or lower than the existing conditions. The applicant further states that the redeveloped site will have minimal impact on livability as is it not in proximity to residential uses, parking minimums will be met on site when all site improvements are complete, bicycle and pedestrian facilities will be improved, landscaping will be increased, loading areas will be screened, and the attractive design of the building will contribute to an attractive streetscape.

Staff finds that the size, location and functional characteristics of the proposal are reasonably compatible with and have minimal impact on surrounding uses.

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

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

The applicant submitted the application for a Conditional Use on October 19, 2016 and the applicant deemed themselves complete on November 16, 2016. A Design Review Three and Replat for Lot Consolidation applications are being processed concurrently with the subject request for a New Conditional Use. The Conditional Use application is dependent upon approval of the Design Review Three application. Staff recommends a condition of approval which states that approval of the Conditional Use application is subject to approval of the Design Review application.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **CU2016-0012 (Kaiser Permanente Medical Office)**. Should the Planning Commission find that the application meets the approval criteria, staff has recommended conditions of approval in Attachment E.

**DR2016-0123
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Planning Commission Standards for Approval:

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

Section 40.03.1 Facilities Review Approval Criteria:

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

Facilities Review Approval Criteria Section 40.03.1.A-L

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

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

Section 40.20.15.3.C Approval Criteria:

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

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

The applicant proposes to redevelop the site, constructing a 90,275 square foot medical clinic, as well as surface parking, landscaping, and vehicle circulation areas. The proposal is not located adjacent to residentially zoned property, therefore meeting threshold 1 for a Design Review Three application.

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

Therefore, staff finds that the criterion is met.

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

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

Therefore, staff finds that the criterion is met.

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

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

Therefore, staff finds that the criterion is met.

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

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

The proposal is the development of a new medical clinic, and the entire site will be redeveloped. Therefore this criterion does not apply.

Therefore, staff finds the criterion is not applicable.

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

The applicant does not propose a DRBCP.

Therefore, staff finds the criterion is not applicable.

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

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

Therefore, staff finds the criterion is not applicable.

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

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

Therefore, staff finds the criterion is not applicable.

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

The applicant has submitted all documents related to this request for Design Review Three approval. New Conditional Use and Replat for Lot Consolidation applications are being processed concurrently with the subject request for a Design Review Three. The Design Review Three application is dependent upon approval of the Replat for Lot Consolidation. Staff recommend a condition of approval which states that approval of the Design Review Three application is subject to Replat for Lot Consolidation application approval.

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

DESIGN REVIEW GUIDELINES ANALYSIS

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

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

1. *Building Elevation Design Through Articulation and Variety*

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

The applicant states that the southern elevation is open, containing a three story grand atrium, framed with interconnecting layering facades composed of multiple materials, providing articulation and visual interest. Staff concurs, nothing that these element extend to the western elevation as well.

The applicant states that the northern elevation contains a pedestrian scale public entrance with extended canopy, and landscape treatment. While staff agrees that the alcove that contains the public entrance is well articulated and provides visual interest to the elevation, staff remains concerned with the remainder of the north elevation, which flanks both sides of the alcove and public entry. These portions of the north elevation are relatively flat, and have large areas with limited variation in material finishes or architectural features. However, given the articulation of the alcove, difference in materials on either side of the alcove, and the shift in building plan on either side of the alcove, there is enough differentiation across the northern elevation to meet the intent of the guideline.

Therefore, staff finds the Guideline is met.

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

The applicant states that 'portal' located at the corner of SW Beaverton Hillsdale Highway and the alcove entry at the midpoint of the northern elevation building provide vertical building elements. Staff notes that the north elevation, which is approximately 250 feet long, does emphasize the vertical elements at the eastern edge of the building and the entrance in the center of the elevation to break up the horizontal features of the building.

Therefore, staff finds the Guideline is met.

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

The eastern elevation of the building along SW Western Avenue incorporates a 'portal' consisting of architectural elements extended from the building, public art, and extensive landscaping to create an inviting and comfortable pedestrian experience.

