



## Staff Report

STAFF REPORT DATE: July 3, 2019

HEARING DATE: July 10, 2019

TO: Interested Parties

FROM: Elena Sasin, Associate Planner

PROPOSAL: **Kirkland Place CU2018-0020 / DR2018-0157 / LD2018-0038 / PD2018-0005 /**

LOCATION: The site is located north of SW Barnes Road, east of NW 118<sup>th</sup> Avenue, south of NW Cedar Falls Drive and west of NW 117<sup>th</sup> Loop. The site consists of four tax lots, identified as Tax Lots: 6300, 6400, and 6500 on Washington County Assessor's Map 1N134CD. No assigned address.

ZONING: TC-MU (Town Center – Multiple Use)

SUMMARY: The applicant, Kirkland Development, proposes to construct a hotel, two retail buildings with associated parking and site improvements on an approximately 2.89-acre site consisting of three lots and one tract. The subject site is part of the Timberland Planned Unit Development originally approved in 2004 and is located north of SW Barnes Road, east of NW 118<sup>th</sup> Avenue, south of NE Cedar Falls Drive and west of NW 117<sup>th</sup> Loop. The applicant requests approval of a New Conditional Use permit (CU2018-0020) for the Temporary Living Quarters use in the Town Center – Multiple Use zoning district, a Design Review Three (DR2018-0157) application for the review of the proposed buildings, a Preliminary Partition (LD2018-0038) to modify the boundaries of three existing lots and create an open space tract, and a Parking Determination – Shared Parking (PD2018-0005) application to allow the proposed uses to share parking.

APPLICANT  
and OWNER: Kirkland Development  
2300 East 3<sup>rd</sup> Loop, Suite 100  
Vancouver, WA 98661

APPLICANT'S  
REPRESENTATIVE: Otak, Inc.  
Nathan Jones  
808 SW Third Avenue, Suite 300  
Portland, OR 97204

DECISION: **APPROVAL of Kirkland Place CU2018-0020 / DR2018-0157 / LD2018-0038 / PD2018-0005**

### BACKGROUND FACTS

#### Key Application Dates

Application	Submittal Date	Application Deemed Complete	120-Day*	365-Day**
<b>CU2018-0020</b>	November 8, 2018	May 7, 2019	September 4, 2019	May 6, 2020
<b>DR2018-0157</b>	November 8, 2018	May 7, 2019	September 4, 2019	May 6, 2020
<b>LD2018-0038</b>	November 8, 2018	May 7, 2019	September 4, 2019	May 6, 2020
<b>PD2018-0005</b>	November 8, 2018	May 7, 2019	September 4, 2019	May 6, 2020

\* Pursuant to Section 50.25.9 of the Development Code this is the latest date, without a continuance, by which a final written decision on the proposal can be made.

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

**Existing Conditions Table**

<b>Zoning</b>	Town Center – Multiple Use (TC-MU)	
<b>Current Development</b>	Vacant, grass and trees.	
<b>Site Size &amp; Location</b>	The site is located north of SW Barnes Road, east of NW 118th Avenue, south of NW Cedar Falls Drive and west of NW 117th Loop. The site consists of four tax lots, identified as Tax Lots: 6300, 6400, and 6500 on Washington County Assessor’s Map 1N134CD. No assigned address. The site size is approximately 2.89 acres.	
<b>NAC</b>	Central Beaverton	
<b>Surrounding Uses</b>	<p><b>Zoning:</b>  <u>North:</u> TC-MU  <u>South:</u> TC-MU and TC-HDR  <u>East:</u> TC-MU  <u>West:</u> TC-MU</p>	<p><b>Uses:</b>  <u>North:</u> Retirement community  <u>South:</u> Commercial  <u>East:</u> Residential  <u>West:</u> Commercial</p>

## DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

		<b><u>Page No.</u></b>
<b><u>Attachment A:</u></b>	<b>Facilities Review Committee Technical Review and Recommendation Report</b>	FR1 – FR17
<b><u>Attachment B:</u></b>	<b>CU2018-0020 Hotel (Temporary Living Quarters)</b>	CU1-CU9
<b><u>Attachment C:</u></b>	<b>DR2018-0157 Design Review Three</b>	DR1-DR29
<b><u>Attachment D:</u></b>	<b>LD2018-0038 Preliminary Partition</b>	LD1-LD5
<b><u>Attachment E:</u></b>	<b>PD2018-0005 Parking Determination – Shared Parking</b>	PD1–PD4
<b><u>Attachment F:</u></b>	<b>Conditions of Approval</b>	COA1-COA10

### **Exhibits**

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

- Exhibit 1.1 Vicinity Map (page SR-5 of this report)
- Exhibit 1.2 Aerial Map (page SR-6 of this report)
- Exhibit 1.3 Comments from City Arborist, Jered Lane, email dated July 1, 2019

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

- Exhibit 2.1 Email from Phil Stambaugh dated May 30, 2019

Mr. Stambaugh expressed concerns regarding the proposed development's potential impacts on the adjacent street NW 117<sup>th</sup> Loop, in addition to other concerns. Mr. Stambaugh also provided some recommendations for how the applicant may mitigate some of these potential impacts.

- Exhibit 2.2 Letter from Brad and Denis Hess, received June 3, 2019.

The letter expresses concerns about the potential traffic impacts the proposed development may have on the surrounding neighborhood. The letter also includes some recommended transportation related mitigation changes.

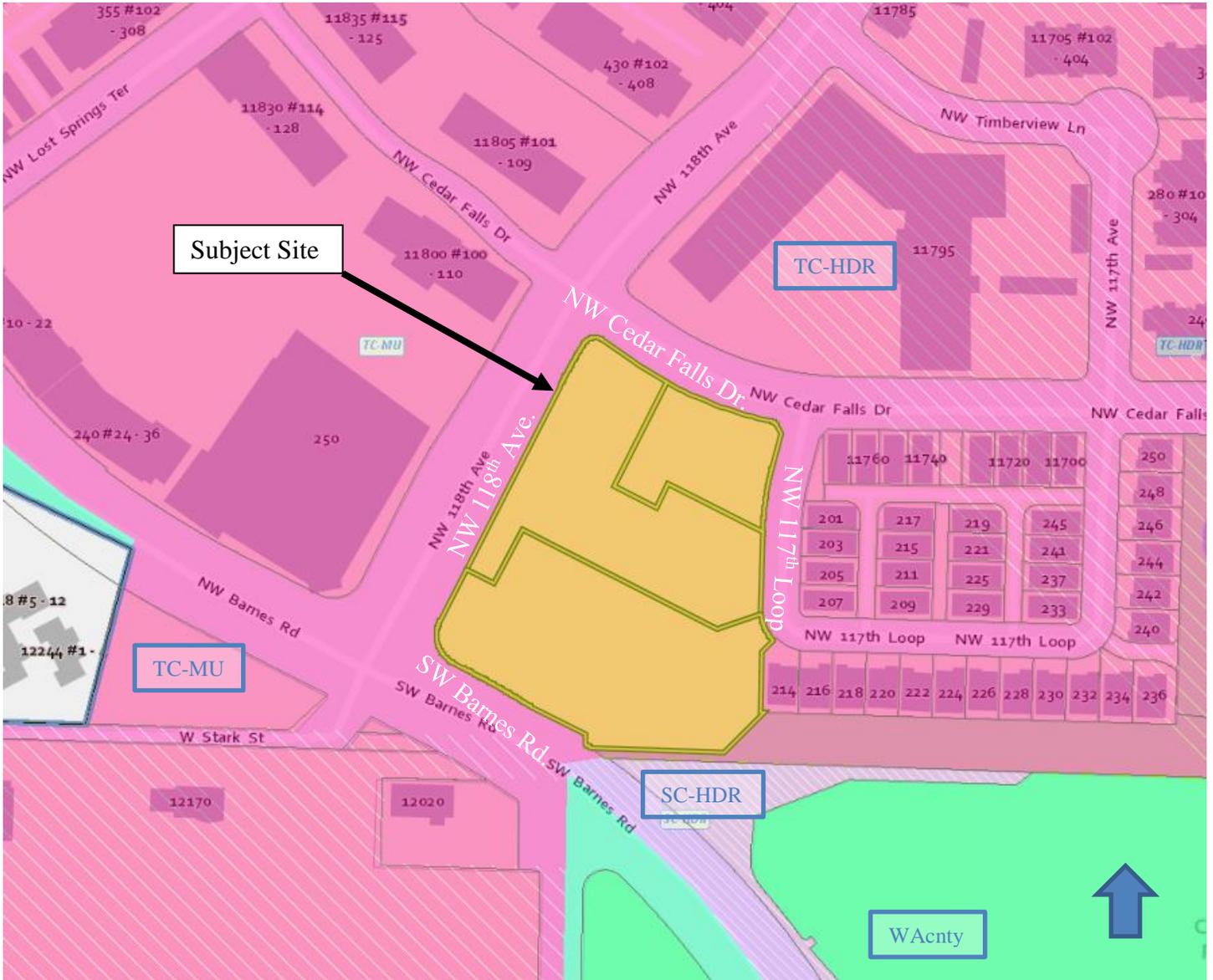
#### **Exhibit 3. Materials submitted by the Applicant**

- Exhibit 3.1 Submittal Package including plans and service provider letters

#### **Exhibit 4. Agency Comments**

- Exhibit 4.1 Washington County Conditions of Approval, received June 19, 2019
- Exhibit 4.2 Tualatin Hills Park and Recreation District email received June 24, 2019
- Exhibit 4.3 Tualatin Hills Park and Recreation District letter dated June 14, 2019

Kirkland Place  
CU2018-0020 / DR2018-0157 / LD2018-0038 / PD2018-0005



Kirkland Place  
CU2018-0020 / DR2018-0157 / LD2018-0038 / PD2018-0005 / TP2018-0011



**FACILITIES REVIEW COMMITTEE TECHNICAL  
REVIEW AND RECOMMENDATIONS  
Kirkland Place  
CU2018-0020 / DR2018-0157 / LD2018-0038 / PD2018-0005**

Section 40.03.1 Facilities Review Committee:

The Facilities Review Committee (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.

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 are reviewed for all criteria that are applicable to the submitted application as identified below:

- **All twelve (12) criteria are applicable to the Conditional Use, Design Review Three and Land Division applications.**
- A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes, or can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities.

Public Water, Sanitary Sewer and Storm

The City of Beaverton is the sanitary sewer and storm drainage provider for the site. Tualatin Valley Water District (TVWD) is the water provider for the site. The subject site has frontages along four right-of-ways; SW Barnes Road, NW 118<sup>th</sup> Avenue, NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. Existing utilities are located within the adjacent rights-of-way. The applicant's plans show connections to surrounding existing utility lines. Sanitary connections are shown within SW Barnes Road, NW 117<sup>th</sup> Loop and NW Cedar Falls Drive. The applicant's plans show the onsite stormwater system to connect to an existing 18-inch public storm line within SW Barnes Road. The applicant's Preliminary Stormwater Management Plan, dated April 2, 2019 explains that a downstream regional water quality treatment system exists, comprised of a filter cartridge vault with a pretreatment manhole and located on the southwest side of SW Barnes Road at the multi-use path. The applicant states that this existing offsite regional stormwater treatment system will be used to

meet water quality requirements. Water lines exist within all adjacent right-of-ways. The applicant's plans show proposed water line connections within NW 117<sup>th</sup> Loop and sanitary connection in NW 117<sup>th</sup> Loop and NW 118<sup>th</sup> Avenue. The applicant has submitted a Service Provider Letter from Clean Water Services (CWS).

### Transportation

The subject site is adjacent to four rights-of-way. SW Barnes Road is located south of the subject site and is a five-lane arterial, within Washington County's jurisdiction. The applicant's plans show a half street width of 49 feet from centerline on SW Barnes Road, meeting Washington County's minimum right-of-way width standard. The applicant's plans show that the existing sidewalk along SW Barnes Road, is approximately eight feet and 8 inches wide instead of the current standard of 10 feet wide. Additionally, the sidewalk along SW Barnes features landscape planter strips instead of tree wells with tree grates. However, the applicant's plans show that a minimum unobstructed pathway of five feet is provided along this sidewalk. The Facilities Review Committee (Committee) does not recommend that the sidewalk be reconstructed as it was built relatively recently with the development of the Timberland (Teufel) Planned Unit Development (land use approvals issued in 2004) and provides the necessary unobstructed pathway of five feet.

To the west, the site abuts NW 118<sup>th</sup> Avenue, a three-and four-lane Collector Street, which is under the maintenance and operational jurisdiction of the City of Beaverton. NW 118<sup>th</sup> Avenue is improved with compliant sidewalks and bike lanes, therefore, improvements are not proposed nor required on NW 118<sup>th</sup> Avenue. To the north of the site is NW Cedar Falls Drive, a two-lane Local Street is also under the maintenance and operational jurisdiction of the City of Beaverton. The applicant's plans show a half street width of 29 feet from centerline, consistent with the City of Beaverton's standard for an L1 street. Part of the existing sidewalk on NW Cedar Falls Drive (west of the proposed driveway) is shown to comply with sidewalk design standards. However, the portion of the NW Cedar Falls sidewalk located east of the proposed driveway is currently developed with a planter strip instead of a curb tight sidewalk with tree wells and grates. The applicant's plans indicate sidewalk improvements are proposed, however, to ensure compliance with the applicable standards, the Committee recommends a condition of approval that the sidewalk on NW Cedar Falls Drive be improved consistent with Beaverton Development Code (BDC) Section 60.05.20.7.A and Standard Drawing 241 Curb Tight Sidewalk Treewell with Grate of the Engineering Design Manual.

NW 117<sup>th</sup> Loop borders the site on the east and is a two-lane Local Street under the City of Beaverton's jurisdiction. The applicant's plans show an existing half-street right-of-way width of 19.5 feet. The applicant is proposing a five-foot right-of-way dedication along NW 117<sup>th</sup> Loop to accommodate a ten-foot wide curb tight sidewalk with tree grates.

Bike lanes are not required nor proposed along the two Local Streets. Both SW Barnes Road and NW 118<sup>th</sup> Avenue currently are developed with

delineated bike lanes. Access to the site is proposed at NW Cedar Falls Drive and NW 117<sup>th</sup> Loop.

The applicant submitted a Transportation Assessment dated October 22, 2018, prepared by Julia Kuhn, Professional Engineer and Chris Brehmer, Profession Engineer, both of Kittelson & Associates. The analysis states that at an estimated 17,308 daily trips, the project is generating 1,018 fewer daily trips than the original trips estimated in the Traffic Impact Analysis prepared for the Timberland Planned Unit Development, of which this site is a part of. The Transportation Assessment explains that in 2004, the original land use approvals for the overall site included 300,000 square feet of retail space and 1,300 multifamily residential units. The applicant states that the estimates for the subject proposed development were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The October 22, 2018 Transportation Assessment concludes by recommending all future landscaping, above-ground utilities, and site signage should be located and maintained so that minimum required sight lines are provided at both site accesses per City of Beaverton standards. The Committee recommends a condition of approval that prior to Site Development permit issuance, the applicant provide certification of adequate sight distance at the site's accesses on NW Cedar Falls Drive and NW 117th Loop, in accordance with City of Beaverton's Engineering Design Manual, prepared and stamped by a registered professional engineer.

#### Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). TVF&R has reviewed the proposal and provided conditions of approval specific to this development proposal, including the possible need for a Knox Box for building access, painted curbs, and the demonstration of fire flow availability. These comments from TVF&F have been submitted as part of the applicant's materials. Staff incorporates the conditions of approval provided by TVF&R as part of the recommended conditions of approval. By meeting the conditions of approval, the proposal will meet TVF&R requirements, which will be verified at the time of Site Development Permit issuance.

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

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

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and

pedestrian and bicycle facilities in the public right-of-way. The applicant's plans and materials were shared with Washington County Transportation staff, City Transportation staff and City Police Department.

### Schools

The proposed development does not include residential units; therefore, the Committee finds this criterion is not applicable.

### Transit Improvements

The subject site is adjacent to TriMet bus line 62, which runs from the Sunset Transit Center to Washington Square Transit Center. Located approximately within a half-mile radius of the subject site is TriMet's bus line 50, which loops around the Sunset Transit Center and NW Thompson Road at NW Saltzman Road. Transit improvements are not proposed nor required.

### Police

To the date of this report Beaverton Police have not provided comments or recommendations to the Committee. Beaverton Police will serve the development site and any comments will be shared with the applicant.

### Pedestrian and Bicycle Facilities

Existing bicycle lanes are provided on SW Barnes Road and NW 118<sup>th</sup> Avenue. NW Cedar Falls Drive and NW 117<sup>th</sup> Loop are Local Streets which do not require bicycle lanes. The applicant's plans show sidewalks currently about the site along all four frontages. Where the sidewalks do not meet minimum width requirements (eastern portion of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop) the applicant has proposed improvements to accommodate the required ten-foot curb tight sidewalk with tree grates. To ensure compliance with the applicable Development Code standards, the Facilities Review Committee recommends a condition of approval that the applicant demonstrate that all sidewalks adjacent to the site that do not currently meet applicable standards, be constructed or improved to comply with Section 60.05.20.7.A of the Development Code and Standard Drawing 241 Curb Tight Sidewalk Treewell with Grate of the Engineering Design Manual.

For the proposed hotel (identified as Temporary Living Quarters in the Beaverton Development Code), short-term bicycle spaces are not required. However, the Beaverton Development Code requires a minimum of one long-term bicycle space per 50 guest units. With 89 guest units proposed, one long-term bicycle space is required for the proposed hotel use on the subject site. For the proposed development which includes a hotel and a retail shopping center, a total of four (4) short-term and five (5) long-term bicycle spaces are required, as outlined in Section 60.30.10.5.B of the Beaverton Development Code. The applicant has proposed six (6) short-term spaces but only four (4) long-term spaces for bike parking. The applicant states that four (4) long-term, covered bicycle parking spaces have been provided alongside Buildings 1 and 2 and are designed to meet the standards of the City's Engineering Design Manual and that Building 1 has three (3) long-term spaces and Building 2 has (1) long term space. Short-term spaces are proposed near the

entrance of Building 3, adjacent to SW Barnes Road, providing space for four (4) bicycles. The Committee recommends a condition of approval requiring the applicant to submit revised plans demonstrating compliance with all applicable bicycle parking standards identified in Section 60.30 Off -Street Parking of the Beaverton Development Code and the Bicycle Parking Standards outlined in Section 340 of the Engineering Design Manual. Furthermore, the Committee recommends a condition of approval that the applicant provide a dimensioned short-term bicycle parking space design detail, consistent with standards outlined in outlined in Section 340 of the Engineering Design Manual.

### Parks

The site will be served by the Tualatin Hills Park and Recreation District (THPRD). A letter dated June 14, 2019 from THPRD is included as Exhibit 4.3 of Agency Comments. The letter asks the applicant to consider extending a shared use oath along the site's SW Barnes Road frontage, but does not require it.

The Committee has reviewed the proposal and has found that the essential facilities and services to serve the site are adequate to accommodate the proposal as conditioned.

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

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

Staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20 for the Town Center – Multiple Use (TC-MU) zone, as applicable to the aforementioned criterion. As demonstrated in the chart, the development proposal meets all applicable standards, or can be made to comply, by meeting the conditions for approval.

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

- D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both, as required by the applicable provisions of Chapter**

**60 (Special Requirements), are provided or can be provided in rough proportion to the identified impact(s) of the proposed development.**

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

Off-Street Loading:

Hotels having a floor area of 40,001 to 100,000 square feet, are required to provide two (2) Type B loading berths. The applicant's plans show two (2) Type B loading berths located south of the proposed hotel. One (1) Type B loading berth is required for retail establishments having a floor area of 7,000 to 24,000 square feet. Retail Building 2 is less than 7,000 square feet therefore a loading berth is not required for that building. However, retail building 3 is approximately 21,711 square feet and is therefore is required be accompanied by one (1) Type B loading berth. The applicant's plans show one Type B loading berth located near the northeast corner of Building 3.

Off-Street Parking (Section 60.30)

The standard parking ratio for Temporary Living Quarters is one (1) space per guest room. With 89 rooms proposed, the minimum number of vehicle parking spacing required for the hotel is 89. The applicant has proposed 85 spaces on the hotel site (34 underground and 51 surface spaces). For retail shopping centers, the standards minimum parking ratio is three (3) spaces per 1,000 square feet of floor area. The applicant's plans show that Building 2, proposed near the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop, is approximately 6,036 square feet in size, requiring 18 spaces. The applicant is proposing 16 spaces on the lot containing Building 2. The applicant states that Building 3, located at the corner of SW Barnes and NW 118<sup>th</sup> Avenue, is 21,711 square feet, requiring 65 vehicle parking spaces, but the applicant has proposed 70 (plus four compact) spaces on this lot. Cumulatively, the development site requires a total of 172 parking spaces, and the applicant is proposing a total of 176 (including four compact) for the site.

Although the applicant proposes to provide the minimum number of required parking spaces, the site consists of three lots and the lots containing Building 1 and Building 2 are unable to accommodate the minimum parking spaces within the boundaries of their respective lots (Building 1 shows 85 spaces instead of the required 89 and Building 2 shows 16 instead of the required 18). Therefore, the applicant has submitted a Parking Determination application, to request approval for parking to be shared on the site. Compliance with applicable approval criteria for Parking Determination – Shared parking will be reviewed in detail in Attachment E of the staff report. Section 60.30 also includes standards for off-street parking lot design. The minimum required parking spaces shall be designed to comply with the standard parking stall dimensions, as outlined in Section 60.30.15. Spaces

which are proposed at a 90-degree angle, shall have a minimum width of 8.5 feet and a minimum length of 18.5 feet.

Street and Bicycle and Pedestrian Connection Requirements (Section 60.55.25)

As described above in response to Criterion A, the subject site is located between four streets. The applicant's plans show right-of-way dedication along NW 117<sup>th</sup> Loop, to accommodate a curb tight sidewalk with tree grates, as required, the existing curb line along NW 117<sup>th</sup> Loop is not proposed to change. The applicant's plans also show improvements to a portion of the sidewalk located along NW Cedar Falls Drive, as necessary to achieve a ten (10) foot wide curb tight sidewalk, with tree grates, and a minimum unobstructed width of five (5) feet. The sidewalk located along NW 118<sup>th</sup> Avenue has a minimum width of ten (10) feet with an unobstructed path of at least five (5) feet. The sidewalk along SW Barnes Road is approximately eight (8) feet eight (8) inches wide, however, the Committee is not recommending that this sidewalk be reconstructed.

The applicant's plans show that all three proposed building are located within close proximity to an adjacent right-of-way, resulting in direct and efficient pedestrian connections to the surrounding pedestrian circulation system. The applicant's plans show that Building 1 has two (2) pedestrian access points along the NW 118<sup>th</sup> Avenue frontage. Building 2 has one entrance located at the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop, directly adjacent to the sidewalks on both streets. Additional pedestrian entrances to Building 2 are shown on the south side of the building, connecting to the surrounding public pedestrian circulation system via a walkway along the building elevations. The existing and proposed sidewalks are shown to connect to the existing public circulation system in a safe and efficient manner. The applicant's plans also show walkways adjacent to building elevations containing a primary entrance, multiple tenant entrances or display windows. Building 3 is located at the corner of SW Barnes Road and NW 118<sup>th</sup> Avenue. Pedestrian connections to Building 3 are shown along both frontages and along the northern elevation of the building, internal to the site.

Transportation Facilities (Section 60.55)

As noted above in the response to Facilities Review Criterion A, B and D above, the subject site is adjacent to four existing streets. Where necessary, the applicant is proposing to improve existing sidewalks adjacent to the subject site to establish a minimum sidewalk width of 10-feet with an unobstructed path of 5-feet. The Committee is also recommending a condition of approval that the applicant submit plans showing the extension of the sidewalk along SW Barnes Road to the site's boundaries. The applicant's plans show right-of-way dedication along NW 117<sup>th</sup> Loop to accommodate a ten (10) foot wide sidewalk with a five (5) foot wide unobstructed path. Right-of-way dedication is not required, nor proposed, for any of the other adjacent right-of-ways. The applicant has proposed vehicular access off of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop, the lower volume streets. The Committee recommends a condition of approval that the applicant provide a sight-

distance analysis, demonstrating compliance with the City of Beaverton's Engineering Design Manual, prepared and stamped by a registered professional engineer for both vehicular driveways at NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. The location of the proposed buildings on the site provide safe and efficient pedestrian connections to the surrounding public pedestrian circulation system.

Utility Undergrounding (Section 60.65)

There are no known above ground utilities, however all new utilities shall be undergrounded. The Committee recommends a condition of approval requiring undergrounding completion prior to occupancy.

**Therefore, the Committee finds that the applicant has not provided all required loading facilities necessary to serve the proposal, therefore the proposal does not meet 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 facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.**

The applicant states that adequate maintenance and replacement schedules will be provided for the applicable private common areas and infrastructure in accordance with this section. Furthermore, the applicant has provided a draft shared parking agreement which addresses maintenance responsibilities of shared common areas. The Committee finds that the design of the development does not preclude the continued maintenance of private

common facilities. The Committee finds that adequate means can be provided to ensure continued and periodic maintenance.

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

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

In review of Criterion F, staff incorporates the findings and conditions prepared in response to A, B and D above. The applicant proposes to improve existing adjacent pedestrian circulation patterns where necessary and the Committee recommends a condition of approval requiring the sidewalk along SW Barnes Road but extending to the site's boundary. The absence of required standard setbacks in the subject zoning district enables the proposed buildings to be located near or on property lines, allowing for direct pedestrian

access to buildings from adjacent right-of-ways. The applicant's plans also show delineated walkways throughout the site, connecting building entrances and parking areas to the surrounding public circulation system. The applicant explains that safe and efficient circulations patterns are achieved through raised sidewalks and striped crossings in the parking lot to and from all the storefronts and buildings for pedestrians to circulate safely. The applicant goes on to explain that there is an east/west protected (raised) pedestrian connection going across the entire site. All crossings are marked for vehicular and pedestrian safety and that the parking lot layouts are designed to minimize drive aisle crossings by being adjacent to the buildings they serve and, generally, are perpendicular to those buildings as to keep traffic flowing safely for both vehicles and pedestrians.

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

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

In review of Criterion G, staff incorporates the findings and conditions of approval prepared in response to A, B, D and F above. The applicant's plans show safe, efficient and direct pedestrian connections to the surrounding public pedestrian system. The applicant's plans also show safe on-site vehicular circulation is achieved through the use of marked pedestrian walkways and raised sidewalks.

The applicant states that the proposed on-site vehicular and pedestrian circulation connects to the surrounding circulation systems in the follow areas:

- Pedestrian and vehicular access to NW Cedar Falls Drive
- Pedestrian and vehicular access to NW 117th Loop
- Pedestrian access to SW Barnes Road

Furthermore, the Committee finds that the applicant's plans show pedestrian connections to NW 118th Avenue.

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

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

Fire protection will be provided to the site by TVF&R. TVF&R has reviewed the proposed development and has provided conditions of approval. The proposal will also need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with other TVF&R standards.

All building permits will be issued by the City of Beaverton Building Division of the Community Development Department and must comply with State of Oregon Building Code(s) and codes published by the International Code Council, as applicable. The Committee concludes that, subject to meeting the conditions of approval, the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

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

The applicant states that all streets and public facilities are designed in accordance with the Engineering Design Manual (EDM). The development includes street lights, which will provide adequate protection from crime or vehicular accidents. Development permits will be submitted for life and safety review prior to site 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. Furthermore, all proposed sidewalks and walkways will be adequately lighted to meet the minimum applicable Design Standards as a Condition of Approval.

**Therefore, the Committee finds that the proposal meets the criterion for approval**

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

Proposed grading will be reviewed in greater detail in the Design Review section of the staff report. The Committee finds that the subject site is mostly bounded on all sides by public roadways, therefore impacts to neighboring properties are not anticipated. However, the applicant has provided a preliminary stormwater report and proposes stormwater facilities which will be fully reviewed prior to Site Development permit issuance, as will the applicant's submitted Grading and Erosion Control Layout.

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

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

The applicant will be required to meet all applicable accessibility standards of the Uniform Building Code, the Uniform Fire Code, and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, it appears that the general site layout can meet accessibility requirements. Accessibility is thoroughly evaluated through the site development and building permitting reviews. This requirement is in conformance with the Development Code.

