



Staff Report

HEARING DATE: December 16, 2015

STAFF REPORT DATE: December 9, 2015

TO: Planning Commission

FROM: Jana Fox, Associate Planner *JCF SJM*

PROPOSAL: **Hotel & Restaurant at 11325 SW Canyon Road
CU2015-0005 / DR2015-0062 / LO2015-0004 / PLA2015-0003 /
SDM2015-0011 / TP2015-0007**

LOCATION: The subject site is located at the northwest corner of SW Canyon Road and SW 114th Avenue, and addressed as 11325 SW Canyon Road. Tax Lots 1500 and 1304 on Washington County Tax Assessor's Map 1S110DC.

SUMMARY: The applicant, Hawkins Companies, Inc. has submitted a Conditional Use to allow a hotel (Temporary Living Quarters) within the Regional Center-East zoning district. Design Review Three application for the construction of a new approximately 56,000 square foot, four story hotel and an approximately 9,000 square foot restaurant with associated parking and site improvements. Additionally a Design Review Build Out Concept Plan (DRBCP) is proposed for the restaurant site to show how minimum Floor Area Ratio (FAR) requirements can be met in the future. The applicant seeks Loading Determination approval to eliminate and modify dimensional requirements for the required loading areas for both proposed buildings. A Property Line Adjustment is proposed to adjust the property line between the two proposed buildings. A Sidewalk Design Modification is proposed to allow the sidewalk along SW Canyon Road to be curb tight without trees in tree wells to meet ODOT vision clearance requirements. A Tree Plan Two is proposed to remove Community Trees from the subject site.

APPLICANT: Hawkins Companies, Inc.
Brandon Whallon
855 Broad Street, Suite 300
Boise, ID 83702

APPLICANT'S REPRESENTATIVE: WHPacific, Inc.
Kevin Apperson
9755 SW Barnes Road, Suite 300
Portland, OR 97225

PROPERTY
OWNER:

GRH Properties, Inc.
Gary Hawkins
855 Broad Street, Suite 300
Boise, ID 83702

RECOMMENDATION: **APPROVAL of CU2015-0005 / PLA2015-0003 / SDM2015-0011 / TP2015-0007, NO RECOMMENDATION on LO2015-0004, and DENIAL of DR2015-0062 (Hotel & Restaurant at 11325 SW Canyon Road)**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
CU2015-0005	May 27, 2015	October 19, 2015	February 16, 2016	June 15, 2016
DR2015-0062	May 27, 2015	October 19, 2015	February 16, 2016	June 15, 2016
LO2015-0004	May 27, 2015	October 19, 2015	February 16, 2016	June 15, 2016
PLA2015-0003	May 27, 2015	October 19, 2015	February 16, 2016	June 15, 2016
SDM2015-0011	September 23, 2015	October 19, 2015	February 16, 2016	June 15, 2016
TP2015-0007	May 27, 2015	October 19, 2015	February 16, 2016	June 15, 2016

* 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	Regional Center-East (RC-E)	
Current Development	Numerous small commercial buildings and associated parking.	
Site Size & Location	The site is located at the northwest corner of the SW Canyon Road and the Highway 217 access road intersection. The site is approximately 4.09 acres.	
NAC	Central Beaverton	
Surrounding Uses	Zoning: <u>North:</u> RC-E <u>South:</u> RC-E <u>East:</u> Highway 217 <u>West:</u> RC-E	Uses: <u>North:</u> McBride Place & Wetlands <u>South:</u> Commercial <u>East:</u> Highway <u>West:</u> Commercial

Key Issues

Staff have no recommendation on the Loading Determination application and are recommending Denial on the Design Review Three application. Below staff identify the key issues concerning the Loading Determination application where staff have no recommendation and additionally identify the Design Review issues where staff was unable to find that the applicant met the guideline. Staff have made affirmative findings for the majority of the approval criterion; however there are a few key issues discussed below which will require additional consideration by the Planning Commission or revisions by the applicant. Staff have also provided potential design solutions to the key issues as the start of a discussion of how to address these issues.

Loading Determination

Safe and Efficient Circulation:

Pursuant to Loading Determination Approval Criterion 3 (Adverse Impacts) and Criterion 4 (Safe and Efficient Circulation) require that the proposed loading modifications will not create adverse impacts and will provide safe and efficient pedestrian and vehicular circulation within the site. The proposed loading space for the Hotel blocks a pedestrian access point between the hotel and the restaurant. The proposed loading location for the restaurant is directly adjacent to the public street and entry drive aisle which could cause potential conflicts with pedestrians and vehicles while loading is occurring. Staff have addressed these issues in the Loading Determination section of this report, beginning on page LO-2.

Potential Design Solutions

- Provide an alternate pedestrian connection between the hotel and restaurant avoiding the proposed loading area.
- Move the loading space for the restaurant away from the entrance drive aisle.
- Provide a physical barrier between the loading area and vehicle and pedestrian circulation for the restaurant.

Design Review

Articulation and Variety: Pursuant to Section 60.05.35.1.B of the Development Code, buildings should be varied and articulated to provide visual interest. The restaurant has areas of blank façade without articulation and changes in materials. Staff have addressed this issue in the Design Review Guideline Analysis section of this report, beginning on page DR-5.

Potential Design Solutions

- Provide step backs in the south elevation.
- Provide material changes on the area above the shed roof on the south elevation and on the upper portion of the north elevation.

Undifferentiated Blank Walls: Pursuant to Section 60.05.35.1.E of the Development Code, undifferentiated blank walls should not face public streets or parking areas. The restaurant has areas of façade without architectural features adjacent to public streets and major parking areas. Staff have addressed this issue in the Design Review Guideline Analysis section of this report, beginning on page DR-7.

Potential Design Solutions-

- Provide step backs in the south elevation.
- Provide material changes on the area above the shed roof on the south elevation and on the upper portion of the north elevation.

Views into Interior Activity: Pursuant to Section 60.05.35.4.A of the Development Code, windows should allow views into the interior of a space. The restaurant utilizes faux windows adjacent to public streets and parking areas. Staff have addressed this issue in the Design Review Guideline Analysis section of this report, beginning on page DR-9.

Potential Design Solutions-

- Provide translucent windows in these locations.
- Utilize different architectural features to provide differentiation in these areas.

Building Scale along Major Pedestrian Routes: Pursuant to Section 60.05.35.7.A & B of the Development Code, buildings which are single story are discouraged at the right-of-way-edge to define the quality of the street. The restaurant is a single story building, utilizing a blank parapet area to provide additional height. Staff have addressed this issue in the Design Review Guideline Analysis section of this report, beginning on page DR-11.

Potential Design Solutions-

- Provide articulation, windows, or other features that give the appearance of a usable second story in the parapet areas.
- Provide a second story on the building.

Windows on Ground Floor Elevations: Pursuant to Section 60.05.35.8.A of the Development Code, ground floor elevations on commercial buildings, particularly along Major Pedestrian Routes, should be treated with windows, display areas or glass doorways. The restaurant's eastern elevation along SW 114th Avenue does not contain significant glazing providing views into the interior activity. Staff have addressed this issue in the Design Review Guideline Analysis section of this report, beginning on page DR-12.

Potential Design Solutions-

- Provide translucent windows, glass doors or interior display areas which provide views into the interior space.

Screening of Service Areas & Loading: Pursuant to Section 60.05.40.2.A & B of the Development Code, loading areas should be screened from public view. The restaurant proposes a loading area directly adjacent to SW 114th Avenue without physical screening of the area. Staff have addressed this issue in the Design Review Guideline Analysis section of this report, beginning on page DR-14.

Potential Design Solutions-

- Move the loading area to a location away from the public street.
- Provide physical screening for the loading area from the public street.

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

Attachments:

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<u>Attachment A:</u> Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR12
<u>Attachment B:</u> CU2015-0005 <i>Conditional Use</i>	CU1-CU3
<u>Attachment C:</u> DR2015-0062 <i>Design Review Three</i>	DR1-DR22
<u>Attachment D:</u> LO2015-0004 <i>Loading Determination</i>	LO1-LO5
<u>Attachment E:</u> PLA2015-0003 <i>Property Line Adjustment</i>	PLA1-PLA4
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<u>Attachment H:</u> <i>Conditions of Approval</i>	COA1–COA13

Exhibits

Exhibit 1. Materials submitted by Staff

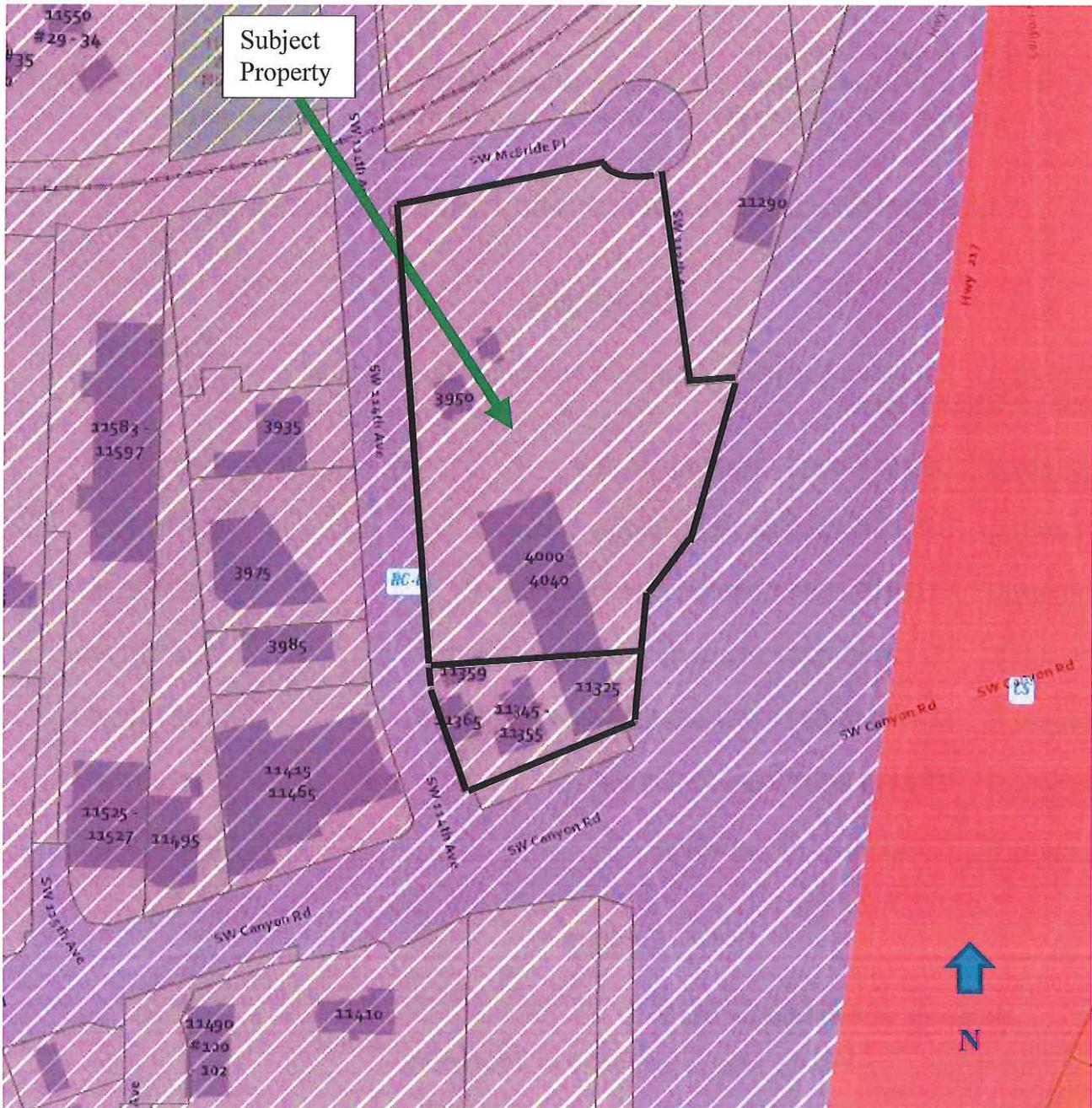
- Exhibit 1.1: Vicinity Map (page SR-6 of this report)
Exhibit 1.2: Aerial Map (page SR-7 of this report)