The northern elevation of the building along SW Beaverton Hillsdale Highway incorporates a green wall against the building facade that provide a pedestrian scaled element along the length of the building. Planters along the eastern portion of the north elevation provide additional visual interest and possible opportunities for seat walls or other interactive elements, though no such elements exist along the western portion of the north façade. Despite this, staff finds that the provided elements do provide a comfortable pedestrian scale.

Therefore, staff finds that the Guideline is met.

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

The eastern elevation of the building along SW Western Avenue utilizes a variety materials and architectural features, offset architectural elements, and windows, and avoids undifferentiated blank walls

The northern elevation of the building along SW Beaverton Hillsdale Highway incorporates a green wall and an alcove in the center of the elevation. Staff does have concerns with large areas that appear flat and utilize few architectural features or windows on either side of the alcove. Some depth is provided on the eastern side of the north elevation by horizontal corrugated elements, though the material used for the corrugated element appears very similar to the flat horizontal bands above and below. A broader use of materials are utilized on the western portion of the north elevation, though the façade lacks much other differentiation. Despite staff's concerns regarding limited articulation, staff believes that the northern elevation does provide enough visual interest to satisfy the intent of the guideline, through the 'portal' at the western edge of the elevation and articulated alcove in the center of the elevation.

Therefore, staff finds that the Guideline is met.

2. **Roof Forms as Unifying Elements**

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

The applicant states that building roof forms are a major design element for the project and add visual interest, including folding roof elements, framing building entrances. Staff concurs that the varying roof lines are distinctive and provide variety.

Therefore, staff finds the Guideline is met.

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

The applicant states that the modern style of the building is not compatible a traditional cornice treatment. The applicant contends that the purpose of a cornice is to have a decorative horizontal member that crowns the composition of the façade. The applicant further contends that the top bands of the façade function as this horizontal member, and provided a modern interpretation of the design intent.

Staff does note that the Guideline uses the word "should" as opposed to "shall." Beaverton Development Code Chapter 90 states "The term "shall" is always mandatory and the words "may" and "should" are permissive." This does allow for some flexibility in how the guideline is satisfied.

The flexibility granted by the use of the word "should" in the guideline, does provide opportunities for creative architectural designs. Staff concurs that a traditional cornice treatment would not be compatible with the modern building design and the horizontal bands do function in a way to 'crown' the building.

Therefore, staff finds the Guideline is not met.

3. **Primary building entrances**

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

The applicant states that the primary building entrance on the south façade contains a series of layered coverings for pedestrians, including a detached canopy over the patient drop-off area, and an attached canopy leading pedestrians to entrance. The public entrance on the north façade is located in an alcove with a canopy that projects out towards the public sidewalks. The applicant states in their response to Section 60.05.35.3.B that the canopy is a partially open trellis. Staff is concerned that this open trellis will not provide the needed weather protection. As such, staff is recommending a

condition of approval requiring the canopy above the north building entrance be a solid canopy providing full weather protection.

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

- B. Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3.B)
Building 1 (Multi-Tenant)*

The applicant states that the south façade entrance will be marked by a grand canopy perched on top of a promenade of clean and elegant columns. The columns engage an open structural system clad with a transparent roof system, allowing maximum daylight. The entry to the north is located in an atrium area, reinforced by floating canopy. Staff is concerned that the north entry is set back 30 feet from the building plane, deemphasizing the entry as an element of the elevation. However, the applicant has provided additional landscaping that will emphasize the entrance.

Therefore, staff finds the Guideline is met.

4. Exterior Building Materials

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

The applicant states that the building materials are a combination of metal, wood planking, linear glazed ribbon perched on a base of masonry and green walls. Windows are also provided, though they are limited on the north elevation, which is a function of the floorplan, with exam rooms located on the north side of the building.

Therefore, staff finds the Guideline is met.

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

The building utilizes limited masonry along the first floor elevation, but will be screened by a green wall.

Therefore, staff finds the Guideline does not apply.

