

Staff Report

HEARING DATE: October 28, 2015

STAFF REPORT DATE: October 21, 2015

TO: Planning Commission

FROM: Jana Fox, Associate Planner

PROPOSAL: **Sunset Porsche Redevelopment
ADJ2015-0006 / DR2015-0077 / SDM2015-0009**

LOCATION: Map 1S116BA, Tax Lots 4300, 4400, and 4500

SUMMARY: The applicant, Sunset Imports, requests approval by the Planning Commission to demolish an existing building and construct a new auto dealership at the corner of SW 139th Avenue and SW Tualatin Valley Highway and an expansion of the existing building at 4050 SW 139th Avenue. The applicant requests approval of a Major Modification to the minimum parking requirement for the site to adjust for interior service stalls. The applicant proposes a Sidewalk Design Modification along SW 139th Avenue, and SW Tualatin Valley Highway to provide trees at the back of sidewalk along SW Tualatin Valley Highway and retain existing street trees along SW 139th Avenue.

APPLICANT
REPRESENTATIVE: LRS Architects, Inc
Attn: Byron Balogh
720 NW Davis, Suite 300
Portland, OR 97209

PROPERTY
OWNERS: Sunset Imports
4050 SW 139th Way
Beaverton, OR 97005

RECOMMENDATIONS: **APPROVAL of ADJ2015-0006 / DR2015-0077 / SDM2015-0009
(Sunset Porsche Redevelopment).**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
ADJ2015-0006	July 2, 2015	September 9, 2015	January 7, 2015	May 6, 2015
DR2015-0077	July 2, 2015	September 9, 2015	January 7, 2015	May 6, 2015
SDM2015-0009	July 2, 2015	September 9, 2015	January 7, 2015	May 6, 2015

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

Existing Conditions Table

Zoning	General Commercial (GC)	
Current Development	Car Dealership and associated Automotive Services.	
Site Size & Location	The subject site is located on the north side of SW Tualatin Valley Highway, between SW 139 th and SW Tualaway Avenues. The total site area is approximately 5 acres.	
NAC	Central Beaverton	
Comprehensive Plan	<p>Land Use: Corridor</p> <p>Street Functional Classification Plan: SW Tualatin Valley Highway is classified as a Principal Arterial. SW Tualaway Avenue is classified as a local street.</p> <p>Street Improvement Master Plan: The Transportation System Plan Street Improvement Master Plan identifies implementing an access management strategy for SW Tualatin Valley Highway in this area as well as interconnecting traffic signals.</p> <p>Pedestrian & Bicycle Master Plan and Action Plans: The Pedestrian Action Plan identifies existing sidewalk facilities and bus stops along SW Tualatin Valley Highway and sidewalks along SW Tualaway Avenue. The Bicycle Action Plan identifies existing bicycle lanes along SW Tualatin Valley Highway.</p>	
Surrounding Uses	<p>Zoning: <u>North:</u> SC-HDR <u>South:</u> GC <u>East:</u> SC-HDR / GC <u>West:</u> GC</p>	<p>Uses: <u>North:</u> Residential <u>South:</u> Commercial <u>East:</u> Residential & Commercial <u>West:</u> Commercial</p>

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

	<u>Page No.</u>
<u>Attachment A:</u> Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR11
<u>Attachment B:</u> ADJ2015-0006 <i>Major Adjustment-Parking</i>	ADJ1-ADJ5
<u>Attachment C:</u> DR2015-0077 <i>Design Review Three</i>	DR1-DR17
<u>Attachment D:</u> SDM2015-0009 <i>Sidewalk Design Modification</i>	SDM1-SDM3
<u>Attachment E:</u> <i>Conditions of Approval</i>	COA1–COA9

Exhibits

Exhibit 1. Materials submitted by Staff

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

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

Exhibit 2. Public Comment

None received

Exhibit 3. Materials submitted by the Applicant

Exhibit 3.1 Submittal Package including plans dated October 19, 2015



**Sunset Porsche Redevelopment
Aerial Photograph**

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Sunset Porsche Redevelopment
(ADJ2015-0006 / DR2015-0077 / SDM2015-0009)**

Section 40.03.1 Facilities Review Committee:

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

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

The Facilities Review Committee Criteria are reviewed for all criteria that are applicable to the submitted application as identified below:

- **All twelve (12) criteria are applicable to the submitted Design Review Three application DR2015-0077.**
- **The Facilities Review Committee Criteria for Approval are not applicable to the submitted Major Adjustment and Sidewalk Design Modification applications, ADJ2015-0006 and SDM2015-0009.**

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.

Water, stormwater and sanitary sewer services are provided by the City of Beaverton. The applicant states that adequate water, sanitary and storm services exist on the project site. The applicant has submitted a Clean Water Services (CWS) Service Provider Letter (SPL) for the project. The site is encumbered by a FEMA-designated 100-year floodplain and floodway. Documentation provided by the applicant demonstrates compliance with applicable floodplain development restrictions.

Fire protection is provided to the site by Tualatin Valley Fire and Rescue Department. Tualatin Valley Fire & Rescue has received a copy of the submittal and has stated that they endorse the proposal, subject to conditions of approval.

The site is located on the north side of SW Tualatin Valley Highway, along SW 139th Avenue. Tualatin Valley Highway is maintained by the Oregon Department of Transportation (ODOT)

and is classified as a Principle Arterial according to the Transportation Systems Plan (TSP). SW 139th Avenue is maintained by the City of Beaverton and is classified as a Local street in the TSP.

This site is part of a larger development that has been undergoing redevelopment over the past two years. The applicant submitted a memo from Kittelson & Associates, Inc. dated August 10, 2015 that updates a Traffic Impact Analysis (TIA), dated September 3, 2013, that was submitted with prior applications for the larger development. The supplemental TIA addresses the traffic impacts on the surrounding transportation system from the currently proposed changes to Sunset Porsche and considers the adequacy of the proposed on-site circulation to safely and efficiently accommodate the anticipated site operations. It also updates the data used in the 2013 TIA with the sizes and uses of the other buildings in the larger development, as currently proposed or constructed.

The results of the Supplemental TIA show:

- The proposed site changes are estimated to generate a net increase of approximately 260 net new trips per day, including 16 net new AM peak hour trips and 22 net new PM peak hour trips.
- The study intersections operate acceptably under existing and projected future conditions.

Staff concurs with the methodology and results of the TIA (and associated technical addendum). Furthermore, the additional trips generated from the development do not negatively affect intersection operations based on state or local standards; or create unsafe conditions. Therefore, the transportation system is found to have adequate capacity to serve the proposed development at the time of completion, and staff finds that the proposal meets the criterion for approval.

Therefore, staff finds that the proposal meets the criterion for approval, subject to conditions of 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 forwarded to the City Transportation staff and Tualatin Valley Fire and Rescue. As noted above, Tualatin Valley Fire and Rescue supports the proposal subject to conditions of approval. The City did not send notice to the Beaverton School District as residential units are not part of the development plan.

TriMet's No. 57-TV Hwy/Forest Grove runs along TV Highway. The nearest stop is approximately 300' from the development site. The No. 57 connects Forest Grove, Cornelius, Hillsboro, Aloha and Beaverton, via Pacific, Baseline, TV Highway and Canyon Road. During the weekday morning and afternoon rush hours, buses run approximately every 15 minutes. The location of the nearest bus stop is found to be located at a distance that can reasonably serve the development site and the proposal is expected to create a nominal amount of transit demand. No additional transit location or capacity improvements are recommended.