Exhibit 2. Public Comment

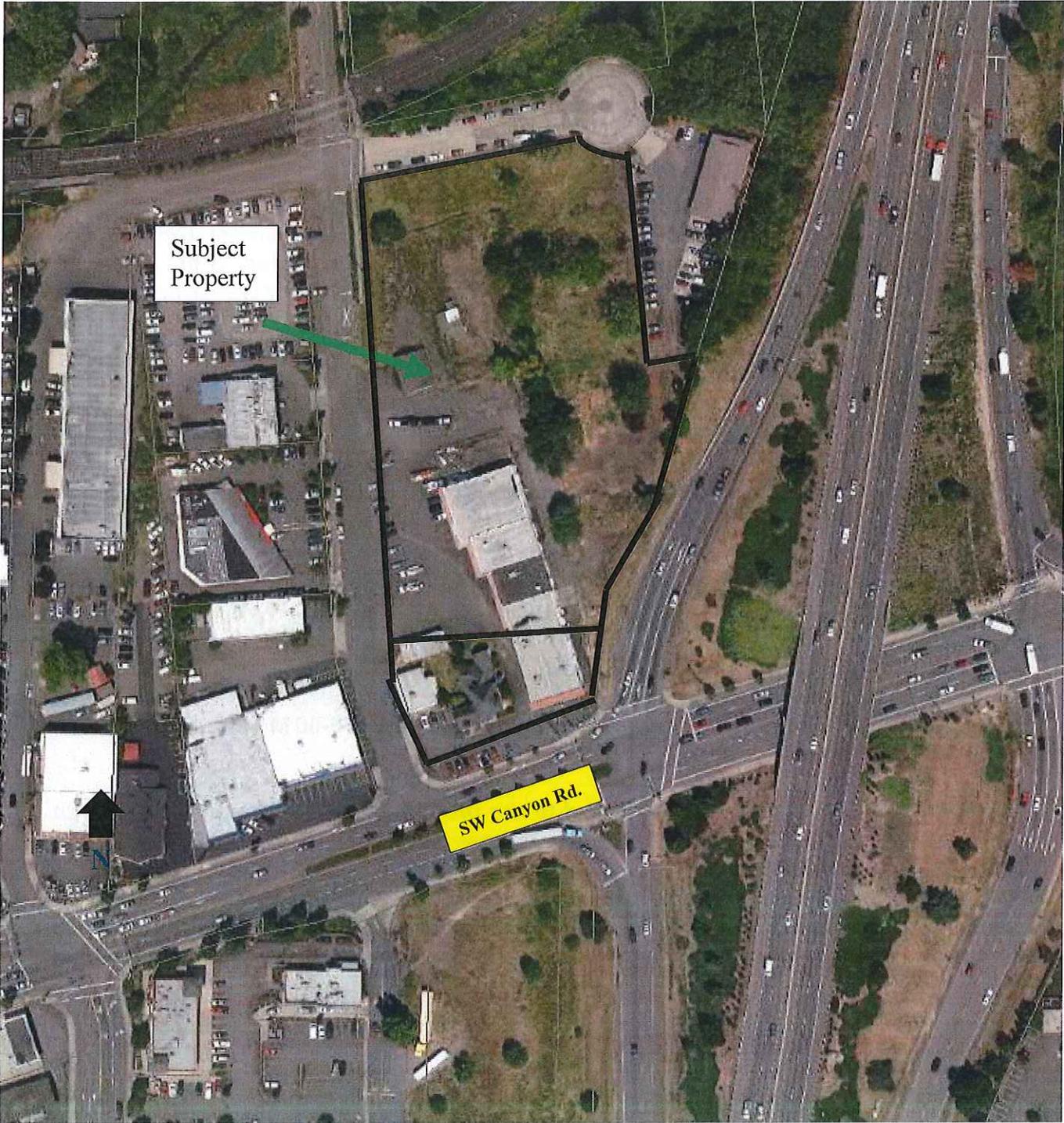
- Exhibit 2.1 Email submitted by George Hohnstein, dated November 17, 2015

Exhibit 3. Materials submitted by the Applicant

- Exhibit 3.1: Submittal Package including plans



Hotel & Restaurant @ 11325 SW Canyon Road
CU2015-0005 / DR2015-0062 / LO2015-0004 / PLA2015-0003 / SDM2015-0011 / TP2015-0007
Vicinity & Zoning Map



Hotel & Restaurant @ 11325 SW Canyon Road
CU2015-0005 / DR2015-0062 / LO2015-0004 / PLA2015-0003 / SDM2015-0011 / TP2015-0007
Aerial Map

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Hotel & Restaurant at 11325 SW Canyon Road
(CU2015-0005 / DR2015-0062 / LO2015-0004 / PLA2015-0003 / SDM2015-0011 /
TP2015-0007)**

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 Conditional Use (CU2015-0007) and Design Review Three (DR2015-0042) applications.**
 - **The Facilities Review Committee Criteria for Approval are not applicable to the submitted Loading Determination (LO2015-0003), Property Line Adjustment (PLA2015-0003), Sidewalk Design Modification (SDM2015-0011), and Tree Plan (TP2015-0007) applications.**
- A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.***

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

Water/Storm Water/Sanitary Sewer:

Water, stormwater and sanitary sewer services are primarily provided by the City of Beaverton. A 24 inch sanitary sewer line located near the eastern property line is owned by Clean Water Services (CWS). The applicant states that there is adequate capacity to serve the proposed hotel and restaurant development. The applicant has submitted a Clean Water Services (CWS) Service Provider Letter (SPL) for the project which shows that the proposal will not negatively affect sensitive areas near the subject site.

Water

Water service is provided to the site through a 8-inch diameter water main in the SW 114th right-of-way and a 6-inch diameter water line running along the east side of the property. Adequate capacity exists to serve the proposed development.

Sanitary Sewer

Sanitary sewer service is available through a 24-inch sewer main along the eastern portion of the property and adjacent property.

Storm Water

Storm water service is provided through a surface water detention and treatment facility along the corner of SW 114th Avenue and SW McBride Place. The applicant has submitted a preliminary drainage report included in the application materials.

The Committee finds the report and associated utility plans are adequate in addressing the site's on-site surface water management. To ensure appropriate design and construction of critical facilities, including but not limited to, utility connections, access to manholes and structures, maintenance requirements, and associated construction and utility phasing plans, the Committee recommends conditions of approval through the Design Review application process.

Transportation

The Beaverton Comprehensive Plan classifies SW Canyon Rd. as a 5-lane Arterial Street, SW 114th Ave. as a Collector Street, and SW McBride Pl. as a Local Street.

As a Condition of Approval with this development, the applicant shall construct half-street improvements along all of the site's frontages.

SW Canyon Rd. has sufficient right-of-way (ROW) width, though the applicant will need to construct a sidewalk connecting the southbound off-ramp to SW 114th Ave. The applicant's plans show a 10-foot wide sidewalk that runs along the back of the ODOT property (taxlot 2500). ODOT has consented to the sidewalk in this location.

SW 114th Ave. will be improved to have, at a minimum, a 30-foot half-street width that includes a 10-foot travel lane, a 7-foot parking lane, and a 10-foot sidewalk with street trees in grated tree wells.

SW McBride Pl. will be improved to have, at a minimum, a 29-foot half-street width that includes a 10-foot travel lane, a 7-foot parking lane, and a 10-foot sidewalk with street trees in grated tree wells.

Based on estimates for land use codes 310 (*Hotel*) and 932 (*High Turnover Sit-Down Restaurant*) found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 9th edition*, the development will generate approximately 2,229 total weekday trips, with approximately 565 of those being pass-by trips.

Because the number of expected trips exceeded the Development Code threshold of 200 net new trips per day, the City required the applicant to conduct a Traffic Impact Analysis (TIA). The applicant submitted a TIA dated July, 2015, prepared by Kittelson & Associates and stamped by Diego Arguea, a licensed and registered professional engineer.

The applicant's TIA demonstrates that the surrounding street system has adequate capacity to accommodate the proposed development's trips, assuming that the westbound left-turn lane at the SW 115th Ave. / SW Canyon Rd. intersection is extended to maximize the available queue storage between SW 115th Ave. and the southbound off-ramp from Highway 217, as recommended. As a Condition of Approval, the applicant shall construct the recommended extension of the left-turn lane. Coordination with Fred Meyer who are conditioned to extend the left turn queue as part of their fueling center and commercial building approval is recommended.

Fire Protection

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 subject to meeting the conditions of approval the proposal can provide adequate fire protection.

The applicant has shown that water, sanitary sewer, stormwater, fire protection, and transportation facilities can be provided, subject to meeting the conditions of approval. Therefore, staff finds that the applicant has not provided sufficient information to show that all critical facilities can be provided.

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

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

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

Transit Improvements

The site is currently served by the TriMet 58-Canyon Rd. bus line, with stops at the intersection of SW 115th Ave. and SW Canyon Rd. The site is also approximately ½ mile from the Beaverton Transit Center, utilizing the existing network of pedestrian connections.

On-site pedestrian and bicycle facilities in the public right-of-way

As noted above, the applicant will construct public sidewalks as a part of the required street frontage improvements. As a Condition of Approval, corresponding with Section 60.55.25.10.B. of the Development Code, the applicant shall construct a walkway connecting the proposed hotel building with the public sidewalk system on SW McBride Pl., as shown on the revised plans submitted on November 25, 2015.

An existing bike lane is already in place along the SW Canyon Rd. frontage. The site's other two streets will accommodate bicycle riders either in the vehicle lanes or on the sidewalks.

Police

Police protection to the site will be provided by the Beaverton Police Department. The Police Department did not provide comments or recommendations to the Facilities Review Committee.

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

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

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

Staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20 for the Regional Center-East (RC-E) zone, as applicable to the aforementioned criterion.

The applicant also proposes a Design Review Build Out Concept Plan (DRBCP) for the project which will include 14,000 sf of office and/or retail, with an additional 60 parking spaces, presumably replacing the lost parking spaces with additional stalls in the future parking structure in order to meet the minimum Floor Area Ratio (FAR) on the restaurant site. This DRBCP will be reviewed as part of the Design Review.

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

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

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

Off-Street Loading (Section 60.25)

Based on its size, the proposed hotel requires 2 Type B loading berths with minimum dimensions of 30' long by 12' wide by 14'6" high and having a 30' maneuvering apron. The applicant has requested approval of a Loading Determination application to eliminate the requirement for any loading spaces for the hotel. The restaurant requires 1 Type B loading space, which the applicant proposes to locate along the north edge of the restaurant building, subject to approval of reduced dimensional standards.

The applicant has submitted revised truck turning diagrams that show that a WB-55 semi-truck and trailer can access the site by turning from the right through lane of SW Canyon Road and temporarily occupying a portion of the oncoming lane of SW 114th Ave. and driving over the areas at the northwest and northeast corners of the restaurant building area that are to be striped for truck movements, as shown on the revised Sheet C1.0. According to the applicant, the truck will then back up to be parallel to the north side of the restaurant building. The proposed loading will be evaluated in the Loading Determination portion of the staff report.

Off-Street Parking (Section 60.30)

Temporary Living Quarters, such as Hotels, require a minimum of 1.0 off-street vehicle spaces per guest room within the RC-E zoning district. Maximum parking is limited to 1.25 spaces per guest room for this part of Beaverton. The applicant proposes 114 spaces for the 112-room facility. The restaurant requires 10 off-street vehicle parking spaces per 1,000 sf of gross building area. The applicant proposes 113 spaces for the 9,113 sf building. The proposed parking is within the acceptable range, given the proposed building sizes. The design of the parking lot will be fully evaluated in the Design Review staff report.

The applicant has also proposed a DRBCP for the project which will include 14,000 sf of office and/or retail, with an additional 60 parking spaces, presumably replacing the lost parking spaces with additional stalls in the future parking structure in order to meet the minimum Floor Area Ratio (FAR) on the restaurant site. This DRBCP will be reviewed as part of the Design Review.

The hotel will require at least 1 vehicle parking space per guest room (112 total) and the restaurant will require 91 vehicle parking spaces, for a total of 203 off-street parking spaces. The applicant's plans received on November 25, 2015 show a total of 227 spaces provided, which is above the minimum and below the maximum of 314. Once the applicant builds the future retail building to comply with the minimum FAR requirements of the zone, the restaurant parcel will require a minimum of 147 spaces and will provide 173, partially through the construction of a future parking structure. As a Condition of Approval, the applicant shall record a mutual cross-over access agreement between the two parcels, concurrently with the Property Line Adjustment. The proposed DRBCP will be evaluated in the Design Review staff report.