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

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

The application was submitted on November 8, 2018. The applicant deemed themselves complete on May 7, 2019. 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 that the proposal meets the criterion for approval.**

**Code Conformance Analysis**  
**Chapter 20 Use and Site Development Requirements**  
**Town Center – Multiple Use (TC-MU) Zoning District**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 20.20.20 ()</b>			
Temporary Living Quarters (Hotel)	Conditional Use	The proposal includes a hotel building with 89 guest rooms.	See CU2018-0020 Section of Staff Report
Retail Trade	Permitted	The applicant is proposing two buildings, one is intended entirely for retail space and the other for a mix of retail, office and an eating and drinking establishment.	Yes
Eating and Drinking Establishments	Permitted	The applicant is proposing space within one of the three proposed buildings for a restaurant.	Yes
Office	Permitted	The applicant is proposing office space within one of the three proposed buildings.	Yes
<b>Development Code Section 20.20.15 ( Town Center – Multiple Use)</b>			
Minimum/Maximum Lot Area	None	The subject site consists of three separate tax lots for which the applicant has submitted a Land Division application. The proposed lot sizes are 49,007 square feet (Lot 1), 6,000 square feet (Lot 2), and 43,277 square feet (Lot 3).	Yes
Minimum Floor Area Ratio (FAR)	<b>FAR 0.50</b> <b>Lot 1:</b> 49,007 sq. ft. x .50 = 24,504 required min. floor area  <b>Lot 2:</b> 11,805 x.50 = 5,903 required min. floor area  <b>Lot 3:</b> 43,277 sq.ft. x .50 =	<u>Proposed Building Floor Area/Lot</u> <b>Lot 1:</b> 48,794 floor area proposed / 49,007 = 0.99 FAR  <b>Lot 2:</b> 6,038 floor area proposed / 11,805 = .51 FAR  <b>Lot 3:</b> 21,709 floor area proposed / 43,277 = .50 FAR	Yes

	21,639 required min. floor area		
Minimum Lot Dimensions	None	The applicant's plans show the three proposed lots have varying dimensions.	Yes
Minimum Yard Setbacks: Front Side Rear	0 feet	The applicant's plans show that the proposed buildings extend to the property lines in some area.	Yes
Maximum Front Yard Setback on Major Pedestrian Route (MPR)	Front yard setbacks for parcels located on Major Pedestrian Routes shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. or corresponding Design Review Guideline.	This standard is evaluated in greater detail in the Design Review section of the staff report.	See DR2018-0157 Section of Staff Report
Minimum Building Height	Buildings located along MPRs are subject to minimum building height standards or corresponding guidelines outlined in Section 60.05.15.7 or 60.05.35.7, as applicable.	This standard is evaluated in greater detail in the Design Review section of the staff report.	See DR2018-0157 Section of Staff Report
Maximum Building Height	60 feet	Building 1 varies in height due to the slope, however does not exceed 60 feet in height. Retail Building 2 has an overall height of less than 20 feet. Due to the sloped sight, Building 3 varies in height but does not exceed 60 feet.	Yes

## Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Development Code Section 60.05</b>			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The combined square footage of the proposed buildings is in excess of 50,000 gross square feet, therefore subject to Design Review Guidelines.	See DR2018-0157 Section of Staff Report
<b>60.10 Floodplain Regulations</b>			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a Floodplain.	N/A
<b>60.12 Habitat Friendly Development Practices</b>			
Section 60.12.30.1	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
<b>Development Code Section 60.15</b>			
Land Division Standards	Grading and tree protection standards.	The subject site currently consists of three lots. The applicant proposes to modify the property lines of these lots and add an open space tract for the preservation of some of the existing onsite trees.	See LD2018-0038 Section of Staff Report
<b>Development Code Section 60.25</b>			
Off-street Loading Requirements	<b>Retail:</b> 7,000 – 24,000 sq. ft. = 1 Type B Berth  <b>Hotel:</b> 40,001 – 100,000 sq. ft. = 2 Type B Berths	The applicant states Building 1 (49,000 sq. ft. hotel) requires 2 loading berths which are provided on the plan and are located on the same lot as the proposed hotel. Building 2 (6,000 sq. ft. retail) requires no berths. Building 3 (21,711 sq. ft. retail/shopping center requires 1 berth which is	Yes

		provided on the plan, shown to be located near the north east corner of Building 3 and on the same lot.	
<b>Development Code Section 60.30</b>			
Off-street motor vehicle parking	<b>Hotel:</b> Min: 89 Max: 111  <b>Retail Shopping Center:</b> Min: 83 Max: 142  <b>Total Min: 172</b>	The applicant is proposing a total of 176 spaces. The three proposed buildings are located on three separate lots. Some of the proposed lots are unable to accommodate the minimum required number of parking spaces for their respective uses. And one of the lots, Lot 3, is proposing to exceed the minimum parking requirement. Therefore, the applicant has submitted a Parking Determination – Shared Parking application to be able to share the parking on the site between the proposed uses, while meeting the minimum overall parking requirement.	See PD2018-0005 Section of Staff Report

Required Bicycle Parking Short Term and Long Term	<b>Retail Shopping:</b> Short-term: 4 spaces Long-term: 4 spaces  <b>Hotel:</b> Short-term: 0 Long-term: 2 <i>(One space per 50 rooms; 89/50=1.78)</i>  <b>Total Min:</b> Short-term: 4 Long-term: 6	Portions of the applicant's narrative states that 6 short-term spaces and 6 long-term spaces will be provided, while other sections states that only 4 long term spaces are provided. To ensure compliance with Section 60.30.10.5.B of the Development Code, staff recommend a condition of approval requiring the applicant to provide plans demonstrating the accommodation of a minimum of 4 short-term and 6 long-term bicycle spaces are provided on the subject site. Furthermore, the applicant's short-term bike-rack detail appears to not meet all of the dimensional requirements outlined in Section 340.4 of the Engineering Design Manual. Staff further recommend that the applicant's plans, demonstrate compliance with the minimum	Yes, w/COA
---	---	---	------------

		required number of bike racks as well as dimensions.	
<b>Development Code Section 60.33</b>			
Park and Recreation Facilities and Service Provision	Annexation to THPRD	The subject site is currently with the service boundary of THPRD, annexation is not required.	N/A
<b>Development Code Section 60.50</b>			
60.50.15 Projections into Required Yards and Public Right-of-Way	Structures may project into required yards, but may not project into a utility easement without an encroachment permit, as issued by the City Attorney per the consent and approval of the City Engineer.	The applicant's plans show multiple encroachments into the adjacent public right-of-way. As a condition of approval, staff recommend that the applicant provide plans showing that any encroachments in the public right of way or public easements shall be non-structural attachment or in other words not integral (removable without damage) to the building structure. If a revocable right of way encroachment permit is desired by the owner or required by a financial institution or insurance company, the City Attorney will need to be consulted to prepare a specific document for this situation.	Yes, w/COA
<b>Development Code Section 60.55</b>			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes, W/COA

<b>Development Code Section 60.60</b>			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	The applicant's plans show the removal of a number of dead/dying trees from a Significant Grove on the subject site, as well as work within the root zones of the protected trees to remain. Staff recommend a condition of approval requiring the applicant to submit a Tree Plan One application prior to Site Development permit issuance, if Major Pruning (as defined in Chapter 90 of the BDC) is proposed.	Yes, w/COA
<b>Development Code Section 60.65</b>			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	The applicant's plans indicate all utilities will be placed underground. To ensure the proposal meets requirements of this code section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes, w/COA
<b>Development Code Section 60.67</b>			
Significant Natural Resources	Regulations pertaining to Significant Natural Resources	The applicant has provided a Sensitive Area Pre-Screening Site Assessment from CWS which states that the project will not significantly impact the existing or potentially sensitive area(s) found near the site. Significant natural resources were not indicated to be present on the subject site.	N/A

CU2018-0020  
ANALYSIS AND FINDINGS FOR  
CONDITIONAL USE

**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 three buildings on the subject site; two retail buildings and one hotel. Within the Town Center – Multiple Use zoning district, Temporary Living Quarters are subject to Conditional Use approval. No previous record of a Conditional Use permit for a Temporary Living Facility was found for the subject site, therefore, the facility is being reviewed as a New Conditional Use.

40.15.13.3.A.1 Threshold:

*1. The proposed use is Conditionally permitted in the underlying zoning district and a prior Conditional Use approval for the proposed use is not already in effect.*

**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 has addressed the following policies of the Comprehensive Plan, as identified below.

**Chapter 3:**

***3.1.1.a) Emphasize pedestrian convenience and safety in all developments and transportation facilities.***

The applicant states the proposal has incorporated pedestrian and bicycle connections that help reduce the need for vehicle access and provide safe, easy access to the site. The applicant's plans show that sidewalks, are provided along all site frontages. The proposed building are located within close proximity to the adjacent street and provide direct pedestrian connections to the surrounding public pedestrian circulation system, including a bus stop located on SW Barnes Road. The applicant's plans show direct and efficient pedestrian access is provided throughout the site. Sidewalks link all building entrances, outdoor plaza, and parking areas on the site.

***3.1.1.b) Encourage development and programs that reduce the need for vehicle use and ownership.***

The applicant states that the City's adopted policies and regulations have implemented this policy in the TC-MU zone by encouraging mixed-use development and allowing shared parking agreements. The applicant explains that the proposed development provides commercial services within walking distance of residential development, reducing the need for vehicle use. The applicant's plans show the subject site is adjacent to existing bicycle lanes on SW Barnes Road and NW 118<sup>th</sup> Avenue. Pedestrian connections are provided throughout the site and connect at multiple locations to the surrounding public pedestrian circulation system.

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

The applicant states that safe, comfortable and direct pedestrian and bicycle connections have been designed to the site, and throughout the development, in order to increase traffic flow, reduce congestion and provide safety for pedestrians and cyclists. The applicant's plans show the subject site is adjacent to existing bicycle lanes on SW Barnes Road and NW 118<sup>th</sup> Avenue. Pedestrian connections are provided throughout the site and connect at multiple locations to the surrounding public pedestrian circulation system, including a bus stop located along SW Barnes Road.

***3.1.1.d) Apply land use designations and development regulations that***

***support high- density development near transit and services, in order to provide greater opportunities to live, work, and meet daily needs near transit.***

The applicant states that the site has been zoned for mixed use development and is adjacent to a TriMet bus line and supports the use of transit to and from the site.

***3.1.1.f) Ensure that development adjacent to transit stops and stations is designed to provide direct, convenient and comfortable connections between buildings and the stop or station.***

The subject site is adjacent to a bus stop located on SW Barnes Road. All three proposed buildings are shown to have entrances oriented toward, and within close proximity, to the adjacent rights-of-ways, therefore, each proposed building has at least one connection to the adjacent public pedestrian system, leading to the bus stop.

***3.1.1.j) Encourage use of structured, underground, and or tuck-under parking for commercial, office, and multifamily development.***

The proposal includes tuck-under parking within the proposed hotel (Building 1).

***3.1.1.k) Encourage shared parking agreements in all areas with significant volumes of surface parking lots.***

The subject site consists of three lots, each intended to contain a building. The applicant has submitted an application for a shared parking agreement.

***3.1.1.l) Accommodate automobile access and parking in an efficient manner that does not detract from the desirability of other modes.***

The applicant states that vehicle access is proposed from the lower-designation streets adjacent to the site. Additionally, the applicant's plans show parking is generally located towards the center of the site and the proposed buildings are located within close proximity to the surrounding street system, with pedestrian entrances provided along street facing elevations, for direct and efficient pedestrian access to the buildings. Required bicycle parking spaces are also provided at convenient locations throughout the site.

***3.6.1.a) Provide for a mix of commercial, residential, employment, and civic uses at relatively high densities to create vibrant, walkable areas where many activities can be accomplished on foot or by bike or transit.***

The subject proposal has demonstrated compliance with the standard minimum Floor Area Ratio, as designated in the Beaverton Development Code for the mixed-use zoning district of Town Center – Mixed Use. The applicant proposed three buildings, two of which consist of multiple stories. Two buildings have been

identified as retail building and Building 1 is intended to be developed as a hotel. The applicant's plans show each building is located along an adjacent street, with pedestrian connections provided from the building to the adjacent public circulation system. The proposed hotel is shown to have an outdoor patio located at the corner of NW 118<sup>th</sup> Avenue and NW Cedar Falls Drive. Building 3 is also shown to include an outdoor patio area within the southeast corner of the building. The applicant's architectural elevations show the proposed buildings are designed with adequate floor area ratios (FARs), and the pedestrian experience in mind.

***3.6.1.b) Uses may be mixed vertically (i.e. within a single building on different floors) or horizontally (i.e. within different buildings), but should be mixed so that different uses are within easy walking distance of one another.***

The applicant states that horizontal mixed-use development is proposed. The applicant's plans show two retail buildings designed to potentially accommodate multiple tenants.

***3.6.1.d) Pedestrian-oriented design is a priority within mixed-use areas. Pedestrian oriented design generally includes:***

***i. Commercial and mixed use buildings located next to the sidewalk with windows, interesting facades, pedestrian-scale design features (e.g. lighting, awnings and signage), and majority of parking located behind, above, or beneath development.***

The subject site is located at the corner of two Class 1 Major Pedestrian Routes and is therefore subject to Design Review Guidelines intended to increase pedestrian oriented design. The applicant's plans show that all three proposed buildings are located within close proximity to the surrounding adjacent streets, which are developed and include sidewalks. The applicant's plans show that these adjacent sidewalk will either be maintained or improved to comply with sidewalk design standards. The applicant's plans also demonstrate other design features that establish pedestrian interest, such as extensive use of windows on the ground floors, cantilevered facades, off-setting walls and entrances to the buildings are provided from the adjacent public sidewalks. Furthermore, additional pedestrian connections are provided onto the site from each adjacent sidewalk. Surface parking is proposed, however it is generally located behind the buildings or under the proposed hotel.

***iii. Complete streets and sidewalks that provide high-quality space for pedestrians and protect pedestrians from fast-moving traffic (by using buffers such as curbside parking, landscaping, trees and street furniture)***

The subject site is adjacent to four rights-of-way; SW Barnes Road, NW 118<sup>th</sup> Avenue, NW Cedar Falls Drive, and NW 117<sup>th</sup> Loop. This site is part of the Timberland Planned Unit Development approved in 2004. The development of the

surrounding streets was required and approved with previous development applications. Therefore, NW 118th Avenue is improved with compliant sidewalks and bike lanes and improvements are not proposed nor required on NW 118th Avenue. To the north of the site is NW Cedar Falls Drive, a two-lane Local Street is shown to have a half street width of 29 feet from centerline, consistent with the City of Beaverton's standard for an L1 street. Part of the existing sidewalk on NW Cedar Falls Drive (west of the proposed driveway) is shown to comply with sidewalk design standards. However, the portion of the NW Cedar Falls sidewalk located east of the proposed driveway is currently developed with a planter strip instead of a curb tight sidewalk with tree wells and grates. The applicant's plans indicate sidewalk improvements are proposed, however, to ensure compliance with the applicable standards, staff recommend a condition of approval that the sidewalk on NW Cedar Falls Drive be improved consistent with Beaverton Development Code (BDC) Section 60.05.20.7.A and Standard Drawing 241 Curb Tight Sidewalk Treewell with Grate of the Engineering Design Manual. NW 117th Loop borders the site on the east and is a two-lane Local Street. The applicant's plans show an existing half-street right-of-way width of 19.5 feet. The applicant is proposing a five-foot right-of-way dedication along NW 117th Loop to accommodate a ten-foot wide curb tight sidewalk with tree grates. Bike lanes are not required nor proposed along the two Local Streets. Both SW Barnes Road and NW 118th Avenue currently are developed with delineated bike lanes. All adjacent streets are proposed to include street trees, providing some protection to pedestrians from fast-moving traffic.

***3.6.3.a) Provide for a mix of housing, open space / recreational features, and shopping / services that allows residents to meet many of their needs within the Town Center.***

The subject proposal includes two retail buildings and one hotel. To the west of the site is a commercial development, to the north is a retirement community and to the east is a residential neighborhood. The proposed development will provide additional commercial uses as well as a hotel for the area.