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

The applicant states the rooftop equipment is shielded from view by a concrete composite panel rain screen system which rises 12 feet above the roof. The loading area, which also contains service equipment, is screened from view of right-of-way by a green wall.

Therefore, staff finds the Guideline is met.

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

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

The applicant states that the building is sited in close proximity to both SW Beaverton Hillsdale Highway and SW Western Avenue, resulting in an emphasis of the buildings architecture over the parking areas or landscaping. A landscaped area, which the applicant refers to as a 'portal' is located at the corner SW Beaverton Hillsdale Highway and SW Western Avenue, which draws pedestrians into the site and leads to the primary entrance on the south elevation.

Therefore, staff finds the Guideline is met.

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

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

The applicant states that a green wall is incorporated into the ground floor elevation along SW Beaverton Hillsdale Highway. The applicant states that due to the medical use of the building, it is not prudent to provide full glazing along ground floor elevation, however, windows are located above the green wall to provide light visual interest while maintaining the needed privacy. The applicant notes that glass doors are utilized at the public entrance along SW Beaverton Hillsdale Highway. The applicant states that glazing is

provided to the extent possible. Staff concurs that the sensitive nature of a medical clinic requires more privacy than a fully glazed ground floor can provide. The combination of green wall, ribbon windows, and glass doors at the public entrance provide glazing to the extent possible. Additionally, the site is not located along a Major Pedestrian Route.

Therefore, staff finds the Guideline is met.

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

The proposed building is not located on a Major Pedestrian Route, nor does it abut a sidewalk. The pedestrian entrances on the north and south facades of the building, as well as the loading area, are provided weather protection in the form of canopies attached and detached from the building.

Therefore, staff finds the Guideline is met.

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

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

The vehicular connections to the public street system include two connections along SW Western Avenue, and one along Beaverton Hillsdale Highway. Pedestrian connections are provided from SW Western Avenue and SW Beaverton Hillsdale Highway.

Therefore, staff finds the Guideline is met.

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

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

All secured storage and a trash compactor are located on the west edge of the building, accessed from SW Beaverton Hillsdale Highway. This area is screened by a green wall extended from the building.

Therefore, staff finds the Guideline is met.

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

The loading dock is located alongside the secured storage and trash compactor, which is located on the west edge of the building, accessed from SW Beaverton Hillsdale Highway. This area is screened by a green wall extended from the building.

Therefore, staff finds the Guideline is met.

3. Pedestrian circulation.

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

The applicant states that two north-south pedestrian connections are made between the parking lot and the building, and pedestrian connections exist between the building and the entry plaza, the only open space on site.

Therefore, staff finds the Guideline is met.

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

As described above, the applicant provides multiple connections to SW Beaverton Hillsdale Highway and Western Avenue. Pedestrian connections are provided between parking areas and on-site buildings. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

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

The new clinic provides two building entrances, one facing Beaverton Hillsdale Highway, and one facing south towards the parking lot. Both entrances are linked to nearby streets and the entry plaza.

Therefore, staff finds the Guideline is met.

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

The applicant provides two pedestrian walkways through parking areas which connect the building to the parking area. As addressed in the Facilities Review section, these walkways should be raised or constructed of a differentiated material to indicate the presence of a pedestrian walkway. The applicant's response to Section 60.05.40.F

includes a statement that these walks will be made of concrete. Staff concurs that pedestrian connections are evenly spaced and separated from vehicles, subject to meeting the conditions of approval.

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

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

Pedestrian connections are provided along SW Beaverton Hillsdale Highway and SW Western Avenue. Staff concurs that adequate pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

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

The applicant states that pedestrian walkways are designed for safe movement and constructed with concrete. Staff concurs that the applicant has proposed hard, durable differentiated surfaces for pedestrian connections. As discussed previously, staff recommends a condition of approval requiring the pedestrian walkways be constructed with concrete.

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

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

The applicant states the surface parking lot is screened on all public street frontages by a mix of ground cover, trees, and stormwater planters. Staff finds that the applicant has provided adequate vegetated screening of parking lot areas.