Bicycle Parking

The 112-bed hotel will require at least 2 long-term bicycle parking spaces. (The applicant's narrative refers to the ratio for Rooming, Boarding, or Lodging Houses, which is higher than the ratio for Temporary Living Quarters.) The 9,113 sf restaurant will require at least 2 short-term spaces and 2 long-term spaces. The short-term spaces are to be inverted U-type or staple-type racks that are a minimum of 30" wide and 36" tall, located as close as possible to the main entrance(s), and centered within hard-surface pads that are at least 6' long by 4' wide. The long-term spaces are to be lighted, covered, and located within 50-100 feet of the main entrance(s). The applicant's revised plans show 3 long-term bicycle parking spaces located behind the check-in counter of the hotel and 6 bicycle parking spaces (3 short-term and 3 long-term) located at the southwest corner of the restaurant. As a Condition of Approval, the applicant will have to submit plans that show where the bicycle parking will be located and details of the bike parking racks with the Site Development Permit plans.

Transportation Facilities (Section 60.55)

As noted above in the response to Facilities Review Criterion A, the applicant has submitted a Traffic Impact Analysis that shows that, by meeting the conditions of approval, the development will provide the required transportation facilities needed by the proposed land uses.

The proposed site plan provides adequate compliance with the accessway standards of Section 60.55.25. As a Condition of Approval, the pedestrian walkways will need to be lighted to the 0.5 foot-candle illumination standard.

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 stormwater swales, paving and landscaping. The applicant states that the property owners will be responsible for the maintenance of such facilities under their ownership. The applicant states that provisions will be in place for the maintenance of private water quality facilities but does not specify what these provisions are, in absence of an agreement between property owners the owner of the subject site will be responsible for maintenance.

Access to the subject sites, for fire apparatus, as well as delivery vehicles rely on crossover access between parcels. The applicant must provide a crossover access easement over the drive aisles of both properties prior to issuance of a building permit for either site.

The proposal, as designed, will not preclude adequate maintenance of the proposed 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 by meeting the conditions of approval the proposal meets the criterion for approval.

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

The applicant states that the proposed development, once completed, will provide for safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development. Additionally the applicant proposes access off SW McBride Place and SW 114th Avenue, which connect to SW Canyon Road. A ten (10) foot wide sidewalk is proposed along SW Canyon Road, SW 114th Avenue, and SW McBride Place.

The applicant proposes pedestrian crossings be striped through drive aisles, as a condition of approval staff recommends that the pedestrian crossings of drive aisles be concrete to provide increased differentiation and durability to increase pedestrian safety.

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

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

The applicant states that the development's on-site vehicular and pedestrian circulation systems connect to the surrounding system in a safe, efficient, and direct manner through three commercial driveways. Each driveway has one exclusive access point that is linked by a system of drive aisles and a common access point at the center of the site.

The applicant states that an internal system of pedestrian walkways provide connectivity between the hotel and restaurant components as well as the widened sidewalk system along the perimeter of the site. The applicant's revised plans show a pedestrian connection to SW McBride Place. The site will connect to the external sidewalk system safely and efficiently.

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

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

Fire protection will be provided to the site by Tualatin Valley Fire 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.

Tualatin Valley Fire & Rescue's plan review memo states that the proposed fire apparatus access route does not currently meet the necessary turning radius at the south east corner of the hotel and these areas will need to be modified to meet TVF&R fire apparatus requirements by slightly reducing the size of the landscape islands to provide adequate turning. Staff believes this can be accomplished at Site Development with a condition of approval.

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

- 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 grading and contouring associated with the development will be 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 existing elevations on the site range from 181 to 192 feet above sea level resulting in an 11 foot elevation difference. Surface drainage will generally follow the existing pattern. In areas where existing pattern has been interrupted by development, water will be collected and conveyed to a water quality facility located at the corner of SW 114th Avenue and SW McBride Avenue. The City Engineer has reviewed the proposed grading and Storm Report, and has identified recommended standard conditions of approval. These recommended conditions are 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 all 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 May 27, 2015. The application was deemed complete on October 19, 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
Regional Center-East (RC-E) District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20 (Regional Center-East)			
Use- Conditional	Temporary Living Quarters-subject to superscript 41 which prohibits motels.	The applicant proposes a 112 room hotel.	Subject to CU approval
Use-Permitted	Eating & Drinking Establishment	The applicant proposes an approximately 9,100 square foot restaurant.	Yes
Development Code Section 20.20.15 (Regional Center-East)			
Minimum Lot Area	None	Parcel 1 (Hotel): 104,138sq. ft. Parcel 2 (Restaurant): 74,108 sq. ft.	Yes
Floor Area Ratio	0.30	Parcel 1 (Hotel): 56,064 sq. ft (0.54 FAR) Parcel 2 (Restaurant): 9,054 sq. ft (0.12 FAR) DRBCP: 14,400 sq. ft. (0.19 FAR) Total w/ DRBCP: 0.32	Subject to DR approval
Minimum Lot Dimensions	None	N/A	N/A
Minimum Yard Setbacks Front Side Rear	0 ft. 0 ft. 0 ft.	All setbacks will meet the 0 foot setback minimum.	Yes
Maximum Front Yard Setback	Governed by Design Review	Front yard setbacks are regulated by Design Review as the site is adjacent to a Major Pedestrian Route.	See DR Findings
Maximum Building Height	80'	Hotel: 54' 5" Restaurant: 27' 9", exclusive of chimney.	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.	Construction of a new hotel and restaurant. Approval of a DRBCP to meet minimum FAR.	Refer to DR findings														
Development Code Section 60.25																	
Off-Street Loading	Off-street loading requirements.	The applicant has applied for a Loading Determination application in order to not provide loading berths.	See LO findings														
Development Code Section 60.30																	
Off-street motor vehicle parking	Hotel: Minimum: 112 Maximum: 140 Restaurant: Minimum: 91 Maximum: 173	Hotel: 114 Restaurant: 113	Yes														
Required Bicycle Parking Short Term Long Term	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Hotel</th> <th style="text-align: left; border-bottom: 1px solid black;">Restaurant</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>2</td> </tr> <tr> <td>2</td> <td>2</td> </tr> </tbody> </table>	Hotel	Restaurant	0	2	2	2	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Hotel</th> <th style="text-align: left; border-bottom: 1px solid black;">Restaurant</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>3</td> </tr> <tr> <td>3</td> <td>3</td> </tr> <tr> <td colspan="2">COA will require bike parking.</td> </tr> </tbody> </table>	Hotel	Restaurant	0	3	3	3	COA will require bike parking.		Yes-w/ COA
Hotel	Restaurant																
0	2																
2	2																
Hotel	Restaurant																
0	3																
3	3																
COA will require bike parking.																	
Development Code Section 60.40																	
Sign Regulations	Requirements pertaining to the size and location of signs	Signs are not approved or reviewed through the Design Review process. Sign permits will be needed prior to installation.	N/A														
Development Code Section 60.55																	
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Proposed facilities are in conformance, subject to the conditions of approval.	Yes-w/ COA														

Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	Removal of Community Trees.	See TP 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

**CU2015-0007
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL**

Section 40.15.15.3.C New Conditional Use Approval Criteria:

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

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

The applicant proposes a hotel which is classified as 'Temporary Living Quarters' as part of their proposal for a new hotel and restaurant at 11325 SW Canyon Road. Temporary Living Quarters are a conditional use in the RC-E zoning district.

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

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

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

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

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

The applicant's response to Criterion No. 3 states that the proposal will comply with the applicable policies of the Comprehensive Plan. The applicant has responded to the applicable sections of the Comprehensive Plan.

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

Chapter 3 (Land Use Element)

3.6.1 Goal: Regional Centers that develop in accordance with Community Vision and consistent with the 2040 Regional Growth Concept Map.

- a. Regulate new development in Regional Centers to ensure compact urban development and to maximize the public infrastructure investment in light rail.*

The applicant states that the proposed development is a four (4) story hotel and restaurant which would result in compact development in close proximity to the light rail line. The subject site is approximately half a mile from Beaverton Transit Center (BTC). Pedestrian connections are provided to public streets and connect to the Hall Creek Trail which will provide opportunities for pedestrians to access the site from the light rail station. The subject site is located in the RC-E zoning district, which is

intended for less intense uses which are inappropriate in the RC-TO or RC-OT zoning districts.

Chapter 5 (Public Facilities)

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

Chapter 6 (Transportation)

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

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

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

In response to Criterion No. 4, the applicant states that the subject property's physical characteristics can reasonably accommodate the proposed hotel and restaurant. The subject site is approximately 4 acres in size and is large enough to accommodate the proposed use. In addition, the site is relatively flat and has sufficient dimensions to accommodate the proposed hotel. Staff concurs with the applicant that the proposed design of the project can reasonably be accommodated upon the site. As shown in the code conformance analysis in the Facilities Review Report and in the Design Review section of this report, the site can accommodate the proposed development.

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

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

In response to Criterion No. 5, the applicant states that currently the site contains a number of small commercial buildings. Adjacent sites contain commercial uses, and as such the proposed hotel and restaurant would be consistent with adjacent commercial uses. The subject site is also adjacent to the Highway 217 off-ramp. The proposed hotel is consistent with the commercial nature of the adjacent properties. The applicant has provided a traffic impact analysis which shows that the site can accommodate the proposed use.

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

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

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

The applicant submitted the application for a Conditional Use on May 27, 2015 and was deemed complete on October 19, 2015. Design Review Three, Loading Determination, Property Line Adjustment, Tree Plan Two and Sidewalk Design Modification applications are being processed concurrently with the subject request for a New Conditional Use. The Conditional Use application is dependent upon approval of the Design Review Three and Loading Determination applications. Staff recommends a condition of approval which states that approval of the Conditional Use application is subject to approval of the Design Review and Loading Determination 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 **CU2015-0005 (Hotel & Restaurant at 11325 SW Canyon Road)**. Should the Planning Commission find that the application meets the approval criteria, staff has recommended conditions of approval in Attachment H.

**DR2015-0062
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 a new approximately 56,000 square foot hotel and 9,000 square foot restaurant with associated site improvements. The applicant meets threshold 1 for a Design Review Three application. Additionally the applicant proposes to utilize a Design Review Build Out Concept Plan, as described in Section 40.20.10.5 to defer meeting the minimum floor area ratio (FAR) on the Restaurant parcel by showing how future density can be accommodated on site, meeting threshold 5.

1. *New construction or addition of more than 50,000 gross square feet of non-residential floor area where the development does not abut any Residential zoning district.*
5. *Projects proposed utilizing the options described in Section 40.20.10.5.*

Therefore, staff finds that the criterion is met.

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

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

Therefore, staff finds that the criterion is met.

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

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response, and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the Guideline and a statement as to whether the Guideline is met below. Staff finds that the applicant does not meet Guidelines 60.05.35.1.B (Articulation and Variety), 60.05.35.1.E (Undifferentiated Blank Walls), 60.05.35.4.A (Views into the Interior), 60.05.35.7.A & B (Building Scale along a Major Pedestrian Route), 60.05.35.8.A (Windows on Ground Floor Elevations), 60.05.40.2.A & B (Screening of Service and Loading).

Therefore, staff finds the proposal does not meet the criterion.

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

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

The proposal is a new hotel and restaurant as well as associated site improvements. Existing buildings on site will be demolished with this application so no additions or modifications of existing development are proposed which would limit compliance with the Design Guidelines.

Therefore, staff finds the criterion is not applicable.

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

The applicant propose a Design Review Build Out Concept Plan (DRBCP) for the restaurant site in order to meet the minimum Floor Area Ratio (FAR). The applicant provides a site plan showing the future development of a commercial building and structured parking on plan sheet C1.1. The proposed restaurant building is 9,113 square feet on a proposed 74,108 square foot lot, providing a FAR of 0.12, the minimum FAR in the RC-E zoning district is 0.30. The applicant shows a future 2 story office building, totaling 14,000 square feet in additional floor area as well as a parking garage, which would increase the total floor area to 0.31.

The applicant provides a parking analysis for the DRBCP which shows a minimum parking requirement of 147 parking spaces for the Restaurant parcel with the office addition. The applicant states that 173 parking spaces will be provided at final build out of the site. The applicant does not provide a plan showing the structured parking layout in a clear manner, the plan is laid over the existing site plan making it impossible to determine if the layout works. Staff's best calculations show approximately 40 parking spaces per floor of the parking garage and approximately 48 surface parking spaces. In order to meet the minimum parking requirement of 147 parking spaces at build out, three levels of structured parking would likely be necessary.