Bicycle lanes are currently provided along SW Tualatin Valley Highway. Public sidewalks provide connections to the site from SW Tualatin Avenue, SW 139th Way, and SW Tualatin Valley Highway.

Along Tualatin Valley Highway the applicant proposes a 4 foot wide planter strip with a 6 foot wide sidewalk. Currently the Tualatin Valley Highway frontage has five (5) foot wide curb tight sidewalks. The applicant proposes no landscape trees in the planter strip along SW Tualatin Valley Highway, but proposes trees along the back of sidewalk to maintain vision clearance for SW Tualatin Valley Highway. The applicant proposes to maintain the existing 6 foot plant strips and 5 foot wide sidewalks along SW 139th Avenue as there are mature street trees planted along SW 139th Avenue. The applicant has applied for a Sidewalk Design Modification and the request for modification to the sidewalk design standards will be addressed in the Sidewalk Design Modification portion of the staff report.

The Transportation Division has reviewed this proposal and no traffic mitigation or site improvements are necessary to address the proposed site changes.

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 and as determined in the Sidewalk Design Modification portion of the staff report.

Therefore, staff finds that the proposal meets the criterion for approval, subject to conditions of 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 General Commercial (GC) zone, as applicable to the aforementioned criterion.

Therefore, staff finds that the proposal meets the criterion for approval, subject to conditions of 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 (Code Section 60.05) within the Design Review section of the staff report.

In review of Section 60.55 Transportation Facilities:

Traffic

Please see the findings provided in criterion A.

Street width, connectivity, and on-site circulation

SW Electric Street. This street is classified as a local street. From the existing driveway approach eastward the street frontage is currently improved with curb and sidewalk and has an approximate existing full street right of way dimension of approximately 50'. From the existing driveway approach eastward, the frontage is not improved with the typical street improvements (travel lane, parking lane, curb, planter and sidewalk) and no right of way exists. The proposal shows no change to the existing conditions.

The Beaverton Comprehensive Plan Transportation Element indicates the connection of SW Electric Street and SW Whitney Way/SW 139th Avenue. Section 60.55.25 of the Development Code indicates that the Comprehensive Plan Transportation Element shall be used to identify street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel. Furthermore, Section 60.55.25 indicates that streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. No development is proposed adjacent to this section of Electric Avenue.

A previous land use decision required the dedication of right of way to ensure the connection between SW Electric Street and SW Whitney Way/SW 139th Avenue. The applicant shows a pedestrian sidewalk connection between Electric Street and SW 139th Avenue/SW Whitney Way.

SW 139th Way. This street is classified as a local street and is currently improved with curb, planter, and sidewalk. The existing full street right of way dimension is approximately 65'. The proposal shows no change to the existing conditions. The existing 139th Way right of way dimension exceeds the local street cross section design found in EDM Standard Drawing No. 103 (L1) it is not recommended to require additional right of way. As curb, planter, and sidewalk exist, it is not recommended to require new improvements; however,

the applicant has applied for a Sidewalk Design Modification in order to maintain the existing sidewalk configuration.

SW Tualatin Valley Highway. This street is classified as a principal arterial. The proposal shows a six (6) foot wide sidewalk and four (4) foot wide planter. The Oregon Department of Transportation (ODOT) has provided recommended conditions of approval related to SW Tualatin Valley Highway which is under the jurisdiction of ODOT; ODOT's conditions have been included as recommended conditions of approval for this application.

On-site circulation

The proposal includes an on-site truck turning diagram. The turning diagram shows that a semi-truck with trailer (65 feet in total length) is able to enter, circulate the site, and exit without encroachment into parking and landscaping areas.

Access

The proposal includes three driveway approaches on SW 139th Way, one approach on SW Electric Street, and one approach on SW Tualaway Avenue. All proposed driveway approaches meet or exceed the minimum intersection/driveway spacing distances identified in the Beaverton Engineering Design Manual. Therefore, no modifications are recommended to approach location. Because two adjacent lots, which comprise the development site, are proposed to share internal site access and circulation, it is recommended that the applicant submit the required joint-use and maintenance agreement documentation as identified in EDM 210.13.K and 210.13.L.

Parking

According to the Development Code, the proposed development will require 77 parking stalls for the Porsche building and 95 parking stalls for the Service Center building and the existing 59 parking stalls for the Audi building. The applicant has applied for a Major Adjustment to reduce the amount of required parking in order to maximize the number of on-site parking spaces that can be used instead for inventory display and storage. The applicant also seeks approval of a reduction in the minimum parking corresponding to the 50 service bays located within the Porsche and Service buildings, which, by definition cannot be counted as parking spaces. Bicycle parking sufficient to meet the minimum requirements is shown on the applicant's plans.

Utility Undergrounding

To meet the requirements of Section 60.65 (Utility Undergrounding), staff recommends a standard condition of approval requiring that all new utility lines are placed underground. Above ground powerlines and poles exist along street frontage of the subject property. These powerlines and poles are to be placed underground if shown to obstruct vision clearance or require relocation.

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

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

The proposal includes a number of features that will require continued maintenance, including paving and landscaping. The property owner will be responsible for maintaining the proposed facilities and associated improvements. According to the applicant, the owner will provide continued periodic maintenance and normal replacement of private common facilities. Staff concurs that the property can be maintained by the property owner in accordance with the requirements of the City of Beaverton.

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

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

Staff finds that the proposed internal pedestrian pathway system is efficient. The pathways are located adjacent to buildings, between buildings, through parking areas, and adjacent to parking areas, all of which provide connection to the public street system and internal buildings. All internal pedestrian pathways that cross intersections or travel lanes include unique materials, color, or pattern which differentiate the pathway from the travel lane. This visual differentiation provides for improved safety as drivers are made aware of pedestrian crossings.

In review of the plan, staff finds that the site will have safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development. Additionally staff cites the findings for criteria A, B, and D.

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

The applicant proposes to retain the northern two driveways along SW 139th Avenue and relocate the southernmost driveway along SW 139th Avenue further away from the Tualatin Valley Highway intersection.

Pedestrian connections are provided from the site to the existing sidewalk system along perimeter streets. Pedestrian areas through drive aisles have differentiated paving to provide additional safety and guidance to cars and pedestrians.

The development connects to the surrounding vehicular and pedestrian circulation systems in conformance with Development Code Section 60.55.25. Additionally staff cites the findings for criteria A, B, and D.

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

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

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

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

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

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

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

The applicant states that the site is relatively flat and limited grading will occur. The City Engineer has reviewed the proposed grading and Storm Report, and has identified recommended standard conditions of approval necessary to ensure the proposed site work will be in compliance with adopted Codes and standards and to ensure the proposal will not have an adverse impact to surrounding properties.

Therefore, staff finds that the proposal meets the criterion for approval, subject to conditions of 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. As a condition of approval, the site shall be in conformance with ADA requirements. This requirement is in conformance with the Development Code.