***3.6.3.b) Provide flexibility on where various uses are sited provided that there are strong relationships and integration among uses.***

The subject proposal includes two retail buildings intended for a mix of uses, and a hotel located between a residential development and an existing commercial development. The applicant has submitted a Conditional Use application to request approval of a hotel on the subject site.

***3.6.3.c) Provide direct and convenient connections and relationships between uses that support walking and biking.***

The applicant's plans show that all three proposed buildings are located within close proximity to the surrounding adjacent streets, which are developed and include sidewalks. Pedestrian connections are provided to the bus stop located on SW Barnes Road. Furthermore, additional pedestrian connections are provided

onto the site from each adjacent sidewalk. Bicycle lanes exist along the west and south side of the subject site.

## Chapter 5:

***5.4.1.a) On-site detention will be used as a storm water management tool to mitigate the impacts of increased storm water run-off associated with new land development.***

***5.4.1.b) All new land development will be connected to a storm water drainage system. Each new development will be responsible for the construction or assurance of construction of their portion of the major storm water run-off facilities that are identified by the SWM program as being necessary to serve the new land development.***

The applicant explains that the proposed stormwater management system consists of a piped collection and conveyance system. The applicant explains that the onsite conveyance system will be sized during the final design phase using standards set by the City of Beaverton and that the stormwater management system will discharge into the existing public storm sewer system in Barnes Road. Additionally, the applicant states that the proposed development follows Clean Water Services and City of Beaverton requirements for storm water management and drainage. The applicant has submitted a Sensitive Area Pre-Screening Site Assessment from Clean Water Services. Prior to Site Development permit issuance, the applicant's utility plan, including stormwater, will be submitted to the City for review in order to ensure it complies with applicable City standards.

***5.6.1.a) All new land development (residential subdivisions, and multiple family dwelling, industrial, and commercial developments) shall be connected to the City sewer system.***

The subject site is adjacent to developed rights-of-ways containing public utilities. The applicant's plans propose sewer connections to existing public sanitary sewer lines located within NW 117<sup>th</sup> Loop and SW Barnes Road.

***5.6.1.b) When sewer service is extended into an area that contains existing development, all existing habitable buildings shall be connected to the new sewer if they are within 100 feet of the sewer line and if gravity lateral sewer lines can serve them.***

The applicant's plans show sanitary sewer lines extending to each of the three proposed buildings. The applicant states that the proposed development follows City of Beaverton sewer connection requirements.

## Chapter 6:

***6.2.1.f) New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur***

***due to the proposed development.***

The subject site is located within the approved Timberland Planned Unit Development, which anticipated commercial uses on this site and provided a Traffic Impact Analysis considering the potential for commercial development. With this subject proposal, the applicant was not required to conduct a Traffic Impact Analysis, however, the applicant was required to demonstrate that the proposal would not generate more trips than what was anticipated and approved with the Timberland Planned Unit Development. The applicant submitted a Transportation Assessment dated October 22, 2018, prepared by Julia Kuhn, Professional Engineer and Chris Brehmer, Profession Engineer, both of Kittelson & Associates. The analysis states that at an estimated 17,308 daily trips, the project is generating 1,018 fewer daily trips than the original trips estimated in the Traffic Impact Analysis prepared for the Timberland Planned Unit Development. Additionally, the subject site is conveniently located at the corner of SW Barnes Road an arterial, and NW 118<sup>th</sup> Avenue, a collector. Cut-through options through residential streets is unlikely as it would result in out-of-the-way travel routes.

***6.2.1.g) Provide convenient direct pedestrian and bicycle facilities to promote the health and physical well-being of Beaverton residents, to reduce traffic congestion, to provide commuting and recreational alternatives to the motor vehicle, and to support local commerce.***

The applicant's plans show that all three proposed buildings are located within close proximity to the surrounding adjacent streets, which are developed and include sidewalks. The applicant's plans show that these adjacent sidewalks will either be maintained or improved to comply with current sidewalk design standards. All three proposed buildings include convenient pedestrian entrances directly from the adjacent sidewalks. A bus stop is located on the south side of the subject site, and bicycle parking spaces are provided at convenient locations on the site. Additional pedestrian connections are provided onto the site from each adjacent sidewalk to entrances not directly located on street frontages.

***6.2.2.c) Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycletracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.***

The subject site is located between four developed rights-of-ways with sidewalks. The applicant's plans show that these adjacent sidewalks will either be maintained or improved to comply with current sidewalk design standards. Both SW Barnes Road and NW 118<sup>th</sup> Avenue include bike lanes.

***6.2.2.d) Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.***

The subject site is adjacent to rights-of-ways with existing sidewalks. Where required, the applicant's plans show proposed improvements to sidewalks in compliance with City standards.

***6.2.2.j) Require developers to include pedestrian, bicycle, and transit-supportive improvements within proposed developments and adjacent rights-of-way in accordance with adopted policies and standards.***

The subject site is adjacent to four developed rights-of-ways. Sidewalks are existing along all frontages. Where required, the applicant's plans show proposed improvements to sidewalks in compliance with City standards.

***6.2.7.a) Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Washington County, Oregon Department of Transportation, TriMet, Metro, Tualatin Hills Park and Recreation District, Tualatin Valley Fire and Rescue, and the adjacent cities of Tigard, Hillsboro, and Portland.***

The applicant's submitted materials have been shared with Washington County, THPRD and TVF&R. All agencies have provided comments and/or conditions of approval in response to the proposed development, which have been included in the record for this proposal.

After reviewing all applicable Comprehensive Plan policies, staff finds that the proposal complies with the Comprehensive Plan.

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

***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 size, dimensions, configuration and topography of the site and natural and man-made features of the site reasonably accommodate the proposal. The subject site does generally slope southward, with the slope increasing closer to SW Barnes Road. The subject site contains a number of protected trees, of which, the applicant is proposing to retain four (the rest of the protected trees have been identified by the project arborist as dead or in poor condition). Retaining walls are proposed around the remaining protected trees to limit grading within the root zones. The applicant's plans appear to optimize the remaining space by providing three buildings, required parking onsite and landscaping. Staff concurs that the applicant's plans demonstrate that the size, dimensions, configuration and topography of the site can reasonably accommodate the proposal.

**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 subject site is located within the TC-MU zoning district and is part of the Timberland Planned Unit Development. The proposed hotel is located at the corner of NW 118<sup>th</sup> Avenue and NW Cedar Falls Drive. Across the street from the hotel is a commercial development to the west and to the north is a retirement community. The existing residential development is located on the other side of the subject site and is separated from the hotel by a proposed single-story retail building. Furthermore, the subject site includes landscaping buffers along the eastern boundary, which will help mitigate some of the potential impacts on surrounding residential properties.

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 that the proposal meets the criterion is met.**

- 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 has submitted all documents related to this request for Conditional Use (CU2018-0020). Design Review Three (DR2018-0157), Preliminary Partition (LD2018-0038), Parking Determination and (PD2018-0005) were submitted concurrently with CU2018-0020. The Conditional Use (CU2018-0020) is dependent upon the Design Review Three (DR2018-0157), Preliminary Partition (LD2018-0038), and Parking Determination (PD2018-0005) approval; therefore staff recommend a condition of approval requiring the approval of the Design Review, Preliminary Partition, and Parking Determination applications. No additional application or documents are needed at this time.

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **CU2018-0020 (Kirkland Place)**, subject to the applicable conditions identified in Attachment F.

**DR2018-0157  
ANALYSIS AND FINDINGS FOR  
DESIGN REVIEW THREE APPROVAL**

**Section 40.03.1 Facilities Review Approval Criteria:**

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

**Facilities Review Approval Criteria Section 40.03.1.A-L**

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

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

**Planning Commission Standards for Approval:**

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

**Section 40.20.15.3.C Approval Criteria:** In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

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

The applicant proposes to construct three non-residential buildings within the Town Center – Multiple Use (TC-MU) zoning district, and is surrounded by non-Residential zoning. Building 1, intended to serve as a hotel, is approximately 48,794 square feet. Building 2, identified as a retail building, is proposed to have approximately 6,036 square feet of floor area. Lastly, proposed Building 3, consists of approximately 21,709 square feet of floor area. Cumulatively, the site is proposed to be developed with approximately 76,539 square feet of non-residential floor-area. The proposal meets 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 proposal meets the Guidelines, subject to the conditions of approval.

**Therefore, staff finds that by meeting the conditions of approval 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 project proposal is a new development. Therefore, this criterion, which pertains to additions or modification of existing development, 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). [ORD 4531; March 2010]***

The proposal does not meet threshold 7 or 8, 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 or 8, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is applying to instead meet the applicable Design Guideline(s).***

The proposal does not meet threshold 7 or 8, 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 (DR2018-0157). New Conditional Use (CU2018-0020) Preliminary Partition (LD2018-0038), and Parking Determination (PD2018-0005) were submitted concurrently with DR2018-0157. The Design Review Three (DR2018-0157) is dependent upon the New Conditional Use (CU2018-0020), Preliminary Partition (LD2018-0038), and Parking Determination (PD2018-0005) approval; therefore staff recommend a condition of approval requiring the approval of the New Conditional Use, Preliminary Partition, and Parking Determination applications. No additional application or documents are needed at this time.

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2018-0157 (Kirkland Place)** subject to the applicable conditions identified in Attachment F.

## 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)*

#### Building 1 – Hotel

The hotel building is located at the northernmost corner of the site. The applicant states that the hotel massing has offset walls with different materials which are indicative of interior programmatic elements such as stairs, lobby entry, and elevator. The proposed materials include stucco, two types of metal panel, one vertical and one horizontal as well as veneer stone accents. The ground floor has increased amounts of storefront windows, removable steel canopies, and built in concrete planters to enhance the pedestrian scale of the building. Additionally, the applicant's plans show that the offset walls also create intermittent breaks in the roofline, providing another element of architectural variety.

#### Building 2 – Retail

Retail Building 2 is located at the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. The façade of the single-story building features a combination of storefront windows, stucco, metal panel and a steel canopy. The applicant's plans also show plant trellises on some elevations and recessed walls. The applicant states that the building entries are marked with taller massing and timber columns with stone bases and canopy structure and vertical metal siding.

#### Building 3 – Retail

Retail Building 3 is located at the corner of SW Barnes Road and NW 118<sup>th</sup> Avenue. The materials proposed on Retail Building 3 are consistent with the materials applied to the hotel and Retail Building 2. The applicant's plans show that the southwest elevation, facing SW Barnes Road, includes stone veneer, metal panel, stucco and board formed concrete. Walls along this elevation are also proposed to be recessed at varying depths. Canopies above ground floor windows are also proposed on the southwest elevation. The roof above the second story also projects over two of the entrances located along the southwest elevation, propped up by diagonal timber columns with stone bases. Staff finds that sufficient articulation and variety are provided.

**Therefore, staff finds that by meeting the condition of approval, 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)*

#### Building 1 – Hotel

The applicant states that entries to the hotel are emphasized with a vertical recess element and glazing. The applicant further explains that the stairs and elevator core are expressed as vertical elements that break up the horizontal nature of the building.

#### Building 2 – Retail

Entrances to Retail Building 2 are located at the northeast corner and along the south – facing (parking lot entry) building elevation. The applicant states that the parking lot entry to Building 2 is marked with timber columns and a single sloped shed roof that is taller than the adjacent walls to help break the horizontal planes. The entry at the corner of NW 117th loop and NW Cedar Falls Drive is marked with timber columns and steel canopy and storefront windows.

#### Building 3 – Retail

The applicant states that entries to Building 3 are marked with timber shade structure elements and single slope shed roofs that are taller than the adjacent walls to help break the horizontal planes

These entrances are differentiated through the change in material type as well as taller vertical elements.

Staff concurs that building entrances are adequately emphasized.

**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)*

#### Building 1 – Hotel

The applicant's plans show the hotel building is proposed at the corner of SW NW 118<sup>th</sup> Avenue and NW Cedar Falls Drive, with one of the building's longest facades facing NW 118<sup>th</sup> Avenue. Pedestrian connections are provided to the building from the adjacent sidewalks on NW 118<sup>th</sup> Avenue and NW Cedar Falls Drive. An outdoor ground-level patio, adjacent to the indoor pool, is located at the northwest corner of hotel building and features a gas fire table, and open space for human activity. The first-floor street facing elevations include storefront windows and doors. The applicant states that the ground floor has increased amounts of storefront windows, steel canopies and built in concrete planters to enhance the pedestrian scale of the building.

#### Building 2 – Retail

The applicant explains that the south building façade is broken down with different materials and wall heights to give the appearance of three smaller buildings for potentially three different tenants. The applicant's plans also show that the south facing façade has timber columns supporting a canopy structure, providing shade and weather protection

for pedestrians. The northern elevation is also shown to slightly vary in height, with a portion of the elevation recessed and treated with metal panel and storefront windows. Additional windows are provided along the northern elevation closer to the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. The northeast building entrance and storefront windows are partially visible along the eastern elevations, however, the rest of the eastern elevation, is treated predominately with stucco and steel canopies.

#### Building 3 – Retail

Retail Building 3 is located at the corner of SW Barnes Road and NW 118<sup>th</sup> Avenue. The applicant's plans show that one of the longest building elevations faces SW Barnes Road, with pedestrian connections provided to the building from the adjacent sidewalk. The applicant states that the building mass along SW Barnes Road and NW 118<sup>th</sup> Avenue has offset walls with varying materials of metal panel, veneer stone and EIFS (Exterior insulation finishing system) stucco system to provide pedestrian interest and scale. The applicant further explains that the building is elevated above the adjacent SW Barnes Road, therefore a series of terraced planters have been designed to provide a buffer between the elevated building and the sidewalk along SW Barnes Road. The applicant describes the building mass at the corner of NW 118<sup>th</sup> Ave and SW Barnes Road as chamfered, with the increase in height intended to acknowledge the intersection of two major pedestrian routes. Staff concurs that the buildings promote 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)*

#### Building 1 – Hotel

Elevations include architectural features such as windows, off-set walls, and the areas treated with white stucco are shown to protrude slightly, creating the appearance of vertical columns on the second, third and fourth floors. The applicant states that the ground floor has generous amounts of storefront windows, removable steel canopies, and built in concrete planters to enhance the pedestrian scale of the building. The applicant's plans show that undifferentiated blank walls are avoided where possible.

#### Building 2 – Retail

The wall facing NW Cedar Falls Drive includes storefront windows, and removable black steel canopies. A portion of this northern elevation is recessed 12-inches and treated with metal panels, as opposed to the projecting walls which are treated with stucco. The northwest end of the northern elevation includes plant trellises. The applicant's plans show that restrooms are anticipated to be located within this area of the building. The southern elevation of Building 2 faces the internal parking area and is composed of windows varying in size and canopies located at different heights. The applicant's plans also show that a portion of the southern elevation is slightly off-set. The western elevation

of proposed Building 2 is off-set by approximately four feet. The southern end of the elevation includes a canopy over storefront windows. The northern end of the western elevation is treated with plant trellises. Again, the applicant's floor plan shows restroom will be located behind this plant trellised wall. The eastern elevation faces NW 117<sup>th</sup> Loop and residential buildings on the other side of the right-of-way. The east elevation features canopies. The applicant states that building entries are marked with taller massing and timber columns with stone bases and canopy structure and vertical metal siding.

