CITY OF BEAVERTON
Planning Division
Community Development Department
Tel: 503-526-2420
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MEMORANDUM
City of Beaverton
Community Development Department

To: Interested Parties
From: City of Beaverton Planning Division
Date: November 26, 2025
Subject: LU32025-00263 Cedar Hills Crossing Phase 5

Please find attached the Notice of Decision for **LU32025-00263 Cedar Hills Crossing Phase 5 (DR32025-00255/LO2205-00258/PLA12025-00289)**. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decision is final, unless appealed within 12 calendar days following the date of the decision. The procedures for appeal of a Type 2 Decision are specified in Section 50.65 of the Beaverton Development Code. The appeal shall include the following in order for it to be accepted by the Director:

- The case file number designated by the City.
- The name and signature of each appellant.
- Reference to the written evidence provided to the decision-making authority by the appellant that is contrary to the decision.
- If multiple people sign and file a single appeal, the appeal shall include verifiable evidence that each appellant provided written testimony to the decision-making authority and that the decision being appealed was contrary to such testimony. The appeal shall designate one person as the contact representative for all pre-appeal hearing contact with the City. All contact with the City regarding the appeal, including notice, shall be through this contact representative.
- The specific approval criteria, condition, or both being appealed, the reasons why a finding, condition, or both is in error as a matter of fact, law or both, and the evidence relied on to allege the error.
- The appeal fee of $250.00, as established by resolution of the City Council.

The appeal closing date for LU32025-00263 Cedar Hills Crossing Phase 5 (DR32025-00255/LO2205-00258/PLA12025-00289) is 4:30 p.m., December 8, 2025.

The complete case files including findings, conclusions, and conditions of approval, if any, are available for review. The case files may be reviewed by contacting the project planner, Steve Regner at sregner@beavertonoregon.gov.

NOTE: The City of Beaverton Community Development Department customer service center is now open to the public Monday through Thursday from 8:30am – 4:30pm.

Accessibility information: This information can be made available in large print or audio tape upon request. Assistive listening devices, sign language interpreters, or qualified bilingual interpreters can be made available at any public meeting or program with 72 hours advance notice. To request these services, contact Steve Regner by calling 503-319-4427 or email sregner@beavertonoregon.gov.

STAFF REPORT

Report date: November 26, 2025

Application: LU32025-00263 Cedar Hills Crossing Phase 5

Application Numbers: DR32025-00255/LO2205-00258/PLA12025-00289



Proposal: The applicant, CE John, requests Design Review Two, Loading Determination and Property Line Adjustment approval for the construction of approximately 40,000 square feet of new retail buildings at the Cedar Hills Crossing shopping center over multiple phases. The applicant also requests to deviate from the required number of loading berths for the proposal, as well as adjust property lines between two lots within the site.

Proposal location: The site is located at 2855 SW Cedar Hills Boulevard, specifically identified as Tax Lots 4100 and 4200 on Washington County Assessor's Map 1S109AD.

Applicant: CE John

Decision: APPROVAL of LU32025-00263, subject to the conditions of approval identified at the end of this report.

Contact information:

City Staff Representative: Steve Regner, Senior Planner
503-319-4427 / sregner@BeavertonOregon.gov

Applicant/Property Owner: Center Developments Oreg 3 LLC
Attn: Seth GaRey
1701 SE Columbia River Drive
Vancouver, Washington 98661

Applicant's Representative: DOWL
Attn: Matthew Robinson
309 SW 6th Avenue, Suite 700
Portland, Oregon 97204

Existing Conditions

Zoning: Community Service (CS)

Site Conditions: The project site is located in the northwest corner of a commercial shopping center. The area proposed for development previously contained a bowling alley, which has since been demolished. The site currently functions as overflow parking for the shopping center.

Site Size: Entire shopping center: 28.25 acres; Area of development: 5.42 acres

Location: The subject site is located in the northwest corner of the Cedar Hills II Shopping center. It is bound by SW Walker Road to the north, SW Cedar Hills to the east, and SW Jenkins Road to the south.