Therefore, staff finds that the proposal meets the criterion for approval, subject to conditions of 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 July 2, 2015. The application was deemed complete on September 9, 2015. 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, staff finds that the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
General Commercial (GC) District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.10.20 (General Commercial)			
Use- Permitted	Vehicle Sales or Lease	Demolition and replacement of an existing building (Porsche) and construction of an addition to an existing building (service center). Associated site and landscape improvements.	Yes
Use-Permitted	Automotive Service-Minor	The applicant proposes “service and repair to our client’s vehicles including oil changes, tire installation, and general engine and system maintenance and repair.” Staff recommends a condition of approval prohibiting major automotive uses without conditional use approval.	Yes-w/ COA
Development Code Section 20.10.15 (General Commercial)			
Minimum Lot Area	7,000 sq. ft.	No Land Division is proposed. All lots meet the minimum lot size.	N/A
Minimum Lot Dimensions Width Depth	70’ 100’	No Land Division is proposed. All lots meet the minimum lot dimensions.	N/A
Minimum Yard Setbacks Front Side Rear	See DR Findings 20’ Corner 10’ Interior 20’	Front yard setbacks are regulated by Design Review as the lots are greater than 60,000 square feet in size. Side and rear yard setbacks are met.	See DR Findings
Maximum Building Height	60’	<u>Porsche Dealership</u> : 30 feet <u>Sunset Service Center</u> : 23 feet 6 inches	Yes

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?												
Development Code Section 60.05															
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Demolition and new building at the corner of SW 139 th Avenue and TV Highway. Expansion of the building along SW 139 th Avenue.	Refer to DR findings												
Development Code Section 60.10															
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is located within floodplain and floodway. Proposal meets City, CWS and FEMA requirements.	Yes – with COA												
Development Code Section 60.12															
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits requested.	N/A												
Development Code Section 60.25															
Off-Street Loading Facilities	Porsche: 2 Type B Berths Service Building: 2 Type B Berths	Porsche: 2 Type B Service Building: 2 Type B	Yes												
Development Code Section 60.30															
Off-street motor vehicle parking	Porsche Dealership: Minimum: 77 Service Building: Minimum: 95	The applicant has applied for a Major Adjustment to parking. Please see ADJ findings.	See ADJ												
Required Bicycle Parking Short Term Long Term	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black; width: 50%; text-align: center;"><u>Porsche</u></td> <td style="border-bottom: 1px solid black; width: 50%; text-align: center;"><u>Service</u></td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">6</td> </tr> </table>	<u>Porsche</u>	<u>Service</u>	4	6	4	6	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black; width: 50%; text-align: center;"><u>Porsche</u></td> <td style="border-bottom: 1px solid black; width: 50%; text-align: center;"><u>Service</u></td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: center;">4</td> <td style="text-align: center;">6</td> </tr> </table>	<u>Porsche</u>	<u>Service</u>	4	6	4	6	Yes
<u>Porsche</u>	<u>Service</u>														
4	6														
4	6														
<u>Porsche</u>	<u>Service</u>														
4	6														
4	6														
Development Code Section 60.40															
Signage	Signage is not reviewed with Design Review.	The applicant's signage has not been reviewed and will require separate sign permits.	N/A												
Development Code Section 60.55															
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Proposed facilities are in conformance. The TIA concludes that no further traffic mitigation is needed.	Yes – with COA												

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

**ADJ2015-0006
ANALYSIS AND FINDINGS FOR
MAJOR ADJUSTMENT APPROVAL**

Section 40.10.05 Adjustment Applications; Purpose

The purpose of an Adjustment application is to provide a mechanism by which certain regulations in the Development Code may be adjusted if the proposed development continues to meet the intended purpose of such regulations.

Section 40.10.15.2.C Approval Criteria

In order to approve a Major Adjustment 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 Major Adjustment application.

The site consists of three main buildings: the Porsche sales building, the Sunset Service Center building, and the Audi sales building. This development proposal concentrates mainly on the Porsche building and the Sunset Service Center building. Based on the applicant's allocation of building area to retail, service, office, or storage uses within each building, the Development Code requires a minimum of 77 spaces for the Porsche building, 95 spaces for the Service building, and 59 for the Audi building, for a total of 231 off-street parking spaces. The applicant requests an adjustment to the minimum parking requirement contained in Section 60.30, meeting Threshold 3 for a Major Adjustment application. The applicant proposes to reduce the total number of required parking spaces to 181 spaces (59 for the Porsche building, 63 for the Service building, and 59 existing spaces for the recently built Audi building). The applicant also proposes to construct 50 service bays within the buildings, which the Development Code does not recognize as parking spaces.

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

2. The application complies with all applicable submittal requirements as specified in Section 50.25.1 and includes all applicable City application fees.

The applicant has paid the required application fee for a Major Adjustment application.

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

3. Special conditions or circumstances exist on the site that make it difficult or impossible to meet the applicable development standard for an otherwise acceptable proposal.

The applicant states that development restrictions for the location of parking and other uses in

flood way on the south portion of the Porsche site limits the area available to accommodate the required off-street parking entirely in the exterior surface lots while still meeting the needs of an Automotive Dealership for service drives, deliveries and vehicle display. The southwest corner of the subject site contains an area of floodway and as such development, including vehicle storage is not allowed in that area, limiting the amount of available area on site to store and park vehicles as well as site layout options.

On the service center site, the location of the existing building on the service center site and the dimensional width required for the service addition to accommodate service equipment and vehicle maneuvering aisles limit the space available for surface parking. The location of the existing building, as well as the proposed addition and the required fire truck and delivery truck turning radii limit the areas of existing parking that meet parking dimensional standards and can be counted as parking spaces.

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

4. *The special conditions or circumstances do not result from the actions of the applicant and such conditions and circumstances do not merely constitute financial hardship or inconvenience.*

The location of the floodway and flood plain are outside the control of the applicant and limit the available development areas of the Porsche site. The location of the existing buildings on the service center site, which were not developed by the applicant, limit the areas of addition and expansion as well as site layout options. The existing buildings on site are in good condition and are proposed to be retained and re-used instead of demolished.

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

5. *Granting the adjustment as part of the overall proposal will not obstruct pedestrian or vehicular movement.*

The applicant states that granting the adjustment will allow additional inventory parking without adversely affecting pedestrian and vehicular movement on the site. The applicant's proposal shows safe and efficient pedestrian and vehicular movement. Staff cites the Facilities Review findings for criteria B, D, F and G which show compliance with pedestrian and vehicle circulation requirements.

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

6. *City designated significant trees and/or historic resources, if present, will be preserved.*

There are no significant tree or historic resources on the subject site.

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

7. *If more than one adjustment is being requested concurrently, the cumulative effect of the adjustments will result in a proposal which is still consistent with the overall purpose of the applicable zoning district.*

Only one adjustment, for a reduction in required parking, is requested.

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

8. *Any adjustment granted shall be the minimum necessary to permit a reasonable use of land, buildings, and structures.*

The applicant states that the proposed adjustment is consistent with the actual operations of this type of business as customers do not self-park prior to receiving service. Vehicles arriving for service are dropped off at the drive-thru service entrance where loaner cars, which are stored off-site, are delivered to customers by staff. The cars in for service are then driven into parking spaces or service bays by staff members. This allows the applicant to control the location of cars and movement of cars into parking or service spaces and manage the scheduling of, and demand for, service bays. As cars that would require parking spaces are receiving service in bays parking spaces allocated for cars undergoing service would remain empty while service occurs. The reduction of required parking spaces for the number of service bays allows for a more efficient use of the site by not requiring an overabundance of parking which wouldn't be fully utilized. Staff recommends a condition of approval that if service bays are removed from the site that additional parking spaces must be added to account for the reduction in service bays and resulting additional surface parking demand.