The applicant has provided two separate and somewhat conflicting plans regarding pedestrian circulation after final build out, one shows a pedestrian connection through the parking garage and the other shows a pedestrian connection around the parking garage.

The DRBCP structures would block off a number of existing drive aisles, of particular concern is the drive aisle closest to SW 114th Avenue between the Hotel and Restaurant parcels which provides an alternative route around any loading vehicles serving the hotel. Should there be a loading vehicle parked in front of the entry blocking the access aisle, or a passenger vehicle unloading at the lobby and a delivery vehicle at the same time, the drive aisle would be blocked and the vehicle turning into the site from SW 114th would have to back out onto the public street as the aisle would be blocked.

The applicant's narrative provides calculations which show compliance with the minimum FAR and parking after the DRBCP is realized, however there is no substantive discussion of how the site will work and how the proposal will still allow the hotel, restaurant and DRBCP buildings to function in a reasonable manner.

Section 40.20.10.5.A, as referenced in Threshold 5, states that "such projects must demonstrate in a DRBCP how future development of the site, to the minimum applicable floor area development standards contained in Chapter 20 of the Beaverton Development Code, and to the minimum applicable design standards contained in Section 60.05. or greater, can be achieved at ultimate building out of the DRBCP." This section also requires a narrative to address feasibility of constructing future phases consistent with the applicable development standards. To address this the applicant states that "the Applicant/Owner will utilize the Design Review Build-out Concept Plan (DRBCP) to conceptually demonstrate full compliance of the minimum FAR requirements. Refer to Appendix D-Exhibit Drawings, C1.1-Build-Out Concept Plan for additional information"

The applicant does not provide an adequate narrative to describe how the development can be reasonably accomplished while meeting the Design Standards, and not precluding the reasonable use of the proposed hotel and restaurant development. Staff finds that the applicant has not provided sufficient information for staff to determine that the proposed DRBCP can be achieved while meeting the design standards and requirements of the development code.

Therefore, staff finds the proposal does not meet the criterion.

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

The applicant meets Thresholds 1 and 5 for a Design Review Three application.

Therefore, staff finds the criterion is not applicable.

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

The applicant meets Thresholds 1 and 5 for a Design Review Three application.

Therefore, staff finds the criterion is not applicable.

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

The applicant has submitted all documents related to this request for Design Review Three approval. New Conditional Use, Loading Determination, Property Line Adjustment, Sidewalk Design Modification, and Tree Plan Two 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 above listed applications. Staff recommend a condition of approval which states that approval of the Design Review Three application is subject to New Conditional Use, Loading Determination, Property Line Adjustment, Sidewalk Design Modification, and Tree Plan Two applications.

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

DESIGN REVIEW GUIDELINES ANALYSIS

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

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

1. *Building Elevation Design Through Articulation and Variety*

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

Hotel

The applicant states that the hotel elevations are designed to provide visual interest to pedestrians with the use of exterior wall articulation, roof variations and step-backs and a variety of exterior finishes. Staff concurs that the hotel building provides numerous wall articulations as well as materials changes providing visual interest.

Restaurant

The applicant states that the restaurant design concept is to preserve a time gone by, including a large wrap around porch, galvanized metal roof, divided windows, stone base materials and an undulating parapet.

The south, and primary elevation facing SW Canyon Road, contains the customer entrance to the restaurant which contains two wooden doors and a small feature roof projecting from the galvanized metal shed roof. A row of windows is provided along the front façade with stone veneer below, however there is no building articulation to break up the 105 foot long façade. The parapet area above the shed roof is flat with no materials changes or articulation for the entire length, providing a very long and undifferentiated upper façade.

The north elevation is visible from SW 114th, which is a Major Pedestrian Route, and faces the entry drive aisle. The northern elevation is used for loading and deliveries, three large windows are provided along the rear elevation along with stone veneer at the base of the elevation. A small awning area is shown on the elevations but is not reflected on the site plan. The proposed awning appears to have columns similar to those on the front. The upper half of the northern elevation is a singular siding material, with an articulation break on the eastern third of the building, stepping back approximately two feet.

The east elevation contains a column of masonry in the center of the elevation, along with the wrap around porch and significant portions of stone veneer toward the northern elevation. Similarly the western elevation contains a column of masonry in the center of the elevation which provide articulation and visual interest to pedestrians.

Staff finds that the south and north elevations of the proposed restaurant do not provide sufficient articulation, material variety and visual interest to pedestrians, therefore the proposal does not meet the criterion for approval.

Therefore, staff finds the Guideline is not 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)

Hotel

The applicant states that vertical building elements are emphasized on the larger elevations, the building entry area has a tall wood grain finish in a vertical orientation to guide pedestrians to the entry area. The applicant also provides an awning at the entrance to emphasize the primary entrance. Vertical changes in materials and articulation throughout the building break up the long horizontal facades. Staff concurs that vertical features are adequately emphasized.

Restaurant

The south elevation which serves as the main entrance to the building contains a long covered porch which is horizontal in nature. A feature roof, the same height as the covered porch roof is provided over the main entrance to draw attention to the main entrance which is located to the east end of the south elevation. The parapet has a raised center which provides additional height to the center of the long south façade. The elevations provided by the applicant show raised areas of the parapet at the corners, however these are not reflected in the south elevation renderings provided by the applicant so staff is unsure if they are proposed. As the corner parapet tower elements are shown on the elevations (sheet A4.1) and not on other plans, staff recommends a condition of approval requiring them to ensure that they are provided.

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

Hotel

The applicant states that the building design enhances a comfortable pedestrian scale on all sides with the use of articulated facades, materials and finish changes and windows and glass doors along street level. The western elevation faces the public street and contains a pedestrian entrance for hotel guests. Staff recommends a condition of approval that an awning be provided over the door, a minimum of 4 feet deep by 6 feet wide to provide weather protection for pedestrians utilizing that entrance and improving the

pedestrian scale. Staff concurs that the building promotes a comfortable pedestrian scale, subject to meeting the conditions of approval.

Restaurant

The applicant states that the restaurant is located close to SW Canyon Road and has a covered front porch running along Canyon Road which provides visual interest to pedestrians. The western elevation is adjacent to SW 114th Avenue, a Major Pedestrian Route (MRP). The western elevation provides wrap around porch for the first third of the façade then provides a wide column of stone veneer to break up the long wall, with trellis details along the rear portion to provide additional relief and incorporate greenery.

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

Hotel

The applicant states that the hotel has been designed to be articulated by providing windows, off-setting walls, and materials/finish changes. Staff concurs that all elevations are adequately emphasized and structure features are emphasized.

Restaurant

The applicant states that the field veneer materials used on the restaurant is a cementitious panel and vertical trim system replicating 'board and batten' siding. Additionally divided windows, stone treatments, sloped metal roofing and height variations along the parapet provide visual interest to each façade. The upper portion of the southern elevation above the sloped roof provides an area over 100 feet in length that only utilizes the cementitious panel and trim system, providing a long undifferentiated portion of the façade facing SW Canyon Road. The rear elevation which is visible from SW 114th Avenue and the parking area contains a large area on the upper portion of the elevation and towards the west side that contains only the cementitious panel treatment, this area may contain some building articulation which would break up the façade but the applicants plans are inconsistent so staff is unable to determine if all the building step backs shown on some plans are proposed or not.

Therefore, staff finds the Guideline is not 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)*

Hotel

The applicant states that the roof forms of the hotel have been designed to be distinctive and will read as such from all viewpoints. The applicant provides differentiated roof heights as well as sloped detail roof features. Staff concurs that the roof structure is complimentary to the style of the proposed building and provides focal points.

Restaurant

The applicant states that sloped metal awnings emphasize windows and secondary door locations. The expansive metal roof over the porch is both distinctive and functional. Staff concurs that the proposed sloped roof is distinct and provides adequate slope.

Therefore, staff finds the Guideline is met.

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

Hotel

The applicant states that flat roof areas on the hotel have small metal cornice treatments at the top of the parapet to articulate the top of the wall. The building is designed in a modern style and therefore low profile cornice treatments are utilized. The sloped roofs dominate the overall roof design and give the roof distinctive form. Staff concurs that the proposed cornice treatments are appropriate for the style of the roof system.

Restaurant

The applicant states that a decorative coping detail caps each parapet wall. Staff concurs that the applicant provides decorative cornice treatments at the top of the parapets.

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)*

Hotel

The applicant states that the primary entrance of the building incorporates a canopy structure and a covered porch area to protect pedestrians from the rain and sun. Staff concurs that the primary building elevation along the southern elevation provides pedestrian protection. The entrance along SW 114th Avenue does not appear to currently provide pedestrian cover, staff recommends a condition of approval that the western entrance provide a minimum four foot deep and six foot wide pedestrian cover to provide weather protection and visual interest at the entrance adjacent to a public street. Staff concur that subject to meeting the conditions of approval the primary entrances contain adequate pedestrian cover.

Restaurant

The applicant states that a 12 foot deep covered porch runs the entire length of the front elevation and creates a generous space for pedestrian protection from the elements as well as visual interest. Staff concurs that the porch provides adequate weather protection and emphasis on the primary entrance.

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)*

Hotel

The applicant states that the primary building entrance incorporates changes in mass, surface and finishes. Staff concur that primary entrance is adequately emphasized.

Restaurant

The applicant states that the main entry point is accentuated with a pair of columns offset from the edge of the porch that supports a decorative, exposed wood gable truss supporting the extension of the gable roof which demarcates the entry doors. Staff concurs that the primary entrance is adequately 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)*

Hotel

The applicant states that the exterior building materials used are a combination of colored fiber cement panels and reveals as well as a wood finish to articulate the entry points. Windows are provided as well as glazing along communal spaces. Staff concur that the proposed materials convey a sense of permanence and provide views into the interior of the building.

Restaurant

The applicant states that the primary exterior building veneer is cementitious materials which replicate board and batten wood siding. Roofing is standing seam galvanized metal with bronze finished aluminum copings at the parapet. Stone veneer is utilized around the base of the building and in columns on the east and west elevations to provide articulation. Windows are provided along the south elevation which allow view into the restaurant space. Faux windows are used around the east and west building elevations which are oriented along the major pedestrian route and main parking areas. Staff finds that faux windows do not provide views into the interior, as intended by the guideline.

Therefore, staff finds the Guideline is not met.

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

Hotel

The hotel does not propose to use masonry, therefore the criterion is not applicable to the hotel.

Restaurant

The applicant states that cultured stone veneer is utilized around the building perimeter to form a base and is extended at various locations to create accents. Staff concur that the proposed stone veneer material provides adequate variety.

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)*

Hotel

The applicant states that the roof and surface mounted equipment will be screened from view by either closure or sloped roofs when roof mounted or by wooden fence enclosure when surface mounted. Staff concur that the mechanical equipment can be adequately screened.

Restaurant

The applicant states that the main roof of the restaurant utilizes a low slope system which houses all mechanical equipment and is enclosed with parapet walls. Staff concur that the mechanical equipment can be adequately screened.

Therefore, staff finds the Guideline is met.

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

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

Hotel

The applicant states that the hotel has been oriented toward the major public street intersection. The parking has been set primarily in the back of the hotel, away from 114th Avenue, a Class 2 Major Pedestrian Route. The building is four stories tall and views of the front of the building are seen from SW Canyon Road and SW 114th Avenue. The side elevation along SW 114th Avenue is located in close proximity to the street. The hotel cannot be fully oriented towards SW 114th due to the location of the proposed water quality facility along the frontage of SW 114th Avenue and SW McBride Place. Staff concurs that the building is provided in close proximity to the public street.

Restaurant

The applicant states that the restaurant building is located in close proximity to Canyon Road and the porch provides a gather place for customers. Staff concurs that the building is placed in close proximity to both SW Canyon Road and SW 114th Avenue with parking primarily set behind and to the side.

Therefore, staff finds the Guideline is met.

7. Building Scale Along Major Pedestrian Routes.

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

Hotel

The applicant states that the hotel is 48 feet in height at the street edge with an articulated elevation to provide visual interest along the street. Staff concur that the building is not a low height single story structure.