Neighborhood Association Committee: Central Beaverton

Table 1: Surrounding Uses

Direction	Zoning	Uses
North	CS – Community Service	Shopping Center
South	CS – Community Service	Shopping Center
East:	CS – Community Service	Shopping Center
West:	RMC – Residential Mixed C; Washington Country R-5	Single Family Residential

Application Information

Table 2: Application Summaries

Application	Application type	Proposal summary	Approval criteria location
DR32025-00255	Design Review Three	The applicant proposes to construct approximately 40,000 square feet of new retail buildings at the Cedar Hills Crossing shopping center. Improvements include 5 buildings proposed over multiple phases, frontage improvements along SW Walker Road, a new driveway at the west edge of the site connecting to SW Walker Road, and associated circulation and landscaping.	Development Code Sections 40.03.1 and 40.20.15.3
LO2205-00258	Loading Determination	The applicant requests to provide zero loading berths where two Type B berths are required.	Development Code Section 40.50.1.C
PLA12025-00289	Property Line Adjustment	The applicant requests to relocate a shared property line between two lots.	Development Code Section 40.45.1.C

Table 3: Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day*	365-Day**
DR22025-00179	March 28, 2025	September 3, 2025	January 1, 2026	September 3, 2026
LO2205-00258	March 28, 2025	September 3, 2025	January 1, 2026	September 3, 2026
PLA12025-00289	March 28, 2025	September 3, 2025	January 1, 2026	September 3, 2026

* 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.

** The original 120-day final decision date can be extended 245 days.

Exhibit 1.1 Zoning Map

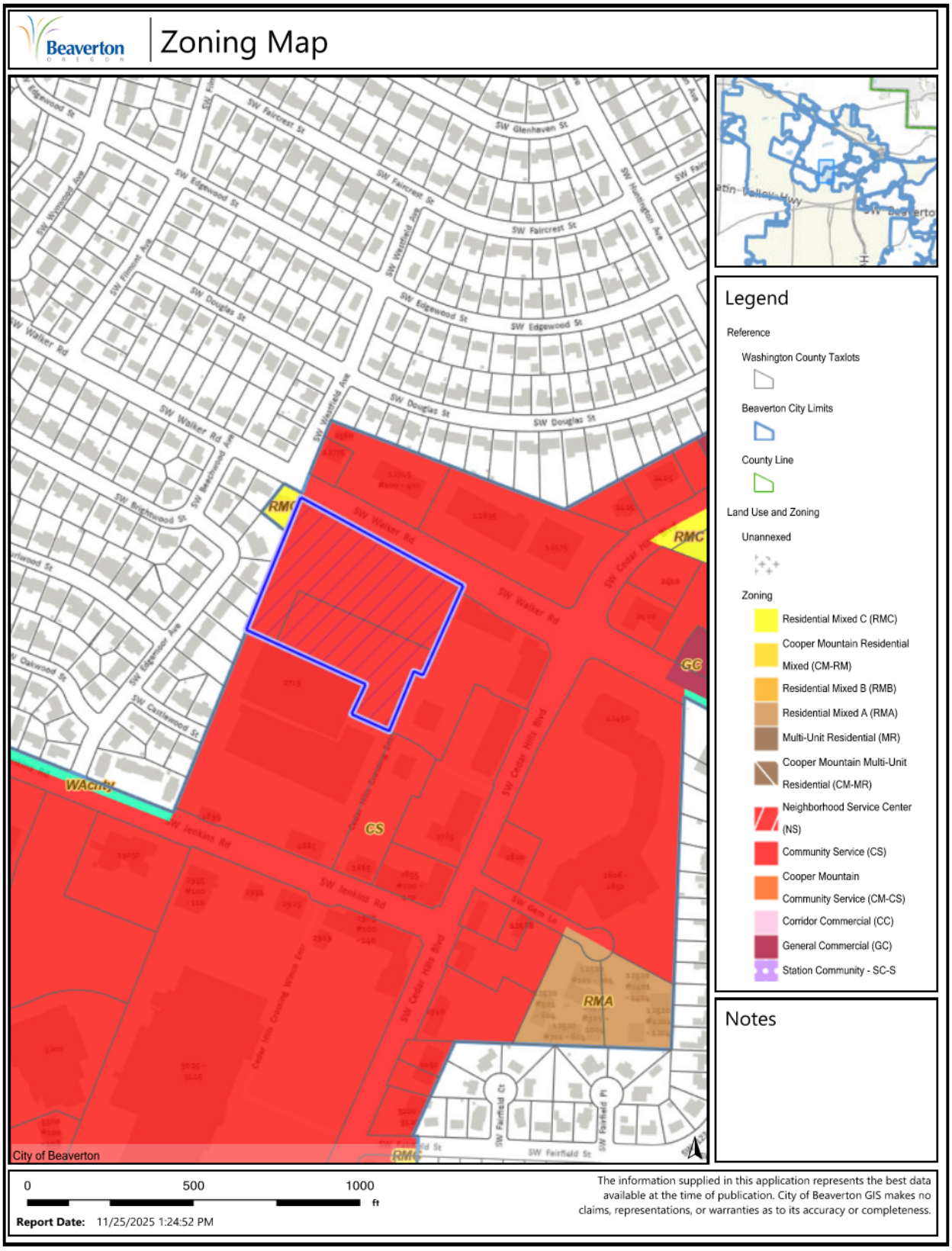