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

9. *Either it can be demonstrated that the proposed modification equally or better meets the intent of the standard to be modified or the proposal incorporates building, structure, or site design features or some combination thereof that compensate for the requested adjustment.*

The applicant states that the requested adjustment meets the intent of the standard for off-street parking. When including service bays the total number of required parking spaces is met by the combination of service bays and off-street parking stalls. The requested adjustment avoids the redundancy of duplicating the service bay parking in exterior surface lots. Additionally the applicant states that the design for both the Porsche and Audi dealerships buildings provide for customer drop-off and pick-up locations to eliminate the need for service customer self-parking. The combined sales and service campus design also eliminates the need for direct customer access to the service center as vehicles in that area are moved by staff members instead of customers. Staff concurs that the proposal meets the intent of the off-street parking standards.

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

10. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses)*

unless applicable provisions are modified by means of one or more applications that already have been approved or are considered concurrently with the subject proposal.

The applicant states that the proposed adjustment does not affect the applicable provisions of Chapter 20. Staff cites the response to Facilities Review criterion C, above, which shows compliance with the standards of Chapter 20. A Design Review Three and Sidewalk Design Modification application are proposed concurrently with this Major Adjustment application.

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

11. 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.

The applicant states that the proposed adjustment requests a reduction to the off-street parking requirement, all other provisions of Chapter 60 will be met. Staff cites the response to Facilities Review criterion D, above, which shows compliance with the standards of Chapter 60. The applicant proposes to off-set the reduction in required parking with vehicle service bays within the proposed service buildings which would function essentially as parking stalls for vehicles in for service. For the proposed service building a total of 77 parking spaces are required for the service portion of the use. The applicant proposes to count 36 service bays within the buildings as if they were off-street parking spaces. For the Porsche site the applicant proposes 14 internal service bays, 32 service parking spaces are required per the Development Code for the site. The applicant contends that the service bays function as parking spaces. Staff concurs that the service bay spaces function as parking spaces. Staff recommends a condition of approval that if service bays are removed that additional exterior parking must be added equivalent to the number of parking spaces removed to ensure that adequate parking exists on site at all times.

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

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

Staff cites the response to Facilities Review criterion E, above, showing compliance with this approval criteria.

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

13. The proposal does not include any lot area averaging as specified in Section 20.05.50.1.B or include any lot dimension reductions as specified in Sections 20.05.50.2.A.2. and .4. or 20.05.50.2.B.2. and .4.

The applicant does not propose a land division application with this submittal.

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

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

The applicant submitted the application on July 2, 2015 and was deemed complete on September 9, 2015. Design Review Two and Sidewalk Design Modification applications are being processed concurrently with the subject request for a Major Adjustment. The Major Adjustment application is dependent upon approval of the Design Review Three application. Staff recommends a condition of approval which states that approval of the Major Adjustment application is subject to approval of the Design Review Three application.

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

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **ADJ2015-0006 (Sunset Porsche Redevelopment)**, subject to the applicable conditions identified in Attachment E.

**DR2015-0077
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL**

Planning Commission Standards for Approval:

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

Section 40.20.15.3.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 demolish the existing service building at the corner of SW 139th Avenue and SW Tualatin Valley Highway and construct a new Porsche dealership as well as an addition to the existing building at 4050 SW 139th Avenue. Associated façade, landscaping, and site changes are proposed in association. The total square footage of the proposed addition and new building is greater than 50,000 square feet and therefore 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.

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

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 applicant proposes an addition to the existing building at 4050 SW 139th Avenue which does not currently meet the maximum setback standard of 20 feet. The applicant proposes to bring the roof line of the addition to the same setback as the existing structure with a covered concrete plaza. The roof form of the covered plaza will match the roof form of the existing structure. The location of the existing buildings limits the ability to fully comply with all design guidelines. The findings provided in the Design Standards and Design Guideline Analysis below support the finding that the applicant is moving towards compliance with the applicable standards/guidelines.

Therefore, staff finds the criterion is met.

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 proposed development does not involve phasing or a Design Review Build Out Concept Plan (DRBCP) and therefore, this criterion does not apply.

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 applicant meets Threshold 1, therefore this criterion does not apply.

Therefore, staff finds that the criterion is not applicable.

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

The applicant meets Threshold 1, therefore this criterion does not apply.

Therefore, staff finds that 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 submitted the application on July 2, 2015 and were deemed complete on September 9, 2015. Major Adjustment and Sidewalk Design Modification applications are being processed concurrently with the subject request for a Design Review Three. The Design Review Three application is dependent upon approval of the Major Adjustment and Sidewalk Design Modification applications. Staff recommends a condition of approval which states that approval of the Design Review Three application is subject to approval of the Major Adjustment and Sidewalk Design Modification applications.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2015-0077 (Sunset Porsche Redevelopment)**. Should the Planning Commission find that the application meets the approval criteria staff has recommended conditions of approval in Attachment E.

DESIGN REVIEW GUIDELINES ANALYSIS

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

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

1. *Building Elevation Design Through Articulation and Variety*

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

The applicant states that the Porsche elevations contain permanent architectural features including windows, curtain wall systems, man doors, overhead doors, change in materials, and offsetting walls with a maximum distances less than forty feet apart. The portions of the building primarily facing public streets are articulated to provide visual interest. The applicant proposes an addition to the southern portion of the service center which contains permanent architectural features including storefront systems, man doors, horizontal and vertical reveals with a maximum distance less than forty feet apart. The northern elevation of the service center building is existing and is not proposed to be modified with this application.

Staff concur that the applicant does utilize a variety of architectural treatments to provide articulation, variety and visual interest to the buildings.

Therefore, staff finds the Guideline is met.

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

The applicant states that the Porsche buildings primary elevations feature horizontal bands of glass and composite metal panels further refined with vertical divisions in the glazed walls and rectangular divisions in the metal panels. The main entry facing Tualatin Valley Highway is emphasized as a vertical break in the mainly horizontal façade.

The applicant states that the long south elevation is composed of repetitive, roughly square, concrete panels, with horizontal and vertical reveals, smooth and textured surfaces, three paint colors, clerestory windows, and projecting sunshade. Staff concur that vertical elements 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) [ORD 4531; March 2010]*

The applicant states that pedestrian scale and orientation is provided through large quantities of storefront glazing with views to interior display spaces from public sidewalks. In addition there is considerable variety between the two buildings. Staff concurs that the buildings are of a comfortable pedestrian scale.

Therefore, staff finds 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) [ORD 4542; May 2010]*

As previously stated above the applicant provides a variety of architectural features to avoid blank walls facing a commons street. The existing north elevation of the service center contains long undifferentiated walls that face SW Electric Street, however this is an existing façade which is not proposed to be modified with this proposal. New facades facing public streets provide sufficient articulation.

Therefore, staff finds the Guideline is met.

2. Roof Forms as Unifying Elements

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

The applicant states that all of the existing and proposed roofs which are sloped less than 4/12 pitch and are screened from view by parapets a minimum of 12 inches in height. The Porsche building contains a differentiated roof feature at the entrance, providing a focal point. The service center provides a unified roof line and style between the existing structure and the proposed addition. Staff concurs that the roof features provide visual interest.

Therefore, staff finds the Guideline is met.

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

The applicant states that the proposed buildings are designed in the widely recognized international style which emphasizes clean and sleek lines. The proposed parapet details are consistent with the international style and interest is provided through material selections, colors and textures of the wall surfaces rather than applied ornament. Staff concurs that the parapet treatment is consistent with the architectural style of the building.

Therefore, staff finds the 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.)

The applicant states that the Porsche building has an architecturally emphasized entrance that is both recessed and covered. The service center primary entrance is located under the proposed patio cover and therefore provides protection for patrons. The buildings are set back from the sidewalk and therefore the canopies and covers will not cover pedestrians on the sidewalk, however pedestrians at the building entrance will be covered. Staff reviewed the primary building entrance design and concurs with the applicant that the design of the entrance is differentiated and provides weather protection for pedestrians.