Restaurant

The applicant states that the restaurant is a single-story building; however the parapet walls have been extended to various heights to meet the guideline. The applicant has stated that the building is a single story structure, which is discouraged by the guideline. The applicant has raised the parapet in height to a minimum of 22 feet which would be enough to accommodate a second story, however the lack of articulation or vertical design elements in the parapet area leads the building to still maintain a single story appearance as a second story on a building would have articulation, windows or other differentiating treatments.

Therefore, staff finds the Guideline is not met.

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

Hotel

The applicant states that the hotel height along the street is 48 feet and the elevation is articulated with windows and glass doors. Staff concurs that the building forms a sense of enclosure without undifferentiated blank walls.

Restaurant

The applicant states that the restaurant is a single story building with a parapet of varied height between 22 and 28 feet in height. Staff concurs that the parapet height forms a sense of enclosure, however the parapet above the porch roof is an undifferentiated area without varied architectural treatment, which is not consistent with the design guideline.

Therefore, staff finds the Guideline is not met.

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

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

Hotel

The applicant states that the ground floor elevation is treated with windows and glass doorways openings along pedestrian routes and the street. Staff recommends a condition of approval that the western entrance to the building be required to provide an awning for weather protection and pedestrian orientation for customers using that entrance along a Major Pedestrian Route. Staff concurs that the ground floor elevations are pedestrian oriented, subject to meeting the conditions of approval.

Restaurant

The applicant states that the restaurant is designed with translucent windows along the south elevation and a portion of the eastern façade. Opaque windows are proposed along the remainder of the east elevation as well as the western and northern elevations as this is where back of house operations are located. SW 114th Avenue is a Major Pedestrian Route, which faces the west facade of the building, where opaque windows are proposed, the doorway along this entrance is solid and does not provide transparently into the site. As SW 114th is a Major Pedestrian Route and translucent windows are not provided along the MPR staff finds that the proposal does not provide for adequate pedestrian orientation related to windows, display areas and glass doorway openings.

Therefore, staff finds the Guideline is not met.

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

Hotel

The applicant states that the primary entry and exit points are treated with canopies to provide weather protection. Staff concurs that the front and rear entry/exit points provide canopies. Staff recommends a condition of approval that the two side entry and exit points along the east and west elevation provide awnings for weather protection for guests utilizing these entrances. Staff concurs that subject to meeting the conditions of approval adequate weather protection is provided.

Restaurant

The primary, and only customer entrance for the restaurant is located under a large porch which provides weather protection along the entire frontage of the restaurant. The porch wraps around the side of the building providing additional pedestrian cover. A small awning is provided over the man door to the side of building near the north façade as well. Staff concurs that adequate weather protection is provided.

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

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

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

The applicant states that the proposed development provides pedestrian and vehicular connections through a series of driveways and walkways which connect to SW Canyon Road, SW 114th Avenue and SW McBride Place. The proposal can be found to adequately connect to the public transportation system.

Therefore, staff finds the Guideline is met.

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

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

The applicant states that service, storage and similar activities to the extent possible are located in areas not visible from a public street. Outdoor waste and recycling areas are screened by enclosures constructed of a solid screen wall and similar exterior finishes to those utilized on the adjacent buildings. Outdoor transformer and utility vaults will be screened with landscape materials.

Hotel

The proposed hotel loading is located in front of the hotel, and subject to a loading determination application. The proposed hotel loading is set back from the street, though visible, and located in the general area as the hotel check in/drop off area. The location of the hotel loading space is adequately set back from the public street as to avoid the appearance of loading as a predominate feature.

Restaurant

The applicant states that the loading area for the restaurant, subject to a loading determination, will be visible from the public street but will not detract from the project's aesthetic appearance. The proposed loading area for the restaurant is directly adjacent

to the public street and is not screened by landscaping, fence, or wall materials. The proposed loading area is directly adjacent to the main driveway entrance to the restaurant which is not screened from an abutting street and is highly visible along SW 114th Avenue.

Therefore, staff finds the Guideline is not met.

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

Hotel

The proposed hotel loading is located in front of the hotel, and subject to a loading determination application. The proposed hotel loading is set back from the street, though visible, and located in the general area as the hotel check in/drop off area. The location of the hotel loading space is adequately set back from the public street as to avoid the appearance of loading as a predominate feature.

Restaurant

The applicant states that the loading area for the restaurant, subject to a loading determination, will be visible from the public street but will not detract from the project's aesthetic appearance. The proposed loading area for the restaurant is directly adjacent to the public street and is not screened by landscaping, fence, or wall materials. The proposed loading areas is directly adjacent to the main driveway entrance to the restaurant which is not screened from an abutting street and is highly visible along SW 114th Avenue.

Therefore, staff finds the Guideline is not met.

3. Pedestrian circulation.

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

The applicant states that a pedestrian connection is provided between the hotel and restaurant and with the abutting sidewalk systems. The pedestrian connections through the development and to adjacent streets are sufficient.

Therefore, staff finds the Guideline is met.

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

As described above, the applicant provides direct connections to SW Canyon Road, SW 114th Avenue, and SW McBride Place, as well as connections between on-site structures and uses. 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 provides a direct pedestrian connection from street to the new commercial building entrances with a paved pathways. 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 walkways through parking areas which are generally raised or separated where practicable and provide visual differentiation where they cross drive aisles. 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 ten foot wide sidewalks with trees in tree wells along SW 114th Avenue and SW McBride Place to meet the City sidewalk standards. The applicant also proposes a 10 foot wide sidewalk adjacent to SW Canyon Road with trees behind the sidewalk, subject to Sidewalk Design Modification approval. Concrete walkways are provided around the commercial building, allowing access to all entrances of the building. Staff concurs that adequate pedestrian facilities are provided.

Therefore, staff finds the Guideline is met.

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

The applicant does not call out the materials used for the pedestrian crossing from the main hotel entrance towards the restaurant or the material used across drive aisles, areas of concrete are called out for crossings at landscape islands. Staff recommends a condition of approval that pedestrian connections across drive aisles be constructed of concrete. Staff concurs that by meeting the conditions of approval the proposal provide for durable safe, pedestrian connections.

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

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

The applicant proposes to screen parking areas adjacent to public streets with a mix of evergreen hedges and trees where possible. Staff finds that the proposed evergreen plantings are sufficient to screen surface parking areas along public streets.

Therefore, staff finds that the Guideline is met.

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

The applicant proposes landscape islands containing trees and ground cover throughout the parking lot, minimizing the visual impact of the parking areas.

Therefore, staff finds the Guideline is met.

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

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

The proposed parking areas are generally located to the side and rear of the restaurant and hotel. Limited parking areas are adjacent to SW 114th Avenue between the hotel and restaurant. The buildings are the predominant design elements along SW Canyon Road and SW 114th Avenue.

Therefore, staff finds the Guideline is met.

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

The proposed parking areas are to the back and sides of the restaurant and hotel buildings. The parking along SW 114th Avenue between the hotel and restaurant are screened with vegetation to ensure that parking is not the predominant design element. The buildings are the predominant design elements along SW Canyon Road and SW 114th Avenue.

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 provide the required ten foot wide sidewalk with trees in tree wells along SW 114th Avenue and SW McBride Place. Along SW Canyon Road the applicant has applied for a Sidewalk Design Modification to provide a 10 foot wide sidewalk with trees behind the sidewalk and a landscape buffer between the sidewalk and traffic. Multiple pedestrian connections are provided from this public sidewalk into the site, and to on-site destinations. Staff finds that the sidewalks are designed for high levels of pedestrian activity.

Therefore, staff finds the Guideline is met.

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

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

Therefore, staff finds the Guideline is met.

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

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

The applicant states that the on-site vehicle circulation is easily recognizable due to the configuration and design, including landscaping and signage. Staff concurs that the parking lot circulations system provides a high level of improvement and circulations patterns are easily identifiable.

Therefore, staff finds the Guideline is met.

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

The applicant's plan shows landscape islands with trees and vegetation to reduce visual impact. Long rows of parking spaces are avoided within the project area.

Therefore, staff finds the Guideline is met.

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

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

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

The applicant's landscape plan shows significant landscape materials between public streets and the proposed restaurant and hotel buildings, as well as along drive aisles and within landscape islands. Landscape materials are also provided in parking areas to provide interest and around the edges of buildings where possible.

Therefore, staff finds the Guideline is met.

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

The applicant states that where feasible the use of native vegetation will be incorporated in the landscape plan.

Therefore, staff finds the Guideline is met.

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

The applicant states that no existing vegetation is being retained due to the redevelopment of the site. Staff concurs that the location of the existing vegetation would make retention difficult with the required intensity of the site.

Therefore, staff finds the Guideline is met.

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

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

Therefore, staff finds the Guideline is met.

7. *Fences and walls.*

A. *Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.9)*

The applicant states that fences will be limited to around the hotel swimming pool, which will be constructed of decorative aluminum with a dark bronze finish. Other fences will be located around the trash enclosures to provide screening.

Therefore, staff finds the Guideline is met.

B. *Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.9.E)*

No fences or walls are proposed adjacent to public streets.

Therefore, staff finds the Guideline is not applicable.

9. *Integrate water quality, quantity, or both facilities. Above-ground storm water 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)*

The applicant states that the above-ground storm water detention and treatment facility has been integrated into the design of the site. Staff concurs that the proposed design of the facility will fit into the overall landscaping of the site.

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 parking lot and pedestrian walkways will be illuminated to Illumination Engineering Society's standards and all lighting systems adjacent to property lines will have house side shields. The applicants lighting plan shows compliance with the Technical Lighting Standards.

Therefore, staff finds that the Guideline is met.

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

The applicant states that parking lot lighting, pedestrian walkway lighting and wall mounted lighting will be of similar style and use a similar color temperature light source. Staff finds that the pedestrian areas are adequately lit in conformance with the Technical Lighting Standards. The proposed lights are appropriate for the design and use of the site and structures.

Therefore, staff finds the Guideline is met.

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

The applicant states that lighting will be shielded to prevent glare on adjacent properties. The lighting plan shows compliance with the City's Technical Lighting Standards.

Therefore, staff finds that 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 compliance with the City's Technical Lighting Standards.

Therefore, staff finds the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommend **DENIAL** of **DR2015-0062 (Hotel & Restaurant at 11325 SW Canyon Road)**. Should the Commission find that the proposal meets the criterion for approval, staff has provided conditions of approval identified in Attachment H.

**LO2015-0003
ANALYSIS AND FINDINGS FOR
LOADING DETERMINATION APPROVAL**

Section 40.50.05 Loading Determination Application; Purpose

The purpose of a Loading Determination is to establish mechanism to determine or modify the required number of off-street loading spaces or modify the off-street loading space dimensions in advance of, or concurrent with, applying for approval of an application, development, permit, or other action.

Section 40.50.15.1.C Loading Determination Approval Criteria:

In order to approve a Loading Determination 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 Loading Determination application.*

The applicant proposes to reduce the number of loading berths required for the proposed hotel building. The approximately 56,000 square foot building requires two (2) Type B loading berths per Section 60.25 (Off-Street Loading) of the Development Code. The applicant proposes no loading berths for the proposed hotel. The applicant's request to reduce the number of required loading spaces from 2 to 0 meets Threshold 2 for a Loading Determination application:

Threshold 2: A request to modify the total number of off-street loading spaces from the required number listed in Section 60.25 (Off-Street Loading) of this code.

The applicant proposes to reduce the dimensions of the required Type B Loading berth for the proposed 9,100 square foot restaurant which requires one (1) Type B loading berth per Section 60.25 (Off-Street Loading) of the Development Code. The applicant has not stated what the requested reduced dimensions are for the reduction. The applicant's request to reduce the dimensions of the required loading berth meets Threshold 3 for a Loading Determination application:

Threshold 3: A request to modify the dimensions of a required off-street loading space listed in Section 60.25 (Off-Street Loading) of this code.

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 fee associated with a Loading Determination application.

Therefore, staff finds that the criterion is met.

3. The determination will not create adverse impacts, taking into account the total gross floor area and the hours of operation of the use.

The applicant states that the proposal will not create any adverse impacts given the intended use of the property.

Hotel

The applicant states that with few exceptions deliveries to the hotel will occur generally 3-4 times per month per delivery type and primarily take place during off-peak hours. The applicant has provided a delivery schedule for each delivery to the site, including the frequency of delivery and size of delivery vehicle. The applicant proposes to utilize the space at the front entrance to the building for deliveries where the drive aisle widens to allow a drop-off for hotel patrons. The delivery vehicles would park along the landscape area, not blocking parking spaces. The proposed delivery location blocks the pedestrian connection between the hotel and restaurant.