Therefore, staff finds that the Guideline is met.

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

The applicant proposes landscape islands containing trees and ground cover, and utilizes additional, small diamond shaped landscape islands to further break up the visual impact of the large parking lot.

Therefore, staff finds the Guideline is met.

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

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

The applicant proposes to construct sidewalks consistent with the city's Engineering Design Manual standards along the entirety of the frontages along SW Beaverton Hillsdale Highway and SW Western Avenue. Multiple pedestrian connections are provided from this public sidewalk into the site. Staff finds that the sidewalk is designed for high levels of pedestrian activity.

Therefore, staff finds the Guideline is met.

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

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

Therefore, staff finds the Guideline is met.

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

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

The applicant states that the vehicular circulation is easily recognizable, and pedestrian walkways are delineated by landscaped end islands at the ends of parking rows, and are constructed of concrete. Staff concurs that the planter strips, landscape islands, and pedestrian walkways clearly delineate on-site vehicle circulation.

Therefore, staff finds the Guideline is met.

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

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

Therefore, staff finds the Guideline is met.

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

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

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

The applicant's landscape plan shows significant landscape materials between the building and both public streets, with particular emphasis along the corner of SW Beaverton Hillsdale Highway and SW Western. Landscape materials are also provided in parking areas to provide interest.

Therefore, staff finds the Guideline is met.

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

The applicant states that entry courtyard is planted with a variety of landscaping which includes an edible garden, herb garden, and pollinator garden. Although the walkway are not proposed to be constructed of decorative pavers or decorative concrete, staff concurs that the extent and variety of landscaping meets the criteria.

Therefore, staff finds the Guideline is met.

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

The applicant states that native vegetation has been used in the storm water planters, and a native garden has also been located near the building entry. Staff concurs that native vegetation has been used where possible.

Therefore, staff finds the Guideline is met.

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

The applicant states that the existing trees on-site were inventoried, and none were identified worthy of retention. All trees on site will be removed and replaced with new trees and landscaping that will increase the amount of landscaped areas from 13.3% to 22.6%.

Therefore, staff finds the Guideline is met.

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

The applicant states that the landscaping plan demonstrates a diversity of tree and shrub species. Staff concurs that a variety of trees and shrubs are provided.

Therefore, staff finds the Guideline is met.

7. *Fences and walls.*

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

The applicant states that the proposed 11 foot tall 'green' wall, utilized to screen the loading and trash areas, are constructed of concrete masonry units, and will be covered in live plantings.

Therefore, staff finds the Guideline is met.

7. *Changes to existing on-site surface contours at residential property lines. The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight.*

The subject site does not abut any residential properties.

Therefore, staff finds the Guideline is not applicable.

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

The applicant proposes to construct stormwater quality planter in the parking lot and landscaped areas north and west of the building. These planters are integrated into the

landscape design.

Therefore, staff finds the Guideline is met.

- 10. *Natural areas. Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan.***

The site is fully improved, no natural areas exist on site.

Therefore, staff finds the Guideline is not applicable.

- 11. *Landscape buffering and screening.***

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

The subject site is not adjacent to different zoning district or residential use. However, a mix of shrubs and trees are proposed to be installed along the west and south property lines to provide some screening.

Therefore, staff finds the Guideline is met.

- B. *When potential impacts of a Conditional Use are determined, or when potential conflicts of use existing between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of use are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrow buffer width is appropriate. (Standard 60.05.25.13)***

While the medical clinic does require conditional use approval, staff does not identify and potential conflicts between the retail uses to the west and south. The mix of shrubs and trees are proposed to be installed along those property lines are appropriate

Therefore, staff finds the Guideline is met.

- C. *Landscape buffering should consist of a variety of trees, shrubs and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhood. (Standard 60.05.25.13)***

The applicant's landscape plan shows significant landscape materials between the commercial areas to the west and south to screen potential conflicts and increase the

overall visual character of the development.

Therefore, staff finds the Guideline is met.