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)

The applicant states that the Porsche building is designed with its primary entrance facing Tualatin Valley Highway and the public sidewalk and is architecturally emphasized, recessed, and covered. Both the main and secondary entrances to the showroom will have vestibules which will be accessible to patrons. The service center's primary entrance is oriented towards SW 139th Avenue and is recessed and covered, located within the covered plaza area. Staff concurs with the applicant that the primary building entrance is emphasized.

Therefore, staff finds the Guideline is met.

4. Exterior Building Materials

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

The applicant states that for the Porsche building all exterior walls consist of aluminum metal siding and glass storefront/curtainwall. No proposed elevations visible from and within 200 feet of a public street are smooth for more than 30% of the elevation. Architectural treatments such as changes in material texture and use of materials joints in the aluminum panels every ten (10) feet and changes in materials from metal to glass and changes in textures from smooth to undulating.

For the service center the applicant states that the proposed elevations contain permanent architectural features including storefront system, overhead and man doors. No proposed elevation visible from and within 200 feet of public streets are smooth for more than 30% of the elevations. Architectural treatments such as changes in material texture and scoring/reveals will be implemented. Staff concurs that the exterior building materials convey an impression of permanence.

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)*

The applicant states that all roof-mounted equipment is proposed to be screened by parapets of the building and setback from public rights-of-way. Staff recommends a condition of approval that all rooftop equipment be screened from view.

Therefore, staff finds that by meeting the conditions 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, particularly on Class 1 Major pedestrian Routes, should be that architecture is the predominant design element over parking areas and landscaping. Property size, shape and topographical conditions should also be considered, together with existing and proposed uses of the building and site, when determining the appropriate location and ordination of buildings. (Standard 60.05.15.6.A and B)*

The applicant states that the Porsche building is located as close as possible to the street corner due to the location of the Johnson Creek floodway which passes through the southwest corner of the site. The building is oriented towards the corner of SW Tualatin Valley Highway and SW 139th Avenue with the primary entrance facing SW Tualatin Valley Highway. The Porsche building is the primary feature of the site, over the drive aisle and landscape areas. The service building is a partially existing building which the applicant is proposing an addition to. The roofline of the proposed addition will be at the same setback as the existing portion of the structure in order to let the drive aisle and parking still function in the vicinity of the addition. Staff concurs that the buildings are located as close as it practical to the street, given the existence of the floodway and the existing building.

Therefore, staff finds the Guideline is met.

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

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 proposed trash and recycling facilities are screened within trash enclosures set back from the public streets. The Porsche site's waste facilities are located at the northeast corner of the site and screened from view. The service buildings waste facilities are located near the northern portion of the site and are screened by an existing enclosure.

Therefore, staff finds the Guideline is met.

B. *Except in Industrial districts, loading areas should be deigned 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)*

Proposed loading areas are set back from the street and screened where possible. For the service building one of the two provided loading berths is screened behind an architectural panel, the other is located within an inventory storage area, set back from the street and screened by landscaping. For the Porsche site, one loading berth is set back near the parts department in an areas used only by staff for moving vehicles into the building. The secondary loading area for vehicles is located in the drive aisle in an area for inventory parking and is seized to accommodate offloading of inventory. The circulation patterns of the site will allow alternative routes around delivery vehicles. The applicant states that delivery hours will be coordinated to occur at off-peak hours. The location of the proposed loading areas, set back from the street is sufficiently screened and compatible with business operations.

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 provides a walkway from the public street to the front door of both buildings. Additionally a walkway is proposed between the Porsche and the service center buildings. The pedestrian connections through the development and to adjacent streets are sufficient.

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)*

The applicant states that pedestrian connections are provided from the Porsche building to SW Tualatin Valley Highway. The applicant states that no pedestrian access is provided to SW 139th Avenue due to concerns about the traffic at the service reception drive. The applicant provides a connection from the service building entrance to SW 139th Avenue. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

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

The applicant states that pedestrian connections are provided from the Porsche building to SW Tualatin Valley Highway. The applicant states that no pedestrian access is provided to SW 139th Avenue due to concerns about the traffic volumes at the service reception drive. The applicant provides a connection from the service building entrance to SW 139th Avenue. Additionally a connection is provided between the service center and Porsche buildings. Staff concurs that pedestrian connections are provided to adjacent public streets.

Therefore, staff finds the Guideline is met.

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

The applicant provides pedestrian connections to primary building entrances with concrete walkways through drive aisles, where possible the pedestrian connections are adjacent to landscaped areas to provide refuge to pedestrians. Staff concurs that adequate pedestrian connections are provided.

Therefore, staff finds 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 proposes to retain the existing sidewalk system along SW 139th Avenue, including a 6 foot wide planter strip and 5 foot wide sidewalk. The applicant proposes to provide a 4 foot wide vegetated buffer and a 6 foot wide sidewalk along Tualatin Valley Highway with street trees at the back of sidewalk. The applicant has applied for a Sidewalk Design Modification (SDM) application and approval of this Design Review is dependent upon approval of the SDM request. The applicants proposed sidewalks provide for adequate room for pedestrian activity as well as maintain a buffer between the street and the sidewalk, particularly along the busy Tualatin Valley Highway frontage where street trees are not allowed at the front of sidewalk. Street trees will be required to supplement the existing trees along SW 139th Avenue and along the back of sidewalk along SW Tualatin Valley highway to improve the pedestrian experience.

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

Pedestrian ways are designed for safe movement and constructed with hard surface materials, including concrete sidewalks. Staff concurs that the applicant has proposed hard durable differentiated surfaces for 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 that the parking lot is screened from the street with a minimum seven (7) foot setback along SW 139th Avenue and screened with evergreen shrubs. Parking is not provided along SW Tualatin Valley Highway. Landscaping, consisting of dense shrubs, is provided between the sidewalk and 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 proposes landscape islands containing trees and ground cover.

Therefore, staff finds the Guideline is met.

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

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

The applicant proposes to retain the existing sidewalk system along SW 139th Avenue, including a 6 foot wide planter strip and 5 foot wide sidewalk. The applicant proposes to provide a 4 foot wide vegetated buffer and a 6 foot wide sidewalk along Tualatin Valley Highway with street trees at the back of sidewalk. The applicant has applied for a Sidewalk Design Modification (SDM) application and approval of this Design Review is dependent upon approval of the SDM request. The applicants proposed sidewalks provide for adequate room for pedestrians as well as maintain a buffer between the street and the sidewalk, particularly along the busy Tualatin Valley Highway frontage where street trees are not allowed at the front of sidewalk. Street trees will be required to supplement the existing trees along SW 139th Avenue and along the back of sidewalk along SW Tualatin Valley highway to improve the pedestrian experience.

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

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

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

Therefore, staff finds the Guideline is met.

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

- A. *On-site vehicular circulations 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 proposes landscape islands and pedestrian paths throughout the parking

areas and from the public street system. The parking areas and drive aisles connect in an easily recognizable manner. Staff concurs that the parking lots contain a high level of amenities.

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 proposed parking areas are broken up by landscape islands, including trees and ground cover within the parking islands. Long rows of parking spaces are avoided.

Therefore, staff finds the Guideline is met.