The delivery schedule provided by the applicant shows approximately 30 deliveries per month, or approximately one per day, ranging in time from 5 to 40 minutes with most deliveries in the 15 minute range. Approximately half of the proposed deliveries would occur in a UPS or FedEx truck which could, if needed, utilize a traditional parking space. This is a limited scope of time which the delivery vehicles will be on site. The location of the delivery vehicles allows cars to maneuver around the vehicle. Additionally the site allows for alternative paths of travel for vehicles.

Restaurant

The applicant has provided a delivery schedule for the restaurant which shows two deliveries per week, one for food and one for merchandise. The applicant proposes to have a loading space which runs parallel to the primary restaurant drive aisle adjacent to SW 114th Avenue. This applicant's resubmittal includes a delivery truck turning diagram which showed a WB-55 delivery truck (with a 53 foot trailer and 11.5 foot truck, a more compact cab-semi) which can access the site with limited intrusion into oncoming traffic. Entrance into the site with the WB-55 is still very tight but appears to just fit with the proposed driveway apron. The delivery truck would then back into the delivery space parallel to the drive aisle to provide loading.

The applicant has provided additional information on their delivery schedule and program. The applicant states that the food delivery occurs once per week starting between the hours of 5 a.m. and 7 a.m. and the truck remains on site for three (3) hours making the delivery. Approximately half of the delivery is made via conveyor belt directly from the side of the truck into the freezer area of the building. The other half of the delivery is made via hand wheeled dolly into the store. The delivery truck carries up to 30,000 lbs. of goods per delivery and can be unloaded at a rate of 10,000 lbs. per hour. The retail truck makes one delivery per week between the hours of 1 p.m. and 5 p.m. and remains on site for three (3) hours. The applicant states that the delivery is not made during peak hours and is unloaded by dolly from the rear of the truck.

The applicant has also not provided information on the dimensional reduction request. The applicant is required to provide a Type B loading berth for smaller vehicles, generally less than 30 feet, however the applicant proposes loading with a large semi-truck and trailer, directly adjacent to a public street. The unloading from the rear of the delivery vehicle will be done directly adjacent to SW 114th Avenue and occur for periods of three hours, though only twice per week. However periods of conflict between delivery staff and vehicles could be possible as delivery is directly adjacent to the entry drive aisle.

In summary, staff concurs that vehicles can safely enter and exit the site and access the proposed loading areas. However, there is the potential for conflicts between vehicles, people and loading. Staff has no recommendation as to this proposal's adequacy to meet the criterion that no adverse impacts will occur due to the proposed loading determination.

Staff has no recommendation to make for this criterion.

4. *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the site and in connecting with the surrounding circulation system.*

Staff cite the Facilities Review approval Criteria F and G which respond to this criterion in detail. The proposed loading area for the hotel blocks the pedestrian connection through the parking areas to the restaurant. This blockage is likely to be limited in duration and alternative routes are provided, though out of direction for pedestrians. The location of the restaurant loading berth directly adjacent to the main restaurant commercial driveway could cause conflicts if the trucks do not park close enough to the restaurant and impede the flow of traffic at the entrance. The applicant states that deliveries will be performed at non-peak hours but delivery trucks are generally located on site for three (3) hours while they are unloaded.

Staff has no recommendation as to this proposal's ability to meet the criterion that safe and efficient vehicular and pedestrian circulation patterns are provided.

Staff has no recommendation to make for this criterion.

5. *The proposal will be able to reasonably accommodate the off-street loading needs of the structure.*

The applicant states that the proposal provides adequate space for any required loading and deliveries.

Hotel

The applicant states that due to the nature of the deliveries there is no need for permanent off-street loading associated with the hotel use. With the exception of food deliveries other deliveries happen only three (3) to four (4) times per month and food deliveries happen twice a week. All deliveries can be accommodated through the front door of the hotel. Staff concurs that with an average of one delivery per day that deliveries can be accommodated through the proposed loading area in front of the main hotel entrance.

Restaurant

The applicant states that due to the frequency and type of deliveries the restaurant does not need a standard Type B berth. The restaurant will be served by two weekly deliveries from semi-trucks. The applicant has stated that they request a reduction to Type B loading berth standards but has not provided staff with the requested dimensions of the loading berth reduction. The proposed delivery vehicle for the restaurant site is a semi-truck with a 55 foot wheel base which is more consistent with a Type A loading berth and a Type A loading berth requires a 60 foot long berth, where as a Type B loading berth only requires a 30 foot long berth. The applicant has shown that the proposed 55-WB truck can be accommodated in the proposed loading area, meeting the loading needs of the restaurant.

Therefore, staff finds that the criterion is met.

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

Staff cite the Facilities Review approval Criterion D which responds to this criterion in detail. Staff finds that the application complies with Chapter 60 or can be made to comply through conditions of approval which are roughly proportional to the identified impacts of the proposal.

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

- 7. *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.***

The applicant states that the site will be maintained as required. Staff finds nothing in the design or layout of the common facilities that would preclude adequate maintenance of the site. Additionally, staff cites Facilities Review criterion E as applicable.

Therefore, staff finds that the criterion is met.

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

The applicant has submitted all documents related to this request for Loading Determination approval, as required by Section 50.25.1 of the Development Code. The application was submitted on May 27, 2015 and deemed complete on October 19, 2015.

Therefore, staff finds that the criterion is met.

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

The applicant has submitted all documents related to this request for Loading Determination approval. New Conditional Use, Design Review Three, Property Line Adjustment, Sidewalk Design Modification and Tree Plan Two applications are being processed concurrently with the subject request for a Loading Determination. The Loading Determination application is dependent upon approval of the Design Review Three application. Staff recommend a condition of approval which states that approval of the Loading Determination application is subject to approval of the Design Review Three application.

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

Recommendation

Based on the facts and findings presented, staff has **NO RECOMMENDATION** of **LO2015-0004 (Hotel & Restaurant at 11325 SW Canyon Road)**. This recommendation requires the Planning Commission to make particular findings on the applicable approval criteria. If the Commission concludes that the proposal meets the approval criteria, a list of conditions of approval have been identified at the conclusion of this report

**PLA2015-0003
ANALYSIS AND FINDINGS FOR
PROPERTY LINE ADJUSTMENT**

Section 40.45.05 Land Division Applications; Purpose

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

Section 40.45.15.1.C Approval Criteria

In order to approve a Property Line 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 Property Line Adjustment.*

The applicant proposes to adjust the property line between the two exiting parcels on the subject site to move the property line north so that the proposed restaurant and hotel are on separate parcels, meeting threshold 1 for a Property Line Adjustment.

- 1. The changing of a common boundary of two (2) lots of record where the number of lots or parcels does not change; except a proposal meeting the threshold for a Replat One under Section 40.45.15.2., or Replat Two under Section 40.45.15.3., shall be processed as a Replat and not as a Property Line Adjustment.*

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

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

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

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

3. *The Property Line Adjustment does not conflict with any existing City land use approval, public easement, or previous condition of approval applied to the subject property.*

The applicant states that the Property Line Adjustment (PLA) will not conflict with an existing City land use approval, public easement, or a previous condition of approval. The PLA will adjust the boundaries between two parcels and will not conflict with previous approvals. The site was previously approved for a Sportsman's Warehouse development, however the land use approvals have hence expired without construction commencing, and therefore the approvals are no longer valid. The proposed application will not affect or modify any current or previous land use approvals.

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

4. *An additional lot or parcel is not created.*

The proposed Property Line Adjustment will not create additional parcels, only adjust the boundary between the two parcels.

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

5. *The Property Line Adjustment 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 considered concurrently with the Property Line Adjustment.*

Staff cites the Code Conformance chart for Chapter 20 provided in Attachment A of this report, Facilities Review as applicable to this standard.

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

6. *The proposal is consistent with all applicable provisions of Chapter 60 (Special Regulations).*

Staff cites the Code Conformance chart for Chapter 60 provided in Attachment A of this report, Facilities Review as applicable to this standard.

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

7. *All critical facilities and services have, or can be improved to have, adequate capacity to serve the reconfigured lots.*

Staff cites the response to Criterion A of the Facilities Review Report, provided herein as Attachment A.

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

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

The proposal to modify the property line between two parcels will not preclude separate access to the adjusted parcels for pedestrians or vehicles. Individual accesses are provided to SW 114th Avenue and cross-over access easements will be required to provide access for cars and delivery vehicles over both properties.

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

the criterion for approval.

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

Both existing parcels are zoned RC-E, the proposed parcels will both retain the RC-E zoning over their entirety.

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

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

The applicant submitted the application on May 27, 2015 and was deemed complete on October 19, 2015. In the review of the materials during the application review, staff 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.

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

The applicant submitted the application for a Property Line Adjustment on May 27, 2015 and was deemed complete on October 19, 2015. Conditional Use, Design Review Three, Loading Determination, Sidewalk Design Modification and Tree Plan Two applications are being processed concurrently with the subject request for a Property Line Adjustment. The Property Line Adjustment is not dependent upon approval of any other land use applications.

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

RECOMMENDATION

Based on the facts and findings presented, staff recommends **APPROVAL** of **PLA2015-0003 (Hotel & Restaurant at 11325 SW Canyon Road)**, subject to the applicable conditions identified in Attachment H.

Land Division Standards Code Conformance Analysis

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

**SDM2015-0011
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:*

2. The dimensions or locations of street tree wells specified in the Engineering Design Manual are proposed to be modified.

The applicant's narrative for SDM identifies a ten foot wide sidewalk along the back of the Oregon Department of Transportation (ODOT) owned parcel adjacent to SW Canyon Road. The applicant does not propose trees in tree wells within the sidewalk. The applicant proposes to remove the existing street trees along SW Canyon Road within the ODOT parcel and place new trees at the back of sidewalk in the landscape area between the restaurant and the street. As the applicant proposes to not provide street trees in the required tree wells, the application meets threshold 2 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 sidewalks along SW 114th Avenue and SW McBride place meet the commercial sidewalk standard of 10 feet wide with trees in tree wells. The applicant proposes a 10 foot wide sidewalk along the back side of ODOT's property adjacent to SW Canyon Road without street trees. The location of the sidewalk is within ODOT's ownership and ODOT has consented to the proposed sidewalk.

ODOT has provided staff with a plan review letter and conditions of approval. ODOT states in their plan letter that the applicant should landscape the planter strip in front of the proposed sidewalk and may include trees within this area, including maintaining the existing street trees planted along SW Canyon Road, so long as they meet ODOT Highway Design Manual criterion, including vision clearance. As ODOT has consented to the retention of existing street trees or replacement with other street trees staff recommends a condition of approval that the applicant provide a plan showing the retention of the existing street trees along SW Canyon Road or planning of new street trees, 30 feet on center, subject to final ODOT approval and compliance with ODOT standards.

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 Conditional Use, Design Review Three, Loading Determination, Property Line Adjustment and Tree Plan Two applications. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. The Sidewalk Design Modification is dependent upon approval of the Design Review Three application, as such staff recommends a condition of approval that the Sidewalk Design Modification is subject to approval of the Design Review Three application.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2015-0011 (Hotel & Restaurant at 11325 SW Canyon Road)** subject to the applicable conditions identified in Attachment H.

**TP2015-0011
ANALYSIS AND FINDINGS FOR
TREE PLAN TWO**

Section 40.90.05 Tree Plan Applications; Purpose

Healthy trees and urban forest provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees, thus helping to preserve and enhance the sustainability of the City's urban forest.

Section 40.90.15.2.C Approval Criteria

In order to approve a Tree Plan Two 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 Tree Plan Two application.**

The applicant proposes to remove all 33 community trees from the site, which meets threshold one for a Tree Plan Two application.

- 1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period...*

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

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

The applicant has paid the required fee for a Tree Plan Two application.

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

- 3. If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995 standards and International Society of Arborists (ISA) standards on the subject.**

The trees are not proposed for removal to observe good forestry practices. The trees are proposed for removal to accommodate the development of the site and the associated grading and construction.

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

- 4. *If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.***

The applicant states that the proposed tree removal is required due to the new building and associated site work. The development of the building and associated site improvements covers the majority of the site, precluding the retention of the existing trees on the site.