### Building 3 – Retail

The applicant states that the building mass along SW Barnes Road and NW 118<sup>th</sup> Avenue has offset walls with different heights with varying materials of metal panel, veneer stone and stucco to provide pedestrian interest and scale. The applicant's plans show that both the elevation facing SW Barnes Road and NW 118<sup>th</sup> include numerous canopies, over storefront windows and entries. The southern and western elevations of Building 3 have multiple points where walls are off-set at varying depths. The applicant's plans also show a raised walkway, accessible from the adjacent street, is proposed along a portion of the SW Barnes Road facing elevation, as well as a raised outdoor patio at the southeast corner of the building. The south elevation of Building 3 includes multiple doors and windows at regular intervals on both the ground floor and second level. The center of the building is differentiated by a sloped feature roof, which projects above the general roof line. The second level is cantilevered over the first floor, providing weather protection and shade for the first floor. The western elevation faces NW 118<sup>th</sup> Avenue and includes a combination of windows and canopies as well as a recessed wall. The northern end of the western elevation features a green screen trellis. The eastern elevation of Building 3 faces Tract A and is articulated with windows, a folding glass wall, steel canopies and a roof projecting beyond the edge of the building façade, providing shade to the first and second levels, as well as the first floor outdoor patio located at the southeast corner of the building. Staff concurs that the elevations facing public streets and major parking areas are adequately emphasized.

**Therefore, staff finds that by meeting the conditions of approval, 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)*

### Building 1 – Hotel

The hotel building features flat roof lines, however, two areas of the building contain stairwells and are identified from the exterior by walls that extend above the general roofline and feature small steps upward, breaking up the roofline. One of the stair wells is located within the southwest corner of the building, making the stepped tower-like enclosure visible from the southwest as well. A portion of the protruding stairwell located near the northwest end of the building, is also seen extending above the roofline on the corner of the northeastern elevation. Additionally, the applicant's plans show that the offset walls on all four building elevations of the proposed hotel building, add an

impression of a varying roofline. The applicant states that the hotel roof is flat with parapets at varying heights, and the parapets have metal cornices.

#### Building 2 – Retail

The applicant states that the main roof of Building 2 is flat with parapets at varying heights and metal cornices. The entry on the south side of the building has a single sloped shed roof that is taller than the adjacent walls to mark the entry of the building.

#### Building 3 – Retail

The applicant's plans show that the roofline is mainly flat with parapets at varying heights and metal cornices. Entries to the building are differentiated with single sloped shed roofs that are taller than the adjacent walls. The applicant states that the mass on the southeast side of the building also has a shed roof that helps break down horizontality building. Staff concurs that that the roof forms address this Guideline, demonstrating variety and detail when viewed from the street.

**Therefore, staff finds that this Guideline is met.**

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

#### Building 1 – Hotel

The applicant states that the hotel roof is flat with parapets at varying heights, the parapets have metal cornices to meet the design intent of the building by creating distinctive, attractive cornices.

#### Building 2 – Retail

Building 2 includes a combination of flat and sloped roofs. The applicant explains that the flat roofs have metal cornices to meet the design intent of the building by creating distinctive, attractive cornices.

#### Building 3 – Retail

Retail Building 3 also features a combination of flat and sloped roofs. The applicant's plans show that where the roofline is flat, metal cornices are applied.

The applicant's written response and plans demonstrate that the design elements incorporated into the flat roofs on all three proposed buildings respond to this Guideline in a manner consistent with the intent of the cornice treatment, while still appropriate for the building style.

**Therefore, staff finds that this Guideline is met.**

### **3. *Primary building entrances***

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

*storage, wholesale or distribution activities. (Standard 60.05.15.3)*

#### Building 1 – Hotel

The applicant's plans show the proposed hotel has two primary entrances, one facing east and the onsite parking area, and the other entrance is facing west, towards NW 118<sup>th</sup> Avenue. Both pedestrian entrances are shown to be recessed, and covered with canopies.

#### Building 2 – Retail

The applicant's plans show three entrances along Building 2's south facing elevation. Each of the three entrances is protected by a steel canopy. Building 2 also has an entrance located at the northeast corner of the building, which is protected by a steel canopy as well.

#### Building 3 – Retail

The applicant's plans show that primary entrances are located along the northeast and southwest elevations of Building 3. The entrances accessible from the adjacent SW Barnes Road are recessed and covered by a steel canopy and projecting sloped roof. On the northeast elevation, the second level of Building 3 is cantilevered over the first floor entrances and therefore provides weather protected to entrances along this building façade.

Staff concurs that adequate pedestrian protection is provided at building entrances.

**Therefore, staff finds 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 – Hotel

The applicant states that both entries to the hotel are recessed with increased amounts of storefront glazing and attractive material surfaces that emphasize and highlight the entrances.

#### Building 2 – Retail

The applicant's plans show that one of the primary entrances on the south side of the building has a large, sloped, overhang for weather protection and timber columns with stone bases help mark the entry. The entry from NW Cedar Falls Drive and NW 117<sup>th</sup> Loop has a metal canopy structure for weather protection. The door is part of a glass storefront window system, framed by a metal panel façade, which extends above the general roofline along this elevation, marking the entrance point, and is contrasted by the surrounding stucco treated walls.

#### Building 3 – Retail

As previously mentioned, Building 3 features primary entrances along two elevations; the northeast and southwest elevation. Both elevations feature large overhangs for weather

protection. The southwest entrance is the street facing entrance and is emphasized by the projecting sloped roof above the second level. The end of the projecting roof is tied to long timber posts that are secured on the ground below and decorated with a stone veneer base. The height of the projecting roofline over the street facing entrance, draws attention to the building entrance. The applicant's plans show multiple entrances along the northeast elevation and weather protection is accomplished by the cantilevered second level. Additionally, the applicant's plans show that the mid-portion of the northeastern elevation is accentuated by a sloped roof above the second level of Building 3, indicative of an entrance point. The applicant states that entries to Building 3 are also emphasized with storefront, different roof/overhang structures, wood post beams and feature attractive material surfaces that emphasize and highlight the entrances.

Staff concurs that the primary building entrances are functional and incorporate changes in mass and finishes to provide emphasis.

**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)*

##### Building 1 – Hotel

The applicant states that the hotel has a material pallet of stone, metal panel, and stucco. The applicant's plans also show that the east and west elevations of the proposed hotel include numerous windows.

##### Building 2 – Retail

The applicant's plans show that Building 2 is treated with a combination of stone, metal panel, stucco and timber accents. The applicant explains that there is also aluminum storefront glazing and metal canopy structures on Building 2 and that several windows allow light and views in to interior activity areas and displays to further increase cohesion between the outside walkways and the interiors of building entrances.

##### Building 3 – Retail

The applicant states that Building 3 has a materials pallet of stone, metal panel, stucco and timber columns/shade structures. The applicant plans show that windows are also featured along NW 118th Avenue and SW Barnes Road, allowing views into interior spaces.

Staff concurs that the proposed materials convey an impression of permanence and durability and provide adequate views into interior areas.

**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)*

#### Building 1 – Hotel

The applicant's plans show veneer stone will be used on the base of the proposed hotel. The applicant explains that the pattern will be Country Ledge stone. The applicant also states that some locations have concrete at the base of the building and at the planter walls but that the concrete will have a varied board form pattern.

#### Building 2 – Retail

Veneer stone will be used on column bases. The pattern will be Country Ledge stone. Building walls will have a concrete base with a varied board form pattern.

#### Building 3 – Retail

Veneer stone will be used on column bases. The pattern will be Country Ledge stone. Building walls will have a concrete base with a varied board form pattern.

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

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

#### Building 1 – Hotel

The applicant states that roof top equipment will be screened with metal panel enclosures that match the associated metal wall panels and that the service equipment on the ground level of the site will be screened with landscaping. The applicant's plans show that the two loading berths located near the southeast corner of the proposed hotel building, will be screened by proposed landscaping, a metal fence and trash enclosure structure located directly west of the proposed loading berths. Trash enclosure areas are proposed to be screened from adjacent rights-of-ways by CMU block walls.

#### Building 2 – Retail

The applicant states that roof top equipment will be screened with metal panel enclosures that match the associated metal wall panels and that service equipment on the ground level of the site will be screened with landscaping.

#### Building 3 – Retail

The applicant states roof top equipment will be screened with metal panel enclosures that match the associated metal wall panels and that service equipment on the ground level of the site will be screened with landscaping. The applicant's plans show that there is one trash enclosure located on the same lot as proposed Building 3 and is screened by CMU

block walls as well. Staff recommend a condition of approval that prior to building permit issuance of any building permit which includes non-exempt roof-mounted equipment, the applicant shall demonstrate compliance with Section 60.05.15.5.

**Therefore, staff finds that by meeting the Condition of Approval, the Guideline is met.**

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

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

Building 1 – Hotel

The proposed hotel is located at the corner of NW 118<sup>th</sup> Avenue and NW Cedar Falls Drive, with the longest elevation facing NW 118<sup>th</sup> Avenue, a major pedestrian route. The applicant's plans show the building is located within close proximity to both adjacent rights-of-ways.

Building 2 – Retail

The smallest of the three proposed buildings, Retail Building 2 is located at the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop, within close proximity to both streets.

Building 3 – Retail

Retail Building 3 is also located on a corner of two intersections. The applicant's plans show the proposed retail building is located within close proximity to SW Barnes Road and NW 118<sup>th</sup> Avenue. Building 3's longest elevation faces SW Barnes Road, a major pedestrian route.

The applicant's plans show that all three proposed buildings are oriented toward, and within close proximity to, the adjacent streets. Parking is mostly located behind the buildings, but some breaks between buildings provide space for parking stalls and driveways onto the site. Furthermore, the onsite parking area is screened from SW Barnes Road by proposed Tract A, intended to protect the trees. Additionally landscaping is proposed within Tract A, including a variety of trees.

The applicant is proposing three buildings on the subject site, with associated parking. The applicant's plans show that all three buildings are located within close proximity to the adjacent streets.

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

*B. On Class 1 Major Pedestrian Routes, the design of buildings located at the intersection of two streets should consider the use of a corner entrance to the building.*

*(Standards 60.05.15.6.B and D)*

Both SW Barnes Road and NW 118<sup>th</sup> Avenue are identified as Class 1 Major Pedestrian Routes (MPR), therefore, this Guideline is applicable to proposed retail Building 3. Neither NW Cedar Falls Drive nor NW 117<sup>th</sup> Loop are designated MPRs.

#### Building 3 – Retail

The applicant explains that the corner of Building 3 is chamfered at the intersection of SW Barnes Road and NW 118<sup>th</sup> Avenue and that increased glazing as well as a prominent shade structure are used to emphasize the corner of the intersection. The applicant states that due to the grades of the site, it is not feasible to have an entrance located on the corner of the building. However, the applicant's plans show a pedestrian connection leading to an entrance is provided near the corner, slightly south of the SW Barnes Road and NW 118<sup>th</sup> Avenue intersection.

Staff finds that Building 3 will provide an entrance near the corner of the building.

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

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

#### Building 1 – Hotel

The applicant's plans show a reasonably direct entrance to the hotel is provided from the adjacent NW 118<sup>th</sup> Avenue.

#### Building 2 – Retail

Building 2 is not on a Class 1 MPR, however, the applicant's plan show an entrance is provided at the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop, within close proximity to the adjacent rights-of-ways.

#### Building 3 – Retail

The applicant's plans show three doors are proposed along SW Barnes Road, adjacent to Building 3. These entrances are accessible from the street via direct stairs. The applicant states that the main entrance is oriented to SW Barnes Road, and pedestrian connections from NW 118<sup>th</sup> Avenue to the building are also provided.

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

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

#### Building 1 – Hotel

The applicant states the main entrance is oriented to NW 118<sup>th</sup> Avenue, and pedestrian connections from each street to the site are also provided.

### Building 2 – Retail

Building 2 has an entry located at the corner of Cedar Falls Drive and 117th Loop.

### Building 3 – Retail

The applicant states that the main entrance is oriented towards SW Barnes Road. Additionally, the applicant's plans show pedestrian connections from NW 118th Avenue to the building entrances located on the north elevation are also provided.

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

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

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

Both SW Barnes Road and NW 118<sup>th</sup> Avenue are Class 1 MPRs. Building 1, the proposed hotel and Building 3, one of the retail buildings, are proposed along the MPRs and both buildings exceed one story in height. Building 1 is four stories in height and Building 3 is two stories in height. Building 2, is a single-story building but it is not located along a designated MPR.

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

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

### Building 1 – Hotel

The applicant states that Building 1, the hotel, has a maximum proposed height of 55 feet above adjacent grade. The applicant's plans show that the average height of Building 1 is 48 feet and two inches. Additionally, the tallest portions of Building 1 are stepped back from the street.

### Building 2 – Retail

Building 2 is approximately 17 and a half feet above grade.

### Building 3 – Retail

The applicant states that Building 3 has a maximum height of 34 feet above grade at SW Barnes Road.

**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)*

#### Building 1 – Hotel

The applicant states that the hotel ground floor has generous amounts of storefront windows and glass doorways. The applicant's plans also show steel canopies above windows and doors and built-in concrete planters at the base of the northwest elevation, to enhance the pedestrian scale of the building.

#### Building 2 – Retail

Retail Building 2 is not situated along a MPR, however, the applicant plans show that the northern elevation and chamfered corner include aluminum storefront glazing and metal canopy structures on Building 2, allowing light and views in to interior activity areas.

#### Building 3 – Retail

Building 3 is located at the intersection of two MPRs. The applicant explains that Building 3 is elevated above the adjacent street so a series of terraced planters have been designed to provide a buffer between the elevated building and the sidewalk along SW Barnes Road. The applicant further explains that the building mass at the corner of NW 118<sup>th</sup> Avenue and SW Barnes Road is chamfered and increased in height to acknowledge the intersection of two major pedestrian routes. The applicant's plans show that although the first floor of Building 3 is raised above the adjacent grade, windows are incorporated at frequent intervals along SW Barnes Road and NW 118<sup>th</sup> Avenue, with the exception of one area on the northwest elevation which is treated with a trellis.

Staff concurs that the ground floor elevations are pedestrian oriented and treated with windows and glass doorways.

**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. (Standard 60.05.15.8.B)*

#### Building 1 – Hotel

The applicant's plans show both entries to the hotel are recessed. Additional weather protection is provided by a steel canopy that spans the length of the southeastern elevation and a long portion of the northwest elevation. The applicant's plans show all spaces along building elevations where pedestrians are allowed to walk are protected from weather elements.