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

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

A. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.3.A, B, and D)*

The applicant proposes landscape areas adjacent to streets, parking areas and in some places adjacent to the building. Adjacent to the front of the Porsche building is landscape area to soften the building. Parking lot areas are screened with dense landscape hedges, trees and ground cover. Landscape materials are also provided in parking areas to provide interest to and soften the site.

Therefore, staff finds the Guideline is met.

C. *Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions. (Standard 60.05.25.3.A and B)*

The applicant states that throughout the project a mix of native and ornamental plants are used, native plants are used primarily at the perimeter to blend with existing plantings where ornamental plants are used as focal points in the landscaping. All plan material is hardy, drought tolerant and adaptable to the northwest climate. Staff finds that the plant species are 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 60.05.25.3.A and B)*

The applicant states that 33 of the existing trees are proposed to remain while 18 are proposed to be removed. The trees proposed to be removed are those which attract aphids and drip sap on vehicles. The applicant proposes to plant 47 additional landscape trees according to the proposed landscaping plan. See table below at the end of the Design Review section as it relates to landscape tree mitigation.

Therefore, staff finds the Guideline is met.

E. *A diversity of tree and shrub species should be provided in required landscaped areas.* (Standard 60.05.25.3)

The applicant states that the landscaping plan demonstrates a diversity of tree and shrub species.

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 retaining walls are not proposed and that a tall curb is proposed between Parcel 1 and Parcel 2 which ranges in height from 6 inches to 2 feet in order to accommodate the grade change and does not require architectural treatment.

Therefore, staff finds the Guideline is met.

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

No above ground storm water facilities are proposed.

Therefore, staff finds the Guideline is not applicable.

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

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

A ten (10) foot wide B3 buffer is required along the eastern property line between the SC-HDR zoned property to the east and the subject site. Additionally a five (5) foot wide B2 buffer is required between the subject site and the SC-HDR zoned property across the street to the north.

The required B3 buffer area to the east is within an existing planting area that tapers from 14 feet wide at the southern property line to 7 feet wide towards the northern property line. For a portion of this span the minimum 10 foot wide buffer is not met. However the applicant proposes to retain the existing mature trees and shrubs within this area. Staff recommends a condition of approval that the applicant provide a 6 foot high wood fence along the eastern property line to meet the intent of the B3 buffer standards and provide additional screening to adjacent properties.

The required B2 buffer to the north is located north of an existing building and the site area has been reduced based on the right-of-way dedication required for SW Electric Street. No changes are proposed to the western portion of the north property line where the existing structure and buffer area located. There is an existing evergreen hedge in this area which provides a buffer between the site and the SC-HDR to the north. To the east of the driveway an existing hedge will remain and the buffer and landscape area will contain trees, shrubs and ground cover at a width greater than five (5) feet. The existing arborvitae hedge is very mature and functions as a vegetative fence which screens the use from the SC-HDR zoned properties to the north.

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

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 landscaping screening and narrower buffer width is appropriate. (Standard 60.05.25.13)

The required B3 buffer area to the east is within an existing planting area that tapers from 14 feet wide at the southern property line to seven (7) feet wide towards the northern property line. For a portion of this span the minimum ten (10) foot wide buffer is not met. However the applicant proposes to retain the existing mature trees and shrubs within this area. Staff recommends a condition of approval that the applicant provide a six (6) foot high wood fence along the eastern property line to meet the intent of the B3 buffer standards.

The required B2 buffer to the north is located north of an existing building and the area has been reduced based on the right-of-way dedication required for Electric Street. No changes are proposed to the western portion of the north property line where the existing structure is. There is an existing evergreen hedge in this area which provides a buffer between the site and the SC-HDR to the north. To the east of the driveway an existing hedge will remain and the buffer and landscape area will contain trees, shrubs and ground cover at a width greater than five (5) feet. The existing arborvitae hedge is very mature

and functions as a vegetative fence which screens the use from the SC-HDR zoned properties to the north.

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

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 proposes a variety of trees shrubs and ground cover to screen the site from adjacent properties.

Therefore, staff finds the Guideline is met.

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

The required B3 buffer area to the east is within an existing planting area that tapers from 14 feet wide at the southern property line to seven (7) feet wide towards the northern property line. For a portion of this span the minimum ten (10) foot wide buffer is not met. This area is an existing landscape area adjacent to a drive aisle. The plant density of buffer area is consistent between throughout the buffer area. The area of less than ten (10) feet will function the same as the areas ten (10) feet or greater in width.

The required B2 buffer to the north is located north of an existing building and the area has been reduced based on the right-of-way dedication required for SW Electric Street. No changes are proposed to the western portion of the north property line where the existing structure is. There is an existing evergreen hedge in this area which provides a buffer between the site and the SC-HDR to the north. Staff finds that the proposed buffer size is sufficient to screen the site from adjacent properties.

Therefore, staff finds the Guideline is met.

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

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

The applicant states that the site is lighted to one (1) footcandle in accordance with the technical lighting standards. A mix of wall mounted and pole mounted luminaries are proposed on the site in order to provide a well-lighted site. The proposed lighting maximizes safety with in the development.

Therefore, staff finds the Guideline is met.

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

The pedestrian areas are adequately lit in conformance with the Technical Lighting Standards. Both wall mounted and pole mounted lighting fixtures are utilized throughout the development. The proposed lights are of an industrial nature, which is consistent throughout the site.

Therefore, staff finds the Guideline is met.

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

The applicant provides a photometric plan which shows areas of light shed of greater than 0.5 foot candles over the property line. Staff recommends a condition of approval the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards in order to reduce the glare impacts to adjacent properties.

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

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

The applicant provides a photometric plan which shows areas of light shed of greater than 0.5 foot candles over the property line. Staff recommends a condition of approval the applicant provide a revised lighting plan showing compliance with the Technical Lighting Standards in order to reduce the glare impacts to adjacent properties.

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

**Code Conformance Analysis
Chapter 60.60 Trees and Vegetation**

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	All pruning must comply with the City's adopted Tree Planting and Maintenance Policy.	YES
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	Only Landscape trees are proposed to be removed.	YES
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	See findings for 60.60.25	YES
60.60.15.2.C	15% DBH of Groves in Multiple Use Zones must be preserved.	No protected trees are proposed to be removed, only Landscape Trees.	N/A
60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	No protected trees exist on site, only Landscape Trees	N/A
60.60.25 Mitigation Requirements			
60.60.25.9	Mitigation Standards: (60.60.25.9.C) For each inch of DBH removed one inch must be planted with mitigation trees.	The applicant proposes to remove 1171 inches of existing landscape trees and plant 172 inches of landscape trees as mitigation.	YES

SDM2015-0009
ANALYSIS AND FINDINGS FOR
SIDEWALK DESIGN MODIFICATION APPROVAL

Section 40.58.05. Sidewalk Design Modification Application; Purpose

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

Section 40.58.15.1.C. Approval Criteria

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

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

Section 40.58.15.1.A.1 Threshold: *An application for Sidewalk Design Modification shall be required when the following threshold applies:*

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

The applicant's narrative for SDM identifies the changes proposed to the sidewalk and planter strip standards. The applicant proposes that the sidewalk along SW 139th Avenue remain as is, with a 6 foot wide planter strip and a 5 foot wide sidewalk. The existing planter strip along SW 139th Avenue contains a number of mature street trees, by retaining the existing sidewalks the mature street trees can be retained. The applicant proposes the same sidewalk configuration along SW Tualatin Valley Highway to match what was previously approved for the site and has been installed adjacent to the new Audi sales building at the corner of SW Tualaway Avenue and SW Tualatin Valley Highway. The applicant's landscape plan shows street trees at the back of sidewalk along SW Tualatin Valley Highway in order to provide street trees while staying out of ODOT's vision clearance area. The application meets threshold 1 for a Sidewalk Design Modification.