D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E)

The applicant states that a landscape buffer is not required as the site is surrounded by the same zoning district. Despite that, the applicant provides a mix of shrubs and trees around the edges of the property.

Therefore, staff finds the Guideline is met.

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

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

The applicant has provided a photometric plan. Pole-mounted and wall-mounted fixtures are proposed in locations throughout the site to maximize on-site safety. The lighting plan provided shows a mix of luminaries on site which provide sufficient light to maximize safety. Staff recommends a condition of approval that prior to Site Development permit issuance the applicant provide a lighting plan showing compliance with the Technical Lighting Standards.

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

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

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

Therefore, staff finds the Guideline is met.

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

The applicant states that lighting is provided in all required areas of the site. Staff recommends a condition of approval that prior to Site Development permit issuance the applicant provide a lighting plan showing compliance with the Technical Lighting Standards.

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

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

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

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of DR2016-0123 (**Kaiser Permanente Medical Office**), subject to the conditions of approval in Attachment E.

Code Conformance Analysis Chapter 60.60 Trees and Vegetation

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	All pruning must comply with the City's adopted Tree Planting and Maintenance Policy.	YES
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	Only Landscape trees are proposed to be removed.	YES
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	See findings for 60.60.25	YES
60.60.15.2.C	15% DBH of Groves in Multiple Use Zones must be preserved.	No protected trees are proposed to be removed, only Landscape Trees.	N/A
60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	No protected trees exist on site, only Landscape Trees	N/A
60.60.25 Mitigation Requirements			
60.60.25.9	Mitigation Standards: (60.60.25.9.C) For each inch of DBH removed one inch must be planted with mitigation trees, up to what the site can accommodate.	The applicant proposes to remove 1183 inches of existing landscape trees (123 trees) and plant 219 inches of landscape trees (153 trees) as mitigation. The replacement trees will be planted in landscape areas taking into account their mature size and soil capacity to account for long term health, as such the applicant proposes to plant as much DBH as the site can reasonably accommodate.	YES

LD2016-0024
ANALYSIS AND FINDINGS FOR
LAND DIVISION-REPLAT ONE FOR LOT CONSOLIDATION

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

Section 40.45.15.2.C Approval Criteria

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

1. *The application satisfies the threshold requirements for a Replat One.*

The applicant is consolidating and platting two taxlots into one legal lot. However, the subject taxlots have never been part of a previously recorded plat, thereby meeting the threshold 2 for a Replat One.

- 2. The creation of a plat for land that has never been part of a previously recorded plat where no new lots or parcels are proposed.*

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

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

The applicant has paid the required application fee for a Replat One application.

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

3. *The proposed Replat does not conflict with any existing City approval, except the City may modify prior approvals through the Replat process to comply with current Code standards and requirements.*

Staff has not identified conflicts with prior city approvals. The Replat One request is being reviewed concurrently with a Design Review application requesting full redevelopment of the subject site.

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

4. *Oversized lots or parcels (“oversized lots”) resulting from the Replat shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of*

the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed lots and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.

The proposal involves the creation of one (1) lot from two (2) existing lots. The proposed parcels are oversized in that they are greater than 7,000 square feet, however these parcels are commercial in nature and therefore oversized parcels do not affect density requirements. Future subdivision of the parcels are not precluded with this land division application.

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

5. *Applications that apply the lot area averaging standards of Section 20.05.50.1.B shall demonstrate that the resulting land division facilitates the following:*

- a) Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,***
- b) Complies with minimum density requirements of [the Development] Code, provides appropriate lot size transitions adjacent to differently zoned properties, and where a street is proposed provides a standard street cross section with sidewalks.***

The proposal does not apply the lot area averaging standards.

Therefore, staff finds that this criterion for approval does not apply.

6. *Applications that apply the lot area averaging standards of Section 20.05.15.D. shall not require further Adjustment or Variance approvals for the Land Division.*

The proposal does not apply the lot area averaging standards.

Therefore, staff finds that this criterion for approval does not apply.