#### Building 2 – Retail

The applicant's plans show that one of the primary entrances on the south side of the building has a large, sloped, overhang for weather protection. Additional steel canopies

are shown on the south elevation of Building 2, providing weather protection to pedestrians along this elevation. The entry located at the corner of NW Cedar Falls Drive and NW 117th Loop has a metal canopy structure for weather protection. Steel canopies are included on portions of all elevations of Building 2.

### Building 3 – Retail

Building 3 features primary entrances along two elevations; the northeast and southwest elevation. Both elevations feature large overhangs for weather protection. The southwest entrance is the street facing entrance and is covered by the projecting sloped roof above the second level. A series of steel canopies are also included along the southwestern elevation. The applicant's plans show multiple entrances along the northeast elevation and weather protection is accomplished by the cantilevered second level.

Staff concurs that pedestrian weather protection is provided on the ground floor elevations.

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

The applicant states that all on-site pedestrian, bicycle and motor vehicle circulation systems provide efficient access and circulation to and from the site. The applicant's plans show sidewalks currently abut the site along all four frontages. Where the sidewalks do not currently meet minimum width requirements (eastern portion of NW Cedar Falls Drive and NW 117th Loop) the applicant has proposed improvements to accommodate the required ten-foot curb tight sidewalk with tree grates. Existing bicycle lanes are to remain on SW Barnes Road and NW 118th Avenue. NW Cedar Falls Drive and NW 117th Loop are Local Streets which do not require bicycle lanes. The applicant's plans show that all three proposed building are located within close proximity to an adjacent right-of-way, resulting in direct and efficient pedestrian connections to the surrounding pedestrian circulation system.

### Building 1 – Hotel

The applicant's plans show that Building 1 has two (2) pedestrian access points along the western frontage, providing direct pedestrian connections to the existing surrounding pedestrian circulation system on NW 118th Avenue. The applicant's plans also show a pedestrian connection along NW Cedar Falls Drive. One of two vehicular access points is also located off of NW Cedar Falls Drive, an existing Local street.

### Building 2 – Retail

Building 2 has one entrance located at the corner of NW Cedar Falls Drive and NW 117th Loop, directly adjacent to the sidewalks of both streets. Additional pedestrian entrances to Building 2 are shown on the south side of the building, connecting to the surrounding public pedestrian circulation system via a walkway along the building elevations. The existing and proposed sidewalks are shown to connect to the existing public circulation system in a safe and efficient manner. The applicant's plans also show walkways adjacent to building elevations containing a primary entrance, multiple tenant entrances or display windows. Building 2 is located between the two vehicle access points, the NW Cedar Falls Drive access to the west and the NW 117th Loop access to the south of Building 2.

#### Building 3 – Retail

Building 3 is located at the corner of SW Barnes Road and NW 118th Avenue. Pedestrian connections to Building 3 are shown along both frontages and along the northern elevation of the building, internal to the site.

Staff concur that the proposal adequately connects to the public street system.

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

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

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

The applicant states that all on-site loading activities have been designed and located as to be screened from abutting streets, further explaining that a combination of masonry walls, privacy fencing and shrubbery has been designed to screen the loading areas from public view. The applicant's plans show the site contains three loading berths, two of which are located directly southeast of Building 1, the proposed hotel. These loading berths are also placed directly in front of one of the three trash enclosures proposed for the site. The applicant's plans show the proposed waste and recycling areas are to be screened by six-foot tall CMU walls and metal gates. These two loading berths and trash enclosure are also surrounded on three sides by three foot tall cast-in-place walls. The third loading berth is located near the northeast corner of Building 3. This loading area is screened by the building itself and Tract A which contains trees and other vegetation, helping screen this loading area from SW Barnes Road. This loading area is also near a second trash enclosure. The third trash enclosure is located near the NW 117<sup>th</sup> Loop vehicular access point. Staff concur that the loading areas and trash enclosures are appropriately located and adequately screened from public view.

**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 applicant states that all on-site loading activities have been designed and located as to be screened from abutting streets. The applicant's plans show that the loading areas are located approximately 85 feet and approximately 137 feet from the nearest abutting street. The applicant's plans also show that the loading areas will be screened by evergreen magnolia trees and evergreen holly trees.

**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 all on-site buildings, parking areas, and open spaces are connected with pedestrian accesses across the site, as well connecting to offsite right-of-way sidewalks, streets, and transit facilities. The applicant's plans show multiple pedestrian connections between the site and adjacent rights'-of-ways. Within the site, the applicant's plans also show a system of pedestrian connections between the three proposed buildings and onsite parking areas.

Staff finds that adequate pedestrian connections are made.

**Therefore, staff finds that 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)*

All three proposed buildings onsite are located within close proximity to the existing adjacent rights-of-ways and the surrounding public pedestrian circulations system. The applicant's plans show onsite facilities are connected to abutting pedestrian facilities and street.

Staff finds that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

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

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

**Building 1 – Hotel**

The applicant's plans show the proposed hotel is located at the corner of NW 118<sup>th</sup> Avenue and NW Cedar Falls Drive. Direct pedestrian connections are shown along the NW 118<sup>th</sup> Avenue frontage, as well as from NW Cedar Falls Drive, to entrances located on the hotel's eastern elevation.

### Building 2 – Retail

Building 2 is shown to be located at the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. A direct pedestrian connection from the proposed building to the existing public sidewalk is shown to be provided at the corner of NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. Additional pedestrian connections are located to the west of the building, near a vehicular access point located on NW Cedar Falls Drive and on the east side of the building, providing a pedestrian connection from NW 117<sup>th</sup> Loop to entrances located on the south side of the building.

### Building 3 – Retail

Building 3 is located at the corner of SW Barnes Road and NW 118<sup>th</sup> Avenue. The building entrance located on the southwest elevation of Building 3 is shown to have a pedestrian connection to the adjacent SW Barnes Road. Building entrances located along the northeast elevation are shown to have a pedestrian connection to NW 118<sup>th</sup> Avenue.

Staff finds that pedestrian connections link building entrances to nearby streets and other pedestrian destination.

**Therefore, staff finds that 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 states that all pedestrian connections to streets through on-site parking areas are evenly spaced and measured to the standards outline by the City's Engineering Design Manual. The applicant's plans show that the three proposed buildings have direct access to the adjacent street that do not require pedestrians to cross parking areas. However, the applicant's plans also show that pedestrian connections are provided throughout the onsite parking areas and are appropriately spaced as well as differentiated from vehicular parking and maneuvering areas. Staff concur that adequate pedestrian connections are provided.

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

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

The applicant's proposal includes connections to existing sidewalks along all public streets, as well as an internal pedestrian walkway system. Staff concur that the pedestrian system is adequate.

**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 all pedestrian connections included in this application are designed to the standards outlined by the City's Engineering Design Manual and will be constructed of hard, durable surfaces. The applicant's plans show all onsite pedestrian paths and connections extending to the site's boundaries are composed of concrete.

Staff concurs that the applicant has proposed safe and durable pedestrian connections.

**Therefore, staff finds 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 landscape screening and shrubs are proposed between parking areas and SW Barnes Road, NW 118th Avenue, NW Cedar Falls Drive, and NW 117th Loop. The applicant's plans show that the parking area is located towards the center of the site. The three proposed buildings provide a partial visual barrier to the onsite parking in addition to the proposed and existing vegetation. The applicant's plans show the preservation of four protected trees, within proposed Tract A. Additionally, the applicant's landscaping plans show proposed landscaping within Tract A, including new trees which will help screen the onsite parking area from SW Barnes Road. The parking area is shown to be screened from the east by a combination of tall evergreen shrubs, and a variety of trees. From the west, the onsite parking area is shown to be screened by a combination of evergreen shrubs and a variety of trees. Along the northern side of the site (NW Cedar Falls Drive), the majority of the frontage is occupied by proposed Buildings 1 and 2, pedestrian and vehicular connections. All other areas are landscaped, providing some visual obstruction to the onsite parking area. Staff concurs that the applicant has proposed screening of onsite surface parking areas.

**Therefore, staff finds 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 states that all larger parking areas will have landscape islands and trees planted to break up the visual impact of concrete parking. Internally to the site, the applicant's plans show landscape islands throughout the parking area, featuring a variety of plants and trees. Staff concurs that the applicant has provided landscape islands throughout the onsite surface parking areas.

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

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

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

The applicant states that all off-street parking surfaces occur toward the center of the site and away from Major Pedestrian Routes and right-of-way. The applicant further explains that the site has been designed so that the buildings abut these Major Pedestrian Routes and right-of-way, not the associated parking lots. Staff concur that surface parking areas are mostly located at the rear or sides of buildings. The subject site is adjacent to four different rights-of-ways therefore some parking spaces are adjacent to the street, however the applicant's plans show these parking spaces are buffered by proposed landscaping to minimize the visual impact. Furthermore, the applicant's plans show that no parking is proposed at the corner of SW Barnes Road and NW 118<sup>th</sup> Avenue, two MPRs.

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

NW 118<sup>th</sup> Avenue is a designated MPR. Some parking spaces are located along this frontage, however, they are not the predominate design element along NW 118<sup>th</sup> Avenue. Additionally, staff find the surface parking area is located towards the center of the site to safely and conveniently serve the intended users of the development, without precluding future site intensification.

**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's plans show the proposal includes onsite pedestrian connections to existing sidewalks along all public streets. Staff concur that the pedestrian system is designed for high levels of pedestrian activity and is provided along all streets.

**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)*

**Building 1 – Hotel**

Building entrances to the hotel are provided along the western frontage, directly from the adjacent sidewalk located on NW 118<sup>th</sup> Avenue. An additional entrance to the proposed hotel is located on the eastern elevation and is adjacent to a pedestrian pathway, ranging in width from seven to 13 feet.

### Building 2 – Retail

Entrances to Building 2 are located along the southern elevation and at the northeast corner of the building. The northeast corner building entrance is within close proximity to the public sidewalk system on NW Cedar Falls Drive and NW 117<sup>th</sup> Loop. Additional Building 2 entrances are located along the southern elevation. These entrances are directly adjacent to a concrete pedestrian pathway, which ranges in width from approximately five feet to eight feet.

### Building 3 – Retail

Primary entrances to Building 3 are located on the southwest and northeast elevations. The entrances located on the southwest elevation are directly connected to the adjacent public sidewalk system on SW Barnes Road. Entrances on the northeast elevation of proposed Building 3 are connected to the public pedestrian circulation system via a pedestrian pathway, approximately eight feet in width that spans nearly the entire length of the elevation.

**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's plans show the proposal includes pedestrian connections to all building entrances from adjacent public streets and onsite parking areas. Staff concur that adequate pedestrian connections are provided to building entrances.

**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 states that to provide visual interest, parking aisles have been designed to not be long and continuous and that landscaping has been provided to break up continuous concrete elements and provide a more visually-appealing design. The applicant's plans show that banks of parking vary in size and orientation, avoiding long continuous parking aisles. Additionally, the applicant's plans show landscaping islands and perimeter landscaping in and around the onsite parking area to minimize the visual impact.

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

**9. *Parking structures in Multiple Use zones.***

*Active ground floor uses should be incorporated in parking structures, particularly*

*on street level elevations facing Major Pedestrian Routes. (Standard 60.05.20.9)*

A parking structure is not proposed.

**Therefore, staff finds that the Guideline is not applicable.**

**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 states that a mix of various native species of trees and plants have been designed to generally soften, add aesthetic interest and increase attractiveness of the overall site and its surroundings. The applicant's plans show a mix of plant varieties throughout the site. Landscaping is proposed along building facades, throughout the surface parking area and within Tract A, a designated tree protection tract. Staff concur that the proposed landscaping softens the edges of buildings and parking areas and adds aesthetic interest.

**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 a mix of various native species of trees and plants have been designed to be compatible with local and regional climatic conditions.

**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)*

Several mature and protected trees are located on the subject site. Some of the protected trees have been determined by the project's arborist as dead, or in poor condition, and are therefore proposed for removal. However, the applicant's plans show the remaining trees are incorporated into the overall site plan and will add screen portions of the onsite parking area from SW Barnes Road.

**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 a mix of diverse native species of trees and plants have been provided in landscaped areas, as identified on the landscape plans. The applicant proposes 10 tree species, 24 shrub and grasses, and five ground cover species. Staff concur that a variety of trees and shrub species will be provided.

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

6. ***Retaining walls.*** *Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material. (Standard 60.05.25.8)*

The applicant states that all retaining walls proposed over six feet tall are architecturally treated and incorporated into the overall landscape plan. The applicant's plans show that the site generally slopes south towards SW Barnes Road. The applicant's plans show that the tallest retaining walls are proposed around Tract A, which is shown to be located at a lower elevation than the adjacent parking in some areas. Therefore, the tallest portions of the retaining walls will mostly be oriented in toward Tract A. Proposed walls that are located between the street and building are shown to be located behind, and incorporated into, the proposed landscaping. The applicant's plans show a variety of densely planted shrubs, annual plants, as well as few trees located at the base of the walls located along SW Barnes Road, as well as planted in the staggered planters located along Building 3's southern elevation.

**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 all fences and guardrails will be constructed with decorative, powder coated welded steel panel picket fencing that is attractive and long-lasting. Additionally, the applicant explains that all walls will be constructed from poured concrete with decorative patterning, or an attractive modular system, both of which provide sound structural support and durability. Staff concur that the proposed fence and walls will be constructed of durable and attractive materials.

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

8. ***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 residentially zoned 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.*

Above ground stormwater facilities are not proposed.

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

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 applicant states that the mature trees on-site have been preserved and integrated into the development plan. The subject site contains protected trees, conditioned to remain on the site as part of a previous approval, Timberland Planned Unit Development (LD2016-0018). The applicant's arborist report indicates that not all trees can be preserved due to their death or poor condition, however, the applicant is proposing place the remaining trees within a tract for preservation.

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

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 zoned Town Center – Multiple Use (TC-MU), a multiple-use zoning district. The subject site is surrounded by TC-MU zoning, with the exception of a small portion of the SW Barnes Road frontage, which is across the street from Town Center – High Density Residential (TC-HDR), another multiple use zoning district. Although the properties to east of the subject site are zoned TC-MU, the primary use on those properties is residential. The applicant states that the landscaping along the property line of the single-family home that is adjacent to the property is approximately nine feet wide and a high evergreen hedge of Italian Cypress trees has been proposed for that area. The applicant's plans show this landscaping area extends along the site's eastern boundary and includes other shrubs and a variety of trees. Screening along the southern boundary facing the property zoned TC-HDR is provided by the preservation of the

protected trees within Tract A and additional proposed landscaping in that area, including along the base of Building 3. Properties to the west of the site are commercial, however, the applicant's plans show a landscape buffer along the NW 118<sup>th</sup> Avenue frontage. To the north, property is also zoned TC-MU. The lot across NW Cedar Falls Drive is currently used for a retirement community. The applicant's plans show that proposed Building 1 and 2, as well as pedestrian and vehicular areas make up the majority of the site's NW Cedar Falls Drive frontage, however, all other areas not occupied by various facilities is shown to be landscaped. Staff finds the applicant's proposed landscaping help provide horizontal separation between uses. Additionally, the applicant's plans show the planting of street streets along all frontages which will provide an additional layer of screening between the site and surrounding uses.