Therefore, staff find 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 City of Beaverton received the appropriate fee for the Sidewalk Design Modification application.

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

3. One or more of the following criteria are satisfied:

a. That there exist local topographic conditions, which would result in any of the following:

i. A sidewalk that is located above or below the top surface of a finished curb.

ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.

b. That there exist local physical conditions such as:

i. An existing structure prevents the construction of a standard sidewalk.

ii. An existing utility device prevents the construction of a standard sidewalk.

iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.

c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.

d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.

The applicant proposes that the sidewalk along SW 139th Avenue remain as is, with a 6 foot wide planter strip and a 5 foot wide sidewalk. The existing planter strip along SW 139th Avenue contains a number of mature street trees, by retaining the existing sidewalks the mature street trees can be retained. The applicant proposes the same sidewalk configuration along SW Tualatin Valley Highway to match what was previously approved for the site, and has been installed adjacent to the new Audi sales building at the corner of SW Tualaway Avenue and SW Tualatin Valley Highway. The applicant's landscape plan shows street trees at the back of sidewalk along SW Tualatin Valley Highway in order to provide street trees while maintaining ODOT's required vision clearance area. In order to retain the existing street trees along SW 139th Avenue, staff suggest granting the SDM modification request for SW 139th Avenue and requiring the remaining portion of frontage without street trees be planted with street trees every 30 feet on center.

In the case of SW Tualatin Valley Highway, ODOT has vision clearance requirements for street frontages which limit the areas in which trees can be planted within planter islands and sidewalk tree wells. The applicant proposes to continue the four (4) foot wide

vegetated area between Tualatin Valley Highway and the sidewalk in order to provide a buffer for pedestrians between the high traffic street and sidewalk. In order to accommodate vision clearance constraints, staff recommends that the applicant be required to plant street trees behind the sidewalks which will be fully out of the vision clearance areas, per ODOT requirements. This allows for the presence of trees which act like street trees while maintaining a safe visual clearance.

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

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

The applicant states that the proposal complies with provisions of Section 60.55.25 as demonstrated in the narrative provided to this Section (Chap. 60). Staff refers to the Facilities Review findings for approval criterion C in reference to compliance with 60.55. The applicant must show compliance with the Conditions of Approval prior to issuance of a Site Development Permit for the proposed transportation facilities.

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

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

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

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

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

Staff cites the finding prepared herein in response to Criteria E and F of Facilities Review approval as adequate for supportive findings in response to Criterion No. 6 of SDM approval.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2015-0009 (Sunset Porsche Redevelopment)** subject to the applicable conditions identified in Attachment E.

CONDITIONS OF APPROVAL

ADJ2015-0006 Major Adjustment-Parking:

A. Prior to Site Development Permit Issuance:

1. Ensure that the associated Design Review application has been approved and is consistent with the submitted plans. (Planning Division/JF)
2. Future removal or reduction in the total number of service bays must be off-set by an equal number addition of off-street parking spaces provided in accordance with the provisions of the Development Code. (Planning Division/JF)

DR2015-0077 Design Review Three Application:

1. In accordance with Section 50.90.1 of the Development Code, Design Review Three approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code. In the case of phased development, each phase must be commenced within 2 years of completion of the prior phase, in accordance with Section 50.90.3.B of the Development Code. (Planning/JF)
2. That applicant shall ensure that vehicle display areas are located at a minimum of 20 feet back from the property line. (Planning/JF)
3. Automotive Service activities on site are limited to Minor Automotive uses. The following Major Automotive Uses are prohibited on the site (without Conditional Use approval): Service or repair to motorized vehicles, which affect the body or frame. This term includes: painting, bodywork, steam cleaning, tire recapping, major engine or transmission overhaul or repair involving removal of a cylinder head or crankcase, and mechanical car washes that are used by and open to the general public. (Planning/JF)

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

4. 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./WKP)
5. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./WKP)

6. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./WKP)
7. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality) facilities, and any site work within the floodplain 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./WKP)
8. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./WKP)
9. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation for all work within, and/or construction access to the Tualatin Valley Highway. (Site Development Div./WKP)
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./WKP)
11. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./WKP)
12. 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 2006 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./WKP)
13. Provide a detailed drainage analysis of the subject site and prepare a report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event in addition to any mapped FEMA flood plains and flood ways. The site plans shall clearly show the 100-year flood limits on each plan that contains elevation information. (Site Development Div./WKP)
14. Provide final construction ready plans showing a Contech Inc., Stormfilter system (for treatment of the site's surface water runoff) with a minimum of 3.0 cartridges per tributary impervious acre for all affected areas proposed with this application. The analysis will need to be supported with exhibits and calculations. For any impervious area determined to not be practical to flow or be piped to a Stormfilter unit, a fee in lieu of stormwater quality provision will be assessed. (Site Development Div./WKP)

15. Provide a final engineering analysis of the grading and construction work proposed within the 100-year floodplain and an updated zero rise floodway modification certification documentation as necessary to allow for a public notice to be published in a local newspaper by the City Engineer for the proposed floodplain/floodway modifications. FEMA procedures for “No-Rise” Certification are available on City website. The applicant’s engineer shall certify in writing that the project as designed will meet the requirements of City Code and Clean Water Services Resolution and Order 2007-020 as they refer to the 100 year floodplain, prior to this notice being sent. The public notice and a 10 day appeal period shall occur after final approval of the site development permit AND building permit plans by the City Engineer, City Building Official, and Planning Director. (Site Development Div./WKP)
16. Provide clear demarcation on all the final construction site plan sheets, notes and graphics clearly delineating CWS Floodplain Management Design Standards 5.10.3.f. defining allowable locations of allowable short term and long term parking. (Site Development Div./WKP)
17. Have obtained the City Building Official’s courtesy review approval of the proposed building plans for floodplain regulation compliance and for the site private plumbing plan including private fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./WKP)
18. Provide plans for LED street lights along the site’s public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director). (Site Development Div./WKP)
19. Provide plans for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No utility service lines to the structures shall remain overhead on site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./WKP)
20. The applicant shall submit the required joint-use and maintenance agreement for common driveways documentation as identified in EDM 210.13.K and 210.13.L. (Transportation/KR)
21. The applicant shall submit site details of the bike parking and cut sheets of the proposed bike parking racks. The racks shall be at least 30 inches wide and at least 36 inches tall, centered within a space that is at least 6 feet long by 4 feet wide. (Transportation/KR)
22. NO PARKING SIGNS: Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6) Fire lanes need to be delineated by either signage or painted curbing. There are areas of the fire lanes that are not properly signed and/ or marked. Revise plans to comply. (TVF&R/JF)

23. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) Fire lanes need to be delineated by either signage or painted curbing. Areas of the fire lanes that are without a curb can have a 4" wide painted stripe on the road surface. Identify this clearly on the plans. (TVF&R/JF)
24. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1) The fire hydrant near the Sunset Porsche building is required to have a 26' wide fire lane immediately adjacent to it. Additionally, this section needs to be at least 40 feet long. Revise drawings to comply. (TVF&R/JF)
25. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) All fire lanes must meet this loading requirement. (TVF&R/JF)
26. **COMMERCIAL BUILDINGS – REQUIRED FIRE FLOW:** The minimum fire flow and flow duration for buildings other than one- and two-family dwellings shall be determined in accordance with residual pressure (OFC Appendix B Table B105.2). The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi. Provide fire flow calculations for review and approval. (TVF&R/JF)
- a. Note: Appendix B, Section B106, Limiting Fire-Flow is also enforced, save and except for the following:
 - b. In areas where the water system is already developed, the maximum needed fire flow shall be either 3,000 GPM or the available flow in the system at 20 psi, whichever is greater.
 - c. In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
 - d. Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1
27. **FIRE FLOW WATER AVAILABILITY:** Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) Provide fire flow calculations for review and approval. (TVF&R/JF)