7. *If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.*

The applicant is requesting to phase the construction of site improvements in order to maintain the ability to provide medical services with limited interruptions. The applicant has provided a construction and parking phasing plan to demonstrate how all parking and

site circulation standards are met. Half street improvements will be constructed in phases in concert with abutting redevelopment. Staff concurs that the phasing plan meets all applicable city standards.

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

- 8. *The proposal will not eliminate pedestrian, utility service, or vehicle access to the affected properties.***

The proposed redevelopment will continue to provide pedestrian, utility, and vehicle access.

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

- 9. *The proposal does not create a parcel or lot which will have more than one (1) zoning designation.***

The two subject taxlots are both zone Community Service (CS). The consolidated lot will be zoned Community Service.

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

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

The applicant has submitted this Replat One application with associated Conditional Use, and Design Review Three applications. No other applications are required of the applicant at this stage of City review.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **LD2016-0024 (Kaiser Permanente Medical Office)**, subject to the conditions of approval in Attachment E.

Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Grading Standards			
60.15.10.1 Applicability	Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review.	The proposal is subject to the grading standards contained herein.	Yes
60.15.10.2.A-C Exemptions	Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way.	Road improvements are exempt from the grading standards in 60.15.10.3. as all permitted grading in public rights-of-way are exempt.	Yes
60.15.10.3.A 0-5 Feet From Property Line	Maximum of two (2) foot slope differential from the existing or finished slope of the abutting property.	The maximum grade differential for this increment does not exceed this standard.	Yes
60.15.10.3.B 5-10 Feet From Property Line	Maximum of four (4) foot slope differential from the existing or finished slope of the abutting property.	The maximum grade differential for this increment does not exceed this standard.	Yes
60.15.10.3.C 10-15 Feet From Property Line	Maximum of six (6) foot slope differential from the existing or finished slope of the abutting property.	The maximum grade differential for this increment does not exceed this standard.	Yes
60.15.10.3.D 15-20 Feet From Property Line	Maximum eight (8) foot slope differential from the existing or finished slope of the abutting property.	The maximum grade differential for this increment does not exceed this standard.	Yes
60.15.10.3.E 20-25 Feet From Property Line	Maximum ten (10) foot slope differential from the existing or finished slope of the abutting property.	The maximum grade differential for this increment does not exceed this standard.	Yes
60.15.10.3.F Pre-development slope	Where a pre-development slope exceeds one or more of the standards in subsections 60.15.10.3.A-E, the slope after grading shall not exceed the pre-development slope	No existing slopes exceed the standards within this Section.	N/A
Significant Trees and Groves			
60.15.10.4 Significant Trees and Groves	Standards for grading within 25 feet of significant trees or groves.	No significant trees or groves existing on site.	N/A

CONDITIONS OF APPROVAL
Kaiser Permanente Medical Office
CU2016-0012 / DR2016-0123 / LD2016-0024

CU2016-0012 New Conditional Use Application: Should the Commission find the application meets the approval criteria for a New Conditional Use staff recommends the following conditions of approval.

1. In accordance with Section 50.90.1 of the Development Code, Conditional Use approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code. In the case of phased development, each phase must be commenced within 2 years of completion of the prior phase, in accordance with Section 50.90.3.B of the Development Code. (Planning/SR)
2. Ensure that the associated Design Review Three application (DR2016-0123) has been approved and is consistent with the submitted plans. (Planning/SR)

DR2016-0123 Design Review Three Application: Should the Commission find the application meets the approval criteria for a Design Review Three staff recommends the following conditions of approval.