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

- 5. *If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.***

Property damage or other nuisances are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

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

- 6. *If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.***

Public improvements are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

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

- 7. *If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, [or] to eliminate conflicts with structures or vehicles.***

The site does not contain any SNRA's. The trees proposed for removal are Community Trees which are being removed to accommodate new development where no reasonable alternative exists.

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

- 8. *If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.***

The subject site does not contain a SNRA or significant grove.

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

- 9. *If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.***

The subject site does not contain a SNRA or significant grove.

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

- 10. *The proposal is consistent with all applicable provisions of Section 60.60 Trees and Vegetation and Section 60.67 Significant Natural Resources.***

Staff cites the Code Conformance Analysis chart at the end of the Tree Plan Staff Report, which evaluates the project as it relates to applicable code requirements of Sections 60.60 through 60.67, as applicable to the aforementioned criterion. As demonstrated on the chart, the proposal complies with all applicable provisions of Chapter 60.60 and 60.67.

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

- 11. *Grading and contouring of the 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.***

This approval criterion is identical to Facilities Review approval criterion J. and the response contained within the revised Facilities Review report (Attachment A, above) is hereby cited and incorporated. The applicant's proposal balances accommodating the proposed use and mitigating the adverse effects on neighboring properties.

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

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

The applicant submitted the application on May 27, 2015 and was deemed complete on October 19, 2015. In the review of the materials during the application review, staff 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.

13. *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 Tree Plan Two application and the associated Conditional Use, Design Review Three, Loading Determination, Property Line Adjustment, and Sidewalk Design Modification applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant for this stage of City approvals. Because the applications were submitted concurrently staff will review all four (4) applications at once. The Tree Plan Two application is dependent upon the Design Review Three, staff suggests a condition of approval that approval of the Tree Plan Two is dependent upon the Design Review Three approval.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **TP2015-0007 (Hotel & Restaurant at 11325 SW Canyon Road)** subject to the applicable conditions identified in Attachment H.

Code Conformance Analysis
Chapter 60.60 Trees and Vegetation & Chapter 60.67 Significant Natural Resources

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	The applicant does not proposal pruning.	N/A
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	The proposed tree removal complies with this section (see findings below).	YES
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	No mitigation is required for Community Trees	N/A
60.60.15.2.C.1	Standards for SNRA & Significant Groves	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.2	DBH shall be retained in cohesive Preservation Areas.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.3	Native understory vegetation and trees shall be preserved in Preservation Areas.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.4	Preservation Areas shall be clustered and connect with adjoining portions of the SNRA or Significant Grove.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.5	Preservation Areas shall be set aside in conservation easements.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.6	Preservation Areas conditioned for protection through the Land Division process.	No SNRA's or Significant Groves are identified on site.	N/A
60.60.15.2.C.7	Native species shall be preferred for preservation over non-native species.	Trees are proposed to be removed for development.	N/A
60.60.15.2.C.8	Hazardous and dead trees should be fallen only for safety and left at the resource site unless the tree has been diagnosed with a disease.	No SNRA's or Significant Groves are identified on site.	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.	Four trees are proposed to be protected during development. These trees may need to be removed to accommodate the development. For the trees to be retained compliance	YES w/ COA

		with this standard is required.	
60.60.25 Mitigation Requirements			
60.60.25	Mitigation Standards: (60.60.25.8) Trees over 25" in DBH shall require 9" of mitigation planting	No mitigation is required for Community Trees.	N/A
60.67 Significant Natural Resources			
60.67.05.1	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	No significant natural resources exist on site.	N/A
60.67.15.2	For sites identified in the Local Wetland Inventory notice of the proposed development shall be provided to DSL.	No significant natural resources exist on site.	N/A
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	No significant natural resources exist on site.	N/A

CONDITIONS OF APPROVAL
Hotel & Restaurant at 11325 SW Canyon Road
CU2015-0005 / DR2015-0062 / LO2015-0004 / PLA2015-0003 / SDM2015-0011 /
TP2015-0007

CU2015-0005 New Conditional Use Application:

1. In accordance with Section 50.90.1 of the Development Code, Conditional Use approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code. In the case of phased development, each phase must be commenced within 2 years of completion of the prior phase, in accordance with Section 50.90.3.B of the Development Code. (Planning/JF)
2. Ensure that the associated Design Review Three application (DR2015-0062) and Loading Determination application (LO2015-0003) have been approved and are consistent with the submitted plans. (Planning Division/JF)

DR2015-0062 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. Ensure that all associated applications, including Conditional Use, Loading Determination, Property Line Adjustment, Sidewalk Design Modification, and Tree Plan Two applications have been approved and are consistent with the submitted plans. (Planning Division/JF)
- A. Prior to issuance of a site development permit for either phase or the combined full project, the applicant shall:**
3. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
 4. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)

5. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
6. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management facilities, utility undergrounding, any site work within the floodplain, and fire access paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
7. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
8. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation for work within, and/or construction access to Highway 217 and Canyon Road. (Site Development Div./JJD)
9. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
10. Submit an available fire flow analysis including an actual flow test of the existing water system and evaluation by a professional engineer meeting the standards as specified in the Engineering Design Manual Chapter 6, 610.L, using the anticipated maximum fire demand. The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)
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./JJD)
12. Submit a copy of issued permits or other approvals needed from the Clean Water Services District for any construction affecting an Agency sanitary-sewer trunk main (24 inches in diameter or larger). (Site Development Div./JJD)
13. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the 2006 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (For more information and to access the new format, see: <http://www.cleanwaterservices.org/PermitCenter/PermittingProcess/ErosionControl.aspx>) (Site Development Div./JJD)

14. 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./JJD)
15. 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. The 10-year flood is at 181.5 feet NGVD-29 (=185.0 feet NAVD-88). Short term parking spaces can be no lower than elevation 180.5 feet NGVD-29 (=184.0 feet NAVD-88). Long term parking spaces (hotel use) can be no lower than elevation 181.3 feet NGVD-29 (=184.8 feet NAVD-88). The long term and short term lowest allowable parking elevation contours need to be clearly shown on the grading and site plans. The designated parking assignment (short term or long term) needs to be called out for any parking areas below the base flood elevation. (Site Development Div./JJD)
16. Provide a final engineering analysis of the grading and construction work proposed within the 100-year floodplain as necessary to allow for a public notice to be published in a local newspaper by the City Engineer for the proposed floodplain modifications. The applicant's engineer shall certify in writing that the project as designed will meet the requirements of City Code and Clean Water Services 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 plans by the City Engineer and Planning Director. (Site Development Div./JJD)
17. Have obtained the City Building Official's courtesy review approval of the proposed site utility plan for private plumbing needed to serve the development including private fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./JJD)
18. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div./JJD)
19. Submit to the City a certified impervious surface determination of the entire site prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, changes in specific types of impervious area totals, in square feet, shall be given for roofs, parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing

impervious surfaces, the new impervious surface area created, and total final impervious surfaces areas on the entire site and individual lots. (Site Development Div./JJD)

20. Pay a storm water system development charge (overall system conveyance and quantity) for the net new impervious area proposed for the entire project. (Site Development Div./JJD)
21. Provide plans for LED street lights along the site's public street frontages (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No overhead utility lines or services shall remain on or cross above the site nor shall they remain along 114th Avenue and McBride Court frontages of the site. If existing utility poles along the Canyon Road frontage must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
22. Submit a geotechnical and geo-environmental report with the site development permit application for review and approval by the City Engineer. The report shall include an assessment of the soil and any toxic contaminants, ground/surface water issues, any needed clean-up action, remediation methods, Oregon Department of Environmental Quality requirements, disposal regulations, and worker safety measures. Additionally, any well on site shall be noted to be abandoned per County Water Master requirements. The report shall be prepared by a professional engineer or registered geologist to the specifications of the City Engineer and rules of the Oregon Department of Environmental Quality. (Site Development Div./JJD)
23. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
24. Provide plans that show the right-of-way dedication and half-street frontage improvements consistent with the following standards:
 - a. a sidewalk along the ODOT property north of SW Canyon Rd. that is at least 10' wide;
 - b. at least 30' of ROW for SW 114th Ave, measured from centerline with at least 17' to the curb, and either a 7.5' planter strip—measured to the face of the curb—and a 5' sidewalk, or a 10' curb-tight sidewalk with street trees in grated tree wells, as approved through the City's Design Review process; and
 - c. at least 39' of ROW for SW McBride Pl., measured from centerline with at least 17' to the curb and a 6.5' planter strip—measured to the curb—and a 5' sidewalk, plus a cul-de-sac bulb that complies with the City's Engineering Design Standards for pavement, planter strip, and sidewalk widths. (Transportation/KR)
25. Provide plans that show an extension of the westbound left-turn lane at the SW 115th Ave. / SW Canyon Rd. intersection. Subject to the City Traffic Engineer's determination, and in coordination with ODOT, the total, post-development length of the left-turn queue storage shall either be 550 feet or 425 feet, depending on the signal timing adjustments. (Transportation/KR)

26. Provide plans that show a 5' wide pedestrian connection between the hotel building and the public sidewalk system on SW McBride Pl. Where pedestrian connections cross vehicular drive aisles, the pedestrian connection shall be constructed of scored concrete or paving materials distinct from the asphalt of the parking lot. (Transportation/KR)
27. Provide plans that show that all pedestrian circulation and bicycle parking areas are lighted to at least a minimum standard of 0.5 foot-candles. (Transportation/KR)
28. Provide plans that show at least 3 short-term bicycle parking spaces and 3 long-term bicycle parking spaces for the restaurant and at least 3 long-term bicycle parking spaces for the hotel. (Transportation/KR)
29. 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/JB)
30. **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 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. Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:
 - a. 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.
 - b. In new developed areas, the maximum needed fire flow shall be 3,000 GPM at 20 psi.
 - c. Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1 (TVF&R/JF)
31. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) Painted curbing delineating the fire lanes on the sites will be required. Identify the fire lanes and how they will be marked on the plans. (TVF&R/JF)
32. **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 these requirements and must be identified on the plans.

33. **TURNING RADIUS:** The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3) The turning radius is too tight near SE corner of the hotel. Revise drawings to comply with the minimum turning radius requirements.
34. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
35. **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) Submit fire flow calculations. GPM calculation results shall be at 20 PSI.
36. **WATER SUPPLY DURING CONSTRUCTION:** Approved firefighting water supplies shall be installed and operational prior to any combustible construction or storage of combustible materials on the site. (OFC 3312.1)
37. **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) Provide fire flow calculations so the minimum number of fire hydrants can be identified.
38. **FIRE HYDRANT(S) PLACEMENT:** (OFC C104)
 - a. Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
 - b. Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the fire code official.
 - c. Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the fire code official.
 - d. Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the fire code official. (TVF&R/JF)

39. PHYSICAL PROTECTION: Where fire hydrants are subject to impact by a motor vehicle, guard posts, bollards or other approved means of protection shall be provided. (OFC 507.5.6 & OFC 312) (TVF&R/JF)
40. FIRE DEPARTMENT CONNECTIONS: A fire hydrant shall be located within 100 feet of a fire department connection (FDC) or as approved. Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle. (OFC 912 & NFPA 13) Will the FDC identified for the hotel be a combination system that includes the required standpipes or will there be a separate FDC for the standpipes? If a separate FDC for the standpipe system will be provided, identify its location on the plans. The FDC must be remote from the building. (TVF&R/JF)
41. 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) (TVF&R/JF)
42. Provide a plan showing all pedestrian crossings of drive aisles are to be constructed of concrete. (Planning/JF)
43. Provide a plan showing all pedestrian crossings are illuminated to a minimum of 0.5 footcandles. (Transportation/KR)

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

44. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
45. Provide proof of recording the necessary easement quit claim deeds documents with Washington County Records for existing easements that need extinguishment for a new building. (Site Development Div./JJD)
46. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
47. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total. In addition, 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 and individual lots as applicable. (Site Development Div./JJD)