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

- B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist 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 uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13)*

The subject site is zoned Town Center – Multiple Use (TC-MU), a multiple-use zoning district. The subject site is surrounded by TC-MU zoning, with the exception of a small portion of the SW Barnes Road frontage, which is across the street from Town Center – High Density Residential (TC-HDR), another multiple use zoning district. Although the properties to east of the subject site are zoned TC-MU, the primary use on those properties is residential. The applicant is proposing three buildings on the subject site; two retail and one hotel which is subject to Conditional Use approval. The proposed location of the hotel is near the corner of two streets, within the portion of the site furthest from the adjacent residential property located near the southeast corner of the site. The applicant states that the landscaping along the property line of the single-family home that is adjacent to the property is approximately nine feet wide and a high evergreen hedge of Italian Cypress trees has been proposed for that area. The applicant's plans show this landscaping area extends along the site's eastern boundary and includes other shrubs and a variety of trees. Properties to the west of the site are commercial, however, the applicant's plans show a landscape buffer along the NW 118<sup>th</sup> Avenue frontage. To the north, property is also zoned TC-MU and the lot across NW Cedar Falls Drive is currently used for a retirement community. Staff finds the applicant's plans include dense landscape screening between the proposed Conditional Use and residential uses adjacent to the site and located across the street from the subject site.

**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 landscaping plans show the use of a variety of tree species, shrubs and ground covers. The subject site is mostly surrounding by the same zoning district, TC-MU, with the exception of a small area across SW Barnes Road along the site's southern boundary. At this location where the site is located across the TC-HDR zoning district, the applicant's plans show existing mature trees to be retained and preserved within a tract. Additional landscaping is proposed within this tract to increase the screening in this area. To the east, the site is adjacent to one single-family residential property. Although this property is also zoned TC-MU, the applicant's plans show a nine-foot wide landscaping buffer, featuring densely planted Italian Cypress, a tall evergreen shrub, and moonbeam coreopsis, a flowering perennial. This landscaped area extends northward along NW 117<sup>th</sup> Loop and includes southern magnolia, crimson king maple, Japanese holly, coconut lime coneflower, black-eyed Susan, Hameln dwarf grass, Hidcote blue lavender, holly and creeping lily turf. Staff finds the applicant's plans show that the proposed landscape buffer consists of a variety of trees, shrubs and ground cover.

**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).*

Design Review Standards require landscape buffers along the side and rear of properties between different zoning district designations or between non-residential land uses and parks in Residential zoning districts (Section 60.05.25.13). The Design Review Standards do not require landscaping buffers between different uses within the same zoning district. Additionally, the Landscape Buffer Table 60.05-2 places TC-HDR and TC-MU within the same category and does not require a landscape buffer between the two zoning districts. Furthermore, Section 60.05.25.13 of the Development Code states that, "Where a yard setback width is less than a landscape buffer width, the yard setback width applies to the specified buffer designation (B1, B2, or B3 as appropriate). A landscape buffer width cannot exceed a minimum yard setback dimension." The TC-MU zoning district does not have minimum yard setbacks, allowing zero lot-line development, therefore landscaping buffers may not always be accommodated within the TC-MU zoning district. Therefore, staff finds that changes to buffer widths and buffer standards are not proposed nor required.

**Therefore, staff finds that the Guideline is not applicable.**

**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 states that calculated placement of on-site and right-of-way lighting has been provided with a mix of pole-mounted, non-pole mounted and bollard type fixtures to maximize safety for the site. The applicant's lighting plans show minimum standard lighting levels are provided onsite in vehicular and pedestrian circulation areas.

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

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

The applicant states that as a mixed-used commercial project, lighting has been designed to the pedestrian scale for all buildings, parking areas, and walkway features. The applicant explains that poles and fixtures are designed to have a consistent look and function throughout the site and wall-mounted lighting appropriately matches the architectural design features of each building. The lighting details appear to be architecturally appropriate for the design of the building and site.

**Therefore, staff finds that 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 site lighting has been designed with specific cutoff points as to minimize light leakage and glare on adjacent streets and residences. The property is surrounded almost entirely by public streets, with the exception of the southeast corner, where the site abuts a single-family property. Within this area, the applicant's lighting plans show lighting levels exceed the standard of 0.5 foot-candles applied to property lines. Staff recommend a condition of approval that would require the applicant to meet technical lighting standards (0.5 foot candle at the property line) unless abutting the public right-of-way. Staff concur that by meeting the condition of approval, there will be minimal impacts to abutting and adjacent properties and streets.

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

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

The applicant states that all on-site lighting has been designed to comply with the City's Technical Lighting Standards. The applicant's submitted photometric plan show lighting levels exceed the standard of 0.5 foot-candles applied to property lines. Staff recommends a condition of approval that would require the applicant to meet technical lighting standards (0.5 foot candle at the property line) unless abutting the public right-of-way. Staff concur that by meeting the condition of approval, there will be minimal impacts

to abutting and adjacent properties and streets.

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

**LD2018-0038  
ANALYSIS AND FINDINGS FOR  
PRELIMINARY PARTITION**

**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 40.45.55 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 40.45.15.4.C Approval Criteria**

*In order to approve a Preliminary Partition 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 Preliminary Partition. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47., further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C. have been met.***

The subject site currently consists of three lots. The applicant proposes to modify the existing lots boundaries and establish one tract. No Legal Lot Determination is pending for the parent parcel, meeting the threshold for a Preliminary Partition below.

40.45.15.4.A. Thresholds:

- 1. The creation of up to and including three (3) new parcels from at least one (1) lot of record (parent parcel) in one (1) calendar year.*

**Therefore, staff find that the proposal meets the criterion for approval.**

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

The applicant has paid the required application fee for a Preliminary Partition application.

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

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

The applicant states the proposal aims to implement the approved Timberland Planned Unit Development and does not conflict with the earlier approval. An earlier land use approval (TP2004-0014 Teufel Nursery [Timberland Planned Unit Development]) did include a condition requiring the retention of trees numbered 1390 through 1400, and 1344. However, the applicant's arborist has indicated that all but four of these trees are dead, dying or in poor condition, which could create a hazardous situation. The applicant has proposed a preservation tract (Tract A) to preserve and protect the remaining four healthy trees. Therefore, the removal of the dead trees does not conflict with previous conditions of approval applicable to the subject site.

The applicant states that the proposed Preliminary Partition does not conflict with any existing City approval, staff concurs.

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

4. ***Oversized parcels (oversized lots) resulting from the Replat shall have a size and shape which will facilitate 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 provided to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.***

Chapter 90 defines an oversize lot as at least twice the minimum lot size permitted in the zoning district. A minimum lot size is not established within the TC-MU zoning district and, therefore, an oversize lot cannot be created.

Therefore, staff find that the criterion for approval does not apply.

5. ***Applications that apply the lot area averaging standards of Section 20.05.15.D. 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, minimizes grading impacts on adjacent properties, and where a street is proposed***

*provides a standard street cross section with sidewalks.*

Lot averaging is not proposed with this development.

**Therefore, staff find that the criterion for approval does not apply.**

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

Lot averaging is not proposed with this development.

**Therefore, staff find that the criterion for approval does not apply.**

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

The proposed Preliminary Partition will result in three lots and one tract, all of which will retain the TC-MU zoning designation.

**Therefore, staff find that the proposal meets the criterion for approval.**

**8. *Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.***

The applicant has submitted all documents related to this request for Preliminary Partition (LD2018-0038). New Conditional Use (CU2018-0020), Design Review Three (DR2018-0157), and Parking Determination (PD2018-0005) were submitted concurrently with LD2018-0038. The Preliminary Partition (LD2018-0038) is dependent upon the New Conditional Use (CU2018-0020), Design Review Three (DR2018-0157), and Parking Determination (PD2018-0005) approval; therefore staff recommend a condition of approval requiring the approval of the New Conditional Use, the New Conditional Use, and Parking Determination applications. No additional application or documents are needed at this time.

**Therefore, staff find that the proposal meets the criterion for approval.**

**RECOMMENDATION**

Based on the facts and findings presented, staff recommends **APPROVAL** of **LD2018-0038 (Kirkland Place)**, subject to the applicable conditions identified in Attachment F.

## Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
<b>Grading Standards for Sites within 25 feet or Abutting Residentially Zoned Property</b>			
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 subject site is not located within 25 feet of a Residentially zoned property, nor does it abut residentially zoned property, therefore this standard is not applicable.	<b>N/A</b>
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 subject site is not located within 25 feet of a Residentially zoned property, nor does it abut residentially zoned property, therefore this standard is not applicable	<b>N/A</b>
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 subject site is not located within 25 feet of a Residentially zoned property, nor does it abut residentially zoned property, therefore this standard is not applicable	<b>N/A</b>
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 subject site is not located within 25 feet of a Residentially zoned property, nor does it abut residentially zoned property, therefore this standard is not applicable	<b>N/A</b>
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 subject site is not located within 25 feet of a Residentially zoned property, nor does it abut residentially zoned property, therefore this standard is not applicable	<b>N/A</b>
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	The subject site is not located within 25 feet of a Residentially zoned property, nor does it abut residentially zoned property, therefore this standard is not applicable	<b>N/A</b>
<b>Significant Trees and Groves</b>			
60.15.10.4.A Significant Trees and Groves	Standards for grading within 10 feet from the trunk of significant trees or groves.	The applicant's plans do not indicate grading is proposed within 10 feet of the three protected trees proposed for retention.	<b>Yes</b>
60.15.10.4.B Significant Trees and Groves	Standards for grading within 25 feet from the trunk of significant trees or groves.	The applicant's plans show proposed retaining walls within 25 feet of the protected trees' trunks. The applicant's arborist	<b>Yes, W/COA</b>

		<p>provides the following assessment: “The proposed encroachments are relatively minor in terms of total critical root zone area and are not expected to be detrimental to the long-term viability of these three trees. However, special consideration is needed to assure adequate protection during construction. Tree protection fencing should be adjusted to the limits of work at the time construction commences in each area. No critical root impacts are anticipated, but the project arborist should assess exposed roots, direct root pruning, and provide on-the ground recommendations to protect critical roots if any are encountered. In addition, each tree is likely to require crown pruning for building clearance.”</p> <p>The City of Beaverton’s Arborist, Jered Lane, has reviewed the applicant’s plans and proposed approach to work within the root zones. Staff recommend a condition of approval that prior to Site Development permit issuance, the applicant shall arrange an onsite meeting with the applicant’s arborist and City Arborist to verify the installation of tree protection measures and review the tree protection plan, and the proposed work, within the standard tree protection zones, to ensure the preservation of the protected trees, 1392, 1393, 1395, and 1399 as identified on the applicant’s tree plan.</p>	
--	--	---	--

**PD2018-0005  
ANALYSIS AND FINDINGS FOR  
PARKING DETERMINATION-SHARED PARKING**

**40.55.05 Parking Determination Purpose**

*The purpose of a Parking Determination is to establish required number of parking spaces for uses which do not have a parking ratio requirement listed in the Development Code. The Parking Determination application is established for determining the required number of off-street parking spaces in advance of, or concurrent with, applying for approval of an application, development, permit, or other action. This Section is carried out by the approval criteria listed herein.*

**Section 40.55.15.2.C. Approval Criteria**

*In order to approve a Shared Parking 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 Shared Parking application.***

The subject site consists of three proposed lots with one building located on each lot and shared parking for all three lots. The applicant has proposed the minimum standard number of required parking spaces for the development, however, not each lot is able to accommodate the minimum number of required parking spaces within the boundaries of the individual lot. Therefore, the proposal satisfies the threshold for a Parking Determination-Shared Parking application.

40.55.15.2.A Thresholds:

- 1. The required off-street parking for two or more uses will share required parking spaces.*

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

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

The applicant submitted the required fee associated with the Parking Determination application.

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

***3. The shared off-street parking is located on any property within 500 feet of the property upon which the use requiring the parking is located, except in Multiple Use zoning districts where the location may be at any distance.***

All three lots composing the subject site are within the TC-MU zoning district, a Multiple

Use zoning district. Furthermore, the lots are either directly abutting each other or within 500 feet of each other. The applicant's plans show the proposed parking and access easement spans across all three proposed lots.

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

**4. *The location of the shared parking and the site containing the use shall be connected by a hard surface pedestrian pathway.***

The subject site consists of three lots. Proposed Lot 1 abuts proposed Lot 2, and proposed Lot 2 abut Lots 1 and 3. The applicant is also proposing a shared parking and access easement, shown to property lines of all three proposed lots. Within this easement, the applicant's plans show a paved vehicular and pedestrian circulation system directly connecting all three lots.

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

**5. *If the location of the shared parking and the site containing the use are separated by a street of collector or higher designation, the two locations shall each be within 300 feet of a controlled pedestrian crossing, such as a traffic light, stop-controlled intersection or marked pedestrian crossing such as a striped intersection or pedestrian-activated signal.***

The proposed shared parking area is located on the subject site and is not shown to be separated by any streets.

**Therefore, staff finds that the criterion for approval is not applicable.**

**6. *If multiple properties are involved, the ownership of the properties have each agreed to the shared parking by entering into a shared parking agreement.***

The applicant states that there will be three property owners, one for each parcel. The applicant explains that a shared parking agreement will be developed as per this standard that will ensure long-term sharing of the space along with related maintenance. A draft shared parking agreement has been submitted with this application. Staff recommend a final, signed, shared agreement be provided prior to issuance of the Site Development permit to ensure all parties are in agreement with operation of the shared parking area.

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

**7. *The time of peak parking demand for the various uses located on the subject properties occur at different times of the day.***

The proposed development generates the need for a minimum of 172 parking spaces total. The applicant states the proposed development includes a minimum of 172 parking spaces on the subject in addition to four compact spaces for a total of 176 vehicle parking spaces. Therefore, by providing the minimum required number of standard parking spaces, the peak anticipated demand can be met at different times of the day.

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

**8. *Adequate parking will be available at all times when the various uses are in operation.***

The applicant plans show the required minimum number of parking spaces is being proposed on the subject site. The Shared Parking agreement application is necessary due to the site consisting of three separate lots, and the inability for all lots to accommodate their respective minimum number of parking spaces within the lots property lines. The applicant is proposing a shared parking and access easement over all surface parking areas which will be available for visitors of Building 2 and 3. The applicant states 34 underground spaces will be located beneath the proposed hotel.

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

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

Staff cite the Facilities Review approval Criteria D which responds to this criterion in detail.

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

**10. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site.***

Staff cite the Facilities Review approval Criteria F and G which respond to this criterion in detail. Staff finds that the application provides safe and efficient vehicular and pedestrian circulation patterns as conditioned (condition requiring improvements to portions of adjacent sidewalks).

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

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

The applicant has submitted all documents related to this request for Parking Determination-Shared Parking approval. The application was submitted on November 8, 2018 and was deemed complete on May 7, 2019.

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

**12. 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 Parking Determination – Shared Parking (PD2018-0005). New Conditional Use (CU2018-0020), Design Review Three (DR2018-0157), and Preliminary Partition (LD2018-0038) were submitted concurrently with PD2018-0005. The Parking Determination (PD2018-0005) is dependent upon the New Conditional Use (CU2018-0020), Design Review Three (DR2018-0157), and Preliminary Partition (LD2018-0038), approval; therefore staff recommend a condition of approval requiring the approval of the New Conditional Use, Design Review Three, and Preliminary Partition, applications. No additional application or documents are needed at this time.

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

**Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **PD2018-0005 (Kirkland Place)** subject to the applicable conditions identified in Attachment F.

**RECOMMENDATION AND CONDITIONS OF APPROVAL****Kirkland Place****(CU2018-0020 / DR2018-0157 / LD2018-0038 / PD2018-0005 / TP2018-0011)****CU2018-0020 (Temporary Living Quarters) Conditional Use****A. Prior to any site work commencing and issuance of the site development permit, the applicant shall:**

1. Ensure that the Design Review Three (DR2018-0157) application has been approved and is consistent with the submitted plans or as approved by the decision-making authority. (Planning / ES)

**DR2018-0157 Design Review Three:****A. General Conditions, the Applicant shall:**

1. Ensure the associated land use applications CU2018-0020, LD2018-0038, PD2018-0005 and TP2018-0011 have been approved. (Planning / ES)

**B. Prior to any site work commencing and issuance of the site development permit, the applicant shall:**

2. Submit plans showing temporary tree fencing for all adjacent off-site trees possibly impacted by site improvements, consistent with Section 60.60.20 Tree Protection Standards during Development. (Planning/ES)
3. Submit an application for a Tree Plan One for Major Pruning on the subject site. Approval of the Tree Plan One application shall be granted prior to Site Development permit issuance (Planning / ES)
4. Submit a photometric lighting plan, architectural elevations and a site plan showing compliance with all applicable lighting levels, as outlined in Section 60.05.30 and Table 60.05-1 Technical Lighting Standards of the Development Code, including the location and placement of lighting fixtures. (Planning/ES)
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./NP)
6. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, current standards in place per the City Engineering Design Manual and Standard Drawings, Beaverton Development Code (Ordinance 2050, 4010 +rev.), the current standards in place per the Clean Water Services District, Design and Construction Standards, and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./NP)

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 utilizing the process set out in the Beaverton Development Code, and the City Engineering Design Manual; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./NP)
8. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management facilities, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./NP)
9. Submit any required easements under the City of Beaverton's authority, 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. Submit copies of other recorded easements for the project as needed from property ownerships within the City of Beaverton (Site Development Div./NP)
10. 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./NP)
11. If required, submit water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. (Site Development Div./NP)
12. If required, submit flow test and evaluation by a professional engineer meeting the standards set by the City Engineer as specified in the Engineering Design Manual. (Site Development Div./NP)
13. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction. (Site Development Div./NP)
14. 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./NP)
15. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./NP)
16. Obtain the City Building Official's courtesy review of the proposed site utility plan by plumbing rules per OAR 918-780-004 for private plumbing. (Site Development Div./NP)
17. Provide construction plans that show each lot will be independently served by utility systems as required by the City Engineer and City Building Official. Any extra-capacity water, sanitary, and storm water facility improvements, as defined

and determined by the City Engineer, shall be eligible for system development charge credits to be assigned to lots. (Site Development Div./NP)

18. Submit a design for the structural retaining walls designed by a civil engineer or structural engineer. (Site Development Div./NP)
19. Submit a grading plan showing that each lot has a minimum building pad elevation that is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities. Additionally, a minimum finished floor elevation that is at least three feet higher than the maximum possible high water elevation shall be established for each new building lot and documented on the plans. (Site Development Div./NP)
20. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces on the site (Site Development Div./NP)
21. Pay storm water quantity development charges for new impervious areas determined per the certified impervious surface worksheet. Provide final construction plans and drainage report demonstrating compliance with City surface water management requirements per Section 530, of City Resolution 4542 and with CWS Resolution and Order 2017-05. The drainage report must verify that either the existing off-site pond can accommodate the development for current storm water detention standards or the development will need to construct the detention system as proposed in the current land use application plans. (Site Development Div./NP)
22. Pay storm water quality development charges for new impervious areas. The storm water quality development charge (\$1 per square foot of untreated new impervious area, per CWS rates and charges) will be determined per the certified impervious surface worksheet. (Site Development Div./NP)
23. Pay storm water system conveyance development charges for the net new impervious area proposed determined per the certified impervious surface worksheet. (Site Development Div./NP)
24. Submit an owner-executed, notarized, City/CWS standard private storm water facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording in County Records. (Site Development Div./NP)
25. Provide plans for street lights (Option C unless otherwise approved by the City Public Works Director) along street frontages. All utilities along street frontages, within the site, and to the proposed new development must be underground. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./NP)
26. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./NP)

27. Provide plans showing that any encroachments in the public right of way or public easements shall be non-structural attachment or in other words not integral (removable without damage) to the building structure. If a revocable right of way encroachment permit is desired by the owner or required by a financial institution or insurance company, the City Attorney will need to be consulted to prepare a specific document for this situation. (Site Development Div./NP)
28. Submit plans demonstrating compliance with all applicable bicycle parking standards identified in Section 60.30 Off -Street Parking of the Beaverton Development Code and the Bicycle Parking Standards outlined in Section 340 of the Engineering Design Manual. Provide a dimensioned short-term and long-term bicycle parking space design detail, consistent with standards outlined in outlined in Section 340 of the Engineering Design Manual. A minimum of four (4) short-term bicycle spaces shall be provided on site and a minimum of 6 long-term spaces shall be provided on site. Each parcel shall have sufficient bike parking to accommodate the proposed uses on the parcel. (Planning / ES)
32. Provide plans showing the adequate right-of-way dedication along the NW 117<sup>th</sup> Loop frontage, as needed to accommodate a ten (10) foot wide sidewalk with a minimum unobstructed path of five (5) feet, as required by Section 60.05.20.7.A of the Beaverton Development Code. The design and construction of the sidewalk shall be consistent with Drawing No. 241 of the Engineering Design Manual. (Planning / ES)
33. Provide plans that show the improvement of that section of the sidewalk located east of the site's driveway along NW Cedar Falls Drive. The sidewalk shall be design and constructed to comply with applicable standards identified in Section 60.05.20.7.A of the Beaverton Development Code and with Drawing No. 241 of the Engineering Design Manual. (Planning / ES)
34. Provide certification of adequate sight distance at the site's access on NW Cedar Falls Drive and NW 117th Loop, in accordance with City of Beaverton's Engineering Design Manual, prepared and stamped by a registered professional engineer. (Transportation / JK)
35. The applicant shall provide plans and information demonstrating compliance with any and all conditions of approval provided by TVF&R. (Planning / ES)
36. Submit plans showing a minimum of 172 standard parking spaces are provided on the subject site, designed in accordance with applicable standards outlined in Section 60.30 Off-Street Parking, of the Beaverton Development Code, including minimum drive-aisle width throughout the on-site parking area. (Planning / ES)
37. Submit plans demonstrating that all required onsite parking spaces meet the minimum dimensional standards of Section 60.30.15 of the Beaverton Development Code. Required parking spaces designed for a 90-degree parking angle shall have a minimum width of 8.5 feet and a minimum stall depth of 18.5 feet, while maintaining compliance with all other applicable Off-Street Parking Lot Design standards outlined in Section 60.30.15 of the Beaverton Development

Code. (Planning / ES)

38. Submit plans demonstrating compliance with tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing compliance with these standards, including placement of orange tree fencing, shall be provided prior to Site Development Permit issuance. The applicant shall be responsible for arranging a meeting on the subject site with the project arborist and City Arborist to establish a tree protection plan, prior to any work commencing on site. (Planning Division / ES)
39. Submit plans demonstrating compliance with tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing tree protected, including placement of orange tree fencing, shall be provided prior to Site Development Permit issuance. The applicant shall be responsible for arranging a meeting on the subject site with the project arborist and City Arborist to establish a tree protection plan, prior to any work commencing on site. In the event that any one of the trees (1392, 1393, 1395 and 1399) cannot be adequately protected, as determined by the City Arborist, the applicant shall submit an applicant for a Modification of a Decision, to modify the condition in the original Timberland (Teufel Nursery) Planned Unit Development (case file numbers CU2004-0015, CU2004-0016, LD204-0026, TP2004-0014 and DR2004-0079) approval prior to any work commencing on the subject site.
40. Protected trees numbered 1392, 1393, 1399 and 1395 proposed for retention, shall be placed within a tract recorded with a deed restriction with Washington County. (Planning / ES)
41. Dead trees within the Significant Grove, as identified in the Conditional Use approval of the Timberland (Teufel) Planned Unit Development Tree Plan application (TP2004-0014), should be fallen only for safety and left at the resource site to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and must be removed from the area to protect the remaining trees or sufficient justification is provided by a biologist showing that the additional tree materials provide have no habitat benefit. (Planning / ES)

**C. Prior to building permit issuance for a building, the applicant shall:**

38. Submit plans demonstrating compliance with Section 340 of the Engineering Design Manual, Bicycle Parking Standards, specifically the bike rack install dimensions and bicycle facility design. (Planning/ES)
39. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./NP)

40. Prior to building permit issuance of any building permit which includes non-exempt roof-mounted equipment, the applicant shall demonstrate compliance with Section 60.05.15.5. (Planning / ES)

**D. Prior to final occupancy permit issuance of each building permit, the applicant shall:**

40. Have installed street trees along all frontages. (Planning/ES)
41. 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/ES)
42. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/ES)
43. 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/ES)
44. Ensure all landscaping approved by the decision making authority is installed. (Planning/ES)
45. 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/ES)
46. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./NP)
47. Have substantially completed the site development improvements as determined by the City Engineer, including streetlights being fully functional. (Site Development Div./NP)
48. Have substantially completed the site development improvements as determined by the City Engineer, including franchise utility relocation. (Site Development Div./NP)
49. 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 site development permit issuance. (Site Development Div./NP)
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./NP)

51. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces on the site (Site Development Div./NP)
52. Have submitted the paper copies of the draft final plat needed for City review and to the County Surveyor to begin processing. (Site Development Div./NP)
53. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the site frontage. (Site Development Div./NP)
54. 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./NP)
55. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if an Industrial Sewage permit is required, as determined by CWS. (Site Development Div./NP)
56. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./NP)

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

57. 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./NP)
58. Submit any required easements not already dedicated on the 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 current City standards. (Site Development Div./NP)
59. 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 for storm water facilities, sensitive area plantings and street trees as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Public Works Director prior to release of the security. (Site Development Div./NP)
60. 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. The site shall be stable and secure for long-term

erosion control issues. 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./NP)

61. Have substantially completed the site development improvements as determined by the City Engineer to provide minimum critical public services to each lot and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./NP)

### **Land Division – Preliminary Partition (LD2018-0038)**

#### **A. General Conditions, the Applicant shall:**

1. Ensure the associated land use applications CU2018-0020, DR2018-0157, PD2018-0005 and TP2018-0011 have been approved. (Planning / ES)

#### **B. Prior to final plat approval:**

1. Submit a Final Land Division Application. In accordance with Section 50.90 of the Development Code, submittal of a complete final land division application shall be made within 24 months after preliminary plat approval, unless a time extension is approved. (Planning / ES)
2. Provide a paper copy of the final plat for review purposes. The paper copy of the final plat shall be fully dimensioned and indicate the square footage of each lot and any required easements.
3. Provide written assurance to the Planning Division that each and every lot is buildable without variance under City Ordinances effective as of the date of preliminary plat approval. Tracts and other parcels not proposed for development shall also be listed with a statement of their purpose. (Planning Division / ES)
4. Trees numbered 1392, 1393 and 1395 proposed for retention, shall be placed within a tract recorded with a deed restriction with Washington County. A copy of the recorded deed shall be submitted to the City of Beaverton prior to final plat approval. (Planning / ES)
5. Submit a final, signed, Access Easement and Shared Parking Agreement, to be reviewed and approved by the City Attorney. (Planning / ES)
6. Pay all City liens, taxes and assessments or apportion to individual lots. Any liens, taxes and assessments levied by Washington County shall be paid to them according to their procedures. (Planning / ES)
7. Street trees shall be planted along the site's frontages in accordance with an approved street tree plan. Please contact City of Beaverton's Arborist at (503)526-2237 to establish a street tree plan. Submit a copy of the City of Beaverton Arborist

approved street tree plan to City of Beaverton Planning staff. (Planning / ES)

8. Have commenced construction of the site development improvements to provide minimum critical public services to each proposed lot (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 rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./NP)
9. Show granting of any required on-site easements, 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./NP)
10. Submit an owner-executed, notarized, City/CWS standard private storm water facilities maintenance agreement, with maintenance plan and all standard exhibits for each parcel, ready for recording concurrently with the final plat at Washington County. (Site Development Div./NP)
11. Have verified to the satisfaction of the City Engineer that the location and width of all existing and proposed rights of way and easements are adequate; that each parcel and tract has proper access provisions; and that each parcel and tract has adequate public utility service provision/availability per adopted City standards and requirements. (Site Development Div./NP)
12. Submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the development will be constructed in accordance with City requirements. (Planning Division/ES)
13. Submit to **Washington County** Operations Division (503.846.7623):
  1. Completed "Right-of-Way Permit" application form for all work proposed within the right-of-way of SW Barnes Road.
14. Submit to **Washington County** Engineering & Construction Services (Anthony Davies, P.E. – 503.846.7911) all proposed work within the existing slope easement, including structural calculations, for review and approval.
15. Submit a request to **Washington County** Survey Division (John Kidd – 503.846.7932) for vacation of the public slope easement identified in document 2004-060239.

**PD2018-0002 Parking Determination:**

**A. General Conditions, the Applicant shall:**

1. Ensure the associated land use applications CU2018-0020, DR2018-0157, LD2018-0038, and TP2018-0011 have been approved. (Planning / ES)

**B. Prior to any site work commencing and issuance of the site development permit, the applicant shall:**

1. Ensure the associated land use applications Conditional Use application (CU2018-0020), Design Review Three (DR2018-0157), and Preliminary Partition (LD2018-0038) have been approved and are consistent with the submitted plans. (Planning / ES)
2. Submit a final shared parking agreement to be reviewed and approved by the City Attorney, or designee. (Planning / ES)