3. Ensure that the associated Replat One application (LD2016-0024) has been approved and is consistent with the submitted plans. (Planning/SR)
4. During construction, the project shall at all times conform to the applicant provided parking and construction phasing plan. (Planning/SR)

A. Prior to issuance of a site development permit for either phase or the combined full project, the applicant shall:

5. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
6. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
7. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit

is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)

8. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management facilities, utility undergrounding, and emergency vehicle access paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
9. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
10. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation for all work within, and/or construction access to the Beaverton-Hillsdale Highway. (Site Development Div./JJD)
11. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
12. Obtain the City Building Official's review approval of the proposed site utility plan if the installation is defined as a "complex structure" by plumbing rules OAR 918-780-004, for private plumbing needed to serve the private water, backflow prevention, storm and sanitary sewer systems outside the proposed building pad(s). (Site Development Div./JJD)
13. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
14. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the 2006 plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
15. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report (December, 2016), demonstrating compliance with City storm requirements (Chapter 3, of City Ordinance 4417), with CWS Resolution and Order 2007-020 in regard to surface water quality treatment, and per any subsequent conditions. (Site Development Div./JJD)
16. Provide a final detailed 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 in addition to any mapped FEMA floodplains and flood ways. The site plans shall clearly show the 100-year flood limits on each plan that contains elevation information. (Site Development Div./JJD)

17. Provide final plans showing a Contech Inc., Stormfilter system (for treatment of a portion of the site's runoff) with a minimum of 3.0 cartridges per tributary impervious acre. Plans shall also show a trash capture, floatable & sediment-trapping water quality pre-treatment unit (ex: sumped, lynch-type catch basin, sedimentation structure, or other City of Beaverton approved equivalent as determined by City Engineer) located in front of any piped flow into a Stormfilter unit. For any impervious area determined to not be practical to be piped to a Stormfilter or otherwise treated, a fee-in-lieu of stormwater quality provision will be assessed. (Site Development Div./JJD)
18. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./JJD)
19. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site. (Site Development Div./JJD)
20. Pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed for the entire project. (Site Development Div./JJD)
21. Provide plans for LED street lights along the site's public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No overhead utility lines or services shall remain on the site. If existing utility poles along the street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
22. Provide plans showing a City standard commercial driveway apron or other design as approved by the City Engineer at the intersection of any private or common driveway and a public street. (Site Development Div./JJD)
23. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) Painted curbing will be required to delineate all fire lanes. Current proposal is inadequate. Both sides of the 26 foot wide fire lane must be painted. (TVF&R/JF)
24. SURFACE AND LOAD CAPACITIES: Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load

(gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) Document this on the plans. (TVF&R/JF)

25. FIRE FLOW WATER AVAILABILITY: Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) Provide fire flow documentation. (TVF&R/JF)
26. FIRE HYDRANT NUMBER AND DISTRIBUTION: The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in (OFC Table C105.1) An additional fire hydrant will be required in the landscape island near the SE corner of the building off of the private hydrant line. (TVF&R/JF)
27. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) This building will require a Knox Box. (TVF&R/JF)
28. EMERGENCY RESPONDER RADIO COVERAGE SYSTEM: This building will be required to be tested to identify any deficient radio coverage areas. All areas of the building that are deficient must be provided with an ERRC system in accordance with OFC Section 510. Testing is typically done at 80% completion of the building. It is recommended to provide appropriate conduits shaft, wiring etc. during construction to accommodate for the system. Additionally, make sure you budget and appropriate time for the installation of this system. Please contact DFM Jeremy Foster at 503.259.1414 for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit. (TVF&R/JF)
29. Provide plans that show the dedication of right-of-way (ROW) sufficient to provide a minimum of 51 feet from the centerline of SW Beaverton Hillsdale Highway along the site's entire frontage. (Transportation/KR)
30. Provide plans that show the dedication of ROW sufficient to provide a minimum of 42 feet from the centerline of SW Western Avenue along the site's entire frontage. (Transportation/KR)
31. Provide plans that show the construction of a 6-foot sidewalk in its ultimate location along the site's SW Beaverton Hillsdale Highway frontage. (Transportation/KR)
32. Provide plans that show the construction of half-street improvements, including bike lane, planter strip, and 6-foot sidewalk to meet City Arterial Street standards along the site's SW Western Avenue frontage. (Transportation/KR)
33. Provide plans that show the extension of the bike lane on SW Western Avenue all the way to the intersection of SW Beaverton Hillsdale Highway. (Transportation/KR)

34. Provide plans that show that all walkways that cross vehicle drive aisles are to be constructed of scored concrete or modular paving materials. (Transportation/KR)
35. Provide plans that show 5 short and 9 long term bicycle parking spaces, dimensions consistent with the Engineering Design Manual. (Planning/SR)
36. Provide plans that show the installation of a bus shelter that meets the requirements of TriMet along SW Beaverton Hillsdale Highway. (Planning/SR)
37. Receive approval from the City Engineer for an Engineering Design Modification request for the driveway spacing along SW Western Avenue. (Engineering/JK)
38. Curb, sidewalk, crosswalk ramp(s), bikeways and road widening shall be constructed as necessary to be consistent with local, ODOT and ADA standards. (ODOT/JB)
39. Right of way deeded to ODOT as necessary to accommodate the planned cross section shall be provided. The deeded right of way shall be sufficient to accommodate the future half-street cross-section width of the highway (51') including the following: 7' half median width, two 12' travel lanes, 6' bike lane, 7.5' curb and planter strip, 6' sidewalk, and 0.5' maintenance buffer behind the sidewalk. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT should provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department. Note: It may take up to 3 months to transfer ownership of property to ODOT. (ODOT/JB)
40. An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An Intergovernmental Agreement (IGA) is required for agreements involving local governments and a Cooperative Improvement Agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements. Note: If a CIA is required, it may take up to 6 months to process. (ODOT/JB)
41. The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with the ODOT Highway Design Manual (https://www.oregon.gov/ODOT/HWY/ENGSERVICES/Pages/hwy_manuals.aspx) or ODOT must approve a Design Exception. If trees are proposed in the planter strip a Design Exception for the clear zone is required. Note: It may take up to 3 months to process a Design Exception. (ODOT/JB)
42. Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, which states that local jurisdictions must enter into an Intergovernmental Agreement (IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs. (ODOT/JB)

43. An ODOT Miscellaneous Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way. (ODOT/JB)
44. A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:
1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
 2. The improvements create an increase of the impervious surface area greater than 10,758 square feet. (ODOT/JB)

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

45. The applicant shall provide plans demonstrating the canopy covering pathway leading the northern public entrance is constructed of a solid material as to provide weather protection. (Planning/SR)
46. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building/ BR)
47. An accessible route shall be provided to persons with disabilities throughout the site. (Section 1104, OSSC) (Building/ BR)
48. An accessible route shall be provided to persons with disabilities from the building to a public way. (Section 1104, OSSC) (Building/ BR)
49. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
50. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)

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

51. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
52. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
53. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)

54. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
55. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
56. Have obtained a Source Control Permit (AKA Industrial Sewage Permit) from the Clean Water Services District and submitted a copy to the City Building Official if such a permit is required, as determined by CWS. (Site Development Div./JJD)
57. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / SR)
58. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / SR)
59. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / SR)
60. Ensure all landscaping approved by the decision making authority is installed. (Planning / SR)
61. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning / SR)
62. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. (Planning / SR)
63. Ensure all exterior lighting fixtures are installed and operational, consistent with the approved lighting plan. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. (Planning / SR)

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

64. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)

65. Submit any required on-site easements not already dedicated on the partition plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
66. 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 within all surface water treatment facilities, 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 or landscape architect 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./JJD)
67. Provide evidence of a post-construction cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer's recommendations for the project's proprietary storm water treatment systems by a CONTECH qualified maintenance provider as determined by the City Engineer. Additionally, another servicing report from the maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Div./JJD)

LD2016-0024 Preliminary Subdivision Application: Should the Commission find the application meets the approval criteria for a Preliminary Subdivision staff recommends the following conditions of approval.

A. Prior to Final Plat approval, the applicant shall:

68. Submit a final land division application. (Planning/SR)
69. Have commenced construction of the site development improvements to provide minimum critical public services (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./JJD)
70. Provide proof of recording the necessary easement quit claim deeds documents with Washington County Records for existing easements that need extinguishment as a part of this project. (Site Development Div./JJD)
71. Show granting of any required on-site easements on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./JJD)