28. FIRE HYDRANT NUMBER AND DISTRIBUTION: The minimum number and distribution of fire hydrants available to a building shall not be less than that listed in (OFC Table C105.1) Fire flow calculations will dictate the number of required fire hydrants. Make sure the appropriate number of fire hydrants is provided once calculations are complete. (TVF&R/JF)
29. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) Buildings that don't already have a Knox Box and have either a fire sprinkler system and/or a fire alarm system will be required to be provided with a Knox Box. (TVF&R/JF)
30. Curb, sidewalk, bikeways and road widening shall be constructed as necessary to be consistent with the local Transportation System Plan and ODOT/ADA standards. (ODOT/SB)
31. An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$100,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An intergovernmental agreement (IGA) is required for agreements involving local governments and a cooperative improvement agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements. (ODOT/SB)
32. Stopping and/or parking vehicles upon State highway right of way for the maintenance of adjoining property or in furtherance of any business transaction or commercial establishment is strictly prohibited. Loading and unloading of vehicles within the state highway right of way is not permitted. The applicant must provide adequate on-site circulation for the parking and maneuvering of all vehicles anticipated to be displayed or parked on the lot (ORS 811.346, 811.550, and 811.580). (ODOT/SB)
33. Provide a plan and details for a six (6) foot tall fence along the eastern property line within the required buffer area. The fence shall be fully opaque and shall not be chain link with or without slats. (Planning/JF)
34. Provide a plan showing compliance with the Technical Lighting Standards, foot candles at the property lines shall not exceed 0.5. (Planning/JF)

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

35. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./WKP)
36. Provide the necessary easement quit claim deed documentation including legal descriptions needed for City execution consistent with the approved site plan for existing easements that need relocation for the new building. (Site Development Div./WKP)

37. 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./WKP)
38. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for that phase. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site or individual tax lots if applicable. (Site Development Div./WKP)
39. Pay storm water system development charges (storm water quantity and overall system conveyance) for any net, new impervious surface area created. (Site Development Div./WKP)
40. Have a professional architect, engineer, or surveyor submit plans and specifications to the City Engineer and City Building Official verifying that all elements of the new building construction are either elevated, constructed of flood damage resistant materials, or wet-floodproofed as appropriate per City Code, FEMA requirements, IBC Appendix G (Flood-resistant Construction), and ASCE/SEI 24-05, and as determined by the City Engineer and City Building Official to at least 185.6 feet NGVD-29 (189.1 NAVD-88) one foot above the base flood elevation [184.6 feet NGVD-29 (188.1 NAVD-88)]. For the new building proposed, the structure itself and all flood damage-prone appurtenances shall be elevated or dry-floodproofed to one foot above the base flood elevation. The base flood elevation is as determined by the Washington County Revised Preliminary FEMA Flood Insurance Study dated December 4, 2009, which is the document to be used for regulatory purposes for new development as it is considered the best available information. (Site Development Div./WKP)
41. The proposed project shall comply with the State of Oregon Building Code in effect as of date of application for the building permit. This currently includes the following: The 2012 edition of the International Building Code as published by the International Code Conference and amended by the State of Oregon (OSSC); The 2009 edition of the International Residential Code as published by the International Code Conference and amended by the State of Oregon (ORSC); 2012 International Mechanical Code as published by the International Code Council and amended by the State of Oregon (OMSC); the 2012 edition of the Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials and amended by the State of Oregon (OPSC); the 2014 edition of the National Electrical Code as published by the National Fire Protection Association and amended by the State of Oregon; and the 2012 International Fire Code as published by the International Code Council and amended by Tualatin Valley Fire and Rescue (IFC). (Building/BR)
42. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building/BR)

43. An accessible route shall be provided to persons with disabilities throughout the site. (Section 1104, OSSC) (Building/BR)
44. An accessible route shall be provided to persons with disabilities from the building to a public way. (Section 1104, OSSC) (Building/BR)
45. Unless they are identified as a deferred submittal on the plans, building permits will not be issued until all related plans and permits have been reviewed, approved, and issued (i.e., mechanical, plumbing, electrical, fire sprinkler systems, fire alarm systems, etc. (City policy) (Building/BR)
46. Projects involving new buildings and additions are subject to System Development fees. A list of the applicable fees is available at the Building Division counter or may be printed from the Forms/Fee Center. (Building/BR)

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

55. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./WKP)
56. Provide proof of recording the necessary easement quit claim deeds documents with Washington County Records for existing easements that need relocation for the new building. (Site Development Div./WKP)
57. Submit any required on-site easements not already dedicated on the partition plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./WKP)
58. Provide as-built plans that clearly delineate CWS Floodplain Management Design Standards 5.10.3.f. defining allowable locations of allowable short term and long term parking. Address changes if any. (Site Development Div./WKP)
59. Have a professional architect, engineer, or surveyor submit certification(s) on Federal Emergency Management Agency (FEMA) standard form (elevation certificate and if applicable a floodproofing certificate), to the City Building Official, verifying that all at-risk elements of the new construction are either elevated or floodproofed **as appropriate per City Code, FEMA requirements, IBC Appendix G (Flood-resistant Construction), and ASCE/SEI 24-05**, requirements, and as determined by the City Engineer and City Building Official at permit issuance, to at least **185.6 feet NGVD-29 (189.1 NAVD-88)** one foot above the base flood elevation [**184.6 feet NGVD-29 (188.1 NAVD-88)**]. (Site Development Div./WKP)
60. 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./WKP)

61. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./WKP)
62. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./WKP)
63. Have obtained a Source Control Permit (AKA Industrial Sewage Permit) from the Clean Water Services District and submitted a copy to the City Building Official if such a permit is required, as determined by CWS. (Site Development Div./WKP)
64. Ensure all rooftop mechanical equipment is screened from public view in accordance with Design Review standards. (Planning/JF)
65. 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. (Planning / JF)
66. 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. (Planning / JF)
67. 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. (Planning / JF)
68. Ensure all landscaping approved by the decision making authority is installed. (Planning / JF)
69. 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 / JF)
70. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. (Planning / JF)
71. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the property line as measured in the vertical and horizontal plane. Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. (Planning / JF)

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

65. 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./WKP)
66. Submit any required on-site easements not already dedicated or on the partition plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./WKP)
67. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement for the private storm water treatment facilities, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./WKP)
68. Provide evidence of a post-construction cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer's recommendations and a pre-paid service contract for a two year period from the date of performance acceptance for the site's proprietary storm water treatment systems by CONTECH or other qualified maintenance provider as determined by the City Engineer. (Site Development Div./WKP)

SDM2015-0009 Sidewalk Design Modification Application:

A. Prior to Site Development Permit Issuance:

1. Ensure that the associated Design Review Three (DR2015-0077) has been approved and is consistent with the submitted plans. (Planning Division/JF)

B. Prior to Building Occupancy:

2. Ensure that all required street trees are planted. (Planning/JF)