48. Have a professional architect or engineer submit plans and specifications to the City Engineer and City Building Official verifying that the lowest finished floor is proposed to be elevated and all elements of the new building are proposed to be constructed of Federal Emergency Management Agency (FEMA) defined flood-resistant materials to at least equal to one foot above (183.3 feet, NGVD-29(=186.8 feet NAVD-88)) the base flood elevation (182.3 feet, NGVD-29(=185.8 feet NAVD-88)). (Site Development Div./JJD)
49. 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)
50. A demolition permit is required for the removal of the existing building(s). A plumbing permit is required for removal, abandonment and capping of a septic tank or sewer line. If a septic tank exists, it shall be pumped out and filled in with sand or gravel or completely removed. An inspection shall be obtained from the plumbing inspector after the tank is filled or removed. A copy of the receipt from the pumping company shall be provided. If the building is connected to the public sanitary sewer system, the building's sewer shall be capped off at the property line and inspected by the plumbing inspector. (BC 8.02.035, Section 105, OSSC; Section 722, OPSC) The removal of existing buildings on the property may provide credits towards some system development (SDC) fees such as water, sanitary sewer, impervious surface, and traffic. (Building/BR)
51. Applications for plan review must include the information outlined in the Tri-County Commercial Application Checklist. This form is available at the Building Division counter or may be printed from the Forms/Fee Center at: <http://www.beavertonoregon.gov/PermitFormsFees>. Incomplete applications will not be accepted. (Building/BR)
52. The City offers phased permits, for foundation/slabs, structural frame, shell and interior build-out (TI). An applicant desiring to phase any portion of the project must complete the Tri-County Commercial Phased Project Matrix or each phased portion. This form is available at the Building Division counter or may be printed from the Forms/Fee Center at <http://www.beavertonoregon.gov/PermitFormsFees>. Note: Except private site utilities (potable water, sanitary and storm sewer lines), Excavation and Shoring, Site Utilities and Grading are not permits issued by the Building Division and therefore area not part of part of the City's phased permit process. (Building/BR)

53. Plan submittals may be deferred as outlined in the Tri-County Deferred Submittals list. Each deferred submittal shall be identified on the building plans. This list is available at the Building Division counter or may be printed from the Forms/Fee Center at <http://www.beavertonoregon.gov/PermitFormsFees>. Permit applicants are responsible for ensuring that deferred plan review items listed on the plans are submitted for approval well in advance of the need to begin work on that portion of the project (anticipate a minimum of three weeks plan review turnaround time for tenant improvement and six weeks plan review turnaround for new construction projects). No work on any of the deferred items shall begin prior to the plans being submitted, reviewed and approved. (Building/BR)
54. 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. (Building/BR)
55. 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 at <http://www.beavertonoregon.gov/PermitFormsFees>. (Building/BR)
56. The building code plans review can run concurrent with the Design Review (DR) and site development review. Applications/plans for building permit/plan review can be submitted at any time during the entitlement process; however, permits cannot be issued until applicable approvals (Planning, Site Development, etc...) have been received and the Site Development permit has been issued. (Building/BR)
57. Addition of plumbing fixtures may require payment of sanitary sewer system development fees (credit is given to plumbing fixtures that are removed). (Building/BR)
58. A separate plumbing permit is required for installation of private on-site utilities (i.e., sanitary sewer, storm sewer, water service, catch basins, etc. If the applicant desires to install those types of private utilities during the same period as the "Site Development" work, a separate plumbing application must be submitted to the Building Services Division for approval. (Building/BR)
59. Any businesses related to food preparation are required to have a grease trap/interceptor. The type and size are determined by the State Plumbing Code. Please contact the Fats/Oil/Grease (FOG) specialist for maintenance requirements (503) 526-3701. (Building/BR)
60. The proposed building(s) shall be accessible to persons with disabilities. (Chapter 11, OSSC) (Building/BR)
61. An accessible route shall be provided to persons with disabilities throughout the site. (Section 1104, OSSC) (Building/BR)
62. An accessible route shall be provided to persons with disabilities from the building to a public way. (Section 1104, OSSC) (Building/BR)

63. The applicant should be aware that food service operations are required to be reviewed and approved by the Washington County Health Department for applicable health regulations. For more information, contact the Washington County Health Department at (503) 846-8722. (Building/BR)
64. An Emergency Responder Radio Coverage (ERRC) system may be required for this building. It is incumbent on the project owner to plan for the possibility that such a system may need to be installed. This would include installing chases, conduit, raceways, or similar accesses within the building for such a system. It does not mean that each of these building types will need an EERC system (typically a bi-directional amplifier with passive distributed antennae system). The code requires that the regulated building types be tested for coverage prior to occupancy (typically after all partitions, windows and siding is installed). If the testing reveals radio coverage is impacted in areas of the building, then those areas would require the installation of an ERRC system. "A test by a Federal Communications Commission (FCC) licensed technician will be required after all partitions, windows, doors roofing and siding are installed to determine if an ERRC system will be required. For further information, contact DFM Jeremy Foster with Tualatin Valley Fire and Rescue at (503) 259-1414. OSSC Section 915.1 applies to any building over 50,000 square feet in area. (Building/BR)
65. Provide architectural elevations for the restaurant which show the parapet towers at the corners of the south elevation, as shown on Sheet A-4.1 of the applicant's materials. (Planning/JF)
66. Provide a plan showing awnings, a minimum of four feet deep and six feet wide, at the east and west pedestrian entrances to the hotel to provide weather protection and pedestrian scale. (Planning/JF)

C. Prior to recordation of the property line adjustment, the applicant shall:

67. Have commenced construction of the site development improvements to provide minimum critical public services (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./JJD)
68. Show granting of any required on-site easements on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./JJD)

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

69. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
70. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./JJD)
71. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
72. Have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
73. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
74. Have obtained a Source Control Permit (AKA Industrial Sewage Permit) from the Clean Water Services District and submitted a copy to the City Building Official if such a permit is required, as determined by CWS. (Site Development Div./JJD)
75. 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 (183.3 feet, NGVD-29(=186.8 feet NAVD-88)) the base flood elevation (182.3 feet, NGVD-29(=185.8 feet NAVD-88)). (Site Development Div./JJD)
76. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / JF)
77. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / JF)
78. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning / JF)
79. Ensure all landscaping approved by the decision making authority is installed. (Planning / JF)

80. 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)
81. 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)
82. 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)
83. Provide proof of recordation of the property line adjustment and cross over easements. (Planning/JF)
84. EMERGENCY RESPONDER RADIO COVERAGE SYSTEM: This building will be required to be tested to identify any deficient radio coverage areas. All areas of the building that are deficient must be provided with an ERRC system in accordance with OFC Section 510. Testing is typically done at 80% completion of the building. It is recommended to provide appropriate conduits shaft, wiring etc. during construction to accommodate for the system. Additionally, make sure you budget and appropriate time for the installation of this system. (TVF&R/JF)
85. UTILITY IDENTIFICATION: Rooms containing controls to fire suppression and detection equipment shall be identified as "Fire Control Room." Signage shall have letters with a minimum of 4 inches high with a minimum stroke width of 1/2 inch, and be plainly legible, and contrast with its background. (OFC 509.1) (TVF&R/JF)

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

86. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
87. Submit any required on-site easements, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)

88. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation within the storm water facility area, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Public Works Director prior to release of the security. (Site Development Div./JJD)

LO2015-0004 Loading Determination Application:

1. Ensure that the Design Review Three (DR2015-0062) application has been approved and is consistent with the submitted plans. (Planning Division/JF)

PLA2015-0003 Property Line Adjustment Application:

A. Concurrently with recordation of the property line adjustment, the applicant shall:

1. Record a crossover access agreement for all shared drive aisles across both properties. (Planning/JF)

SDM2015-0011 Sidewalk Design Modification Application:

1. Ensure that the Design Review Three (DR2015-0062) application has been approved and is consistent with the submitted plans. (Planning Division/JF)
2. Prior to Site Development Permit Issuance the applicant shall provide a plan showing the retention of the existing street trees along SW Canyon Road or a plan showing placement of new street trees within the planter strip every 30 feet on center, subject to ODOT approval and meeting ODDOT Highway Design Manual requirements. (Planning Division/JF & ODOT/JB)

TP2015-0007 Tree Plan Two Application:

1. Ensure that the Design Review Three (DR2015-0062) application has been approved and is consistent with the submitted plans. (Planning Division/JF)

Jana Fox

From: George Hohnstein <gbh12@msn.com>
Sent: Tuesday, November 17, 2015 9:41 AM
To: Jana Fox
Subject: Re: Hotel & Restaurant at 11325 S.W. Canyon Road/CU2015-0005

Jana,

When I was talking to Mr. Whallon, he informed me that they were planting Green Spire Linden trees along the property line - is he including Linden trees along the fence line? We have no problem with the Strawberry trees and Spring Viburnum but we do have a problem with the Linden trees.

We would prefer a vision barrier fence to be included in the project. Hawkins Companies could replace (at their own expense) the current chain link fence with a vision barrier fence. The current fence was installed by Hohnstein Properties and does not provide privacy.

Thank you for all your help. We would like our comments entered into the record and provided to the Planning Commission.

George Hohnstein
Hohnstein Properties LLC

From: Jana Fox <jfox@beavertonoregon.gov>
Sent: Tuesday, November 17, 2015 8:26 AM
To: 'George Hohnstein'
Subject: RE: Hotel & Restaurant at 11325 S.W. Canyon Road/CU2015-0005

George,

Thank you for your comments, I am happy to submit them into the public record for this project if you would like. From reviewing their plans I don't believe they are currently proposing a fence. The proposal does contain dense shrubs (Dwarf Strawberry Tree and Spring Bouquet Viburnum which are evergreen shrubs) along the property lines which would form a visual barrier.

Please let me know if you would like your comments entered into the record and provided to the Planning Commission.

Thank you,

Jana Fox
Associate Planner | Community Development Department
City of Beaverton | PO Box 4755 | Beaverton OR 97076-4755
p: 503-526-3710 | f: 503-526-2550 | www.BeavertonOregon.gov

From: George Hohnstein [mailto:gbh12@msn.com]
Sent: Tuesday, November 17, 2015 8:13 AM
To: Jana Fox <jfox@beavertonoregon.gov>
Subject: Re: Hotel & Restaurant at 11325 S.W. Canyon Road/CU2015-0005

Jana,

Jana,

I have reviewed the landscape plan for the project. It would advantageous to have a vision barrier between the property lines. The plan shows deciduous trees planted on the eastside property line. Deciduous will cause a maintenance problem for our tenant. We recommend planting a tall, thick arborvitae along the fence line. This would provide a secure vision barrier between Hawkins property and Hohnstein property. Maybe I'm missing something, are they proposing a wall or vision barrier fence?

I contacted Mr. Brandon Whallon at Hawkins Companies last week via both cell phone and email. He has not yet responded to our email concerning the landscape concerns.

Please keep us in the loop, I can personally meet with you at your convenience if you would like.

George Hohnstein
Hohnstein Properties LLC.
503 572-1408

From: George Hohnstein <gbh12@msn.com>
Sent: Thursday, November 5, 2015 9:45 AM
To: Jana Fox
Subject: Re: Hotel & Restaurant at 11325 S.W. Canyon Road/CU2015-0005

Jana,

Thank you for your prompt reply. I may come in at a later date and review the full set of plans.

George

From: Jana Fox <jfox@beavertonoregon.gov>
Sent: Thursday, November 5, 2015 9:28 AM
To: 'George Hohnstein'
Subject: RE: Hotel & Restaurant at 11325 S.W. Canyon Road/CU2015-0005

Mr. Hohstein,

Attached is a landscape plan provided by the applicant, there are trees and shrubs proposed along the property line. We have full plan sets should you wish to come in and take a look at them. The representative for Hawkins Company is Brandon Whallon (208)908-8522.

Thank you,

Jana Fox
Associate Planner | Community Development Department
City of Beaverton | PO Box 4755 | Beaverton OR 97076-4755
p: 503-526-3710 | f: 503-526-2550 | www.BeavertonOregon.gov



Beaverton, OR - Official Website

Information on Beaverton's government, history, and employment opportunities.

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From: George Hohnstein [<mailto:gbh12@msn.com>]
Sent: Thursday, November 05, 2015 9:22 AM
To: Jana Fox <jfox@beavertonoregon.gov>
Subject: Hotel & Restaurant at 11325 S.W. Canyon Road/CU2015-0005

Jana,

I would like to introduce myself, my name is George Hohnstein and I am a partner in Hohnstein Properties, LLC.

Hohnstein Properties owns the property due east of the proposed project, our actual address is: 11290 S.W. McBride Place. We have a question about property line barrier, what type of barrier does the developer propose along the fence line? Would it be a berm, dense landscape shrubbery, a wall, etc.?

Would you please provide us with the necessary information and also would you have the name of the contact person at Hawkins Companies, Inc.

Thank you,
George Hohnstein
Hohnstein Properties, LLC.
503 572-1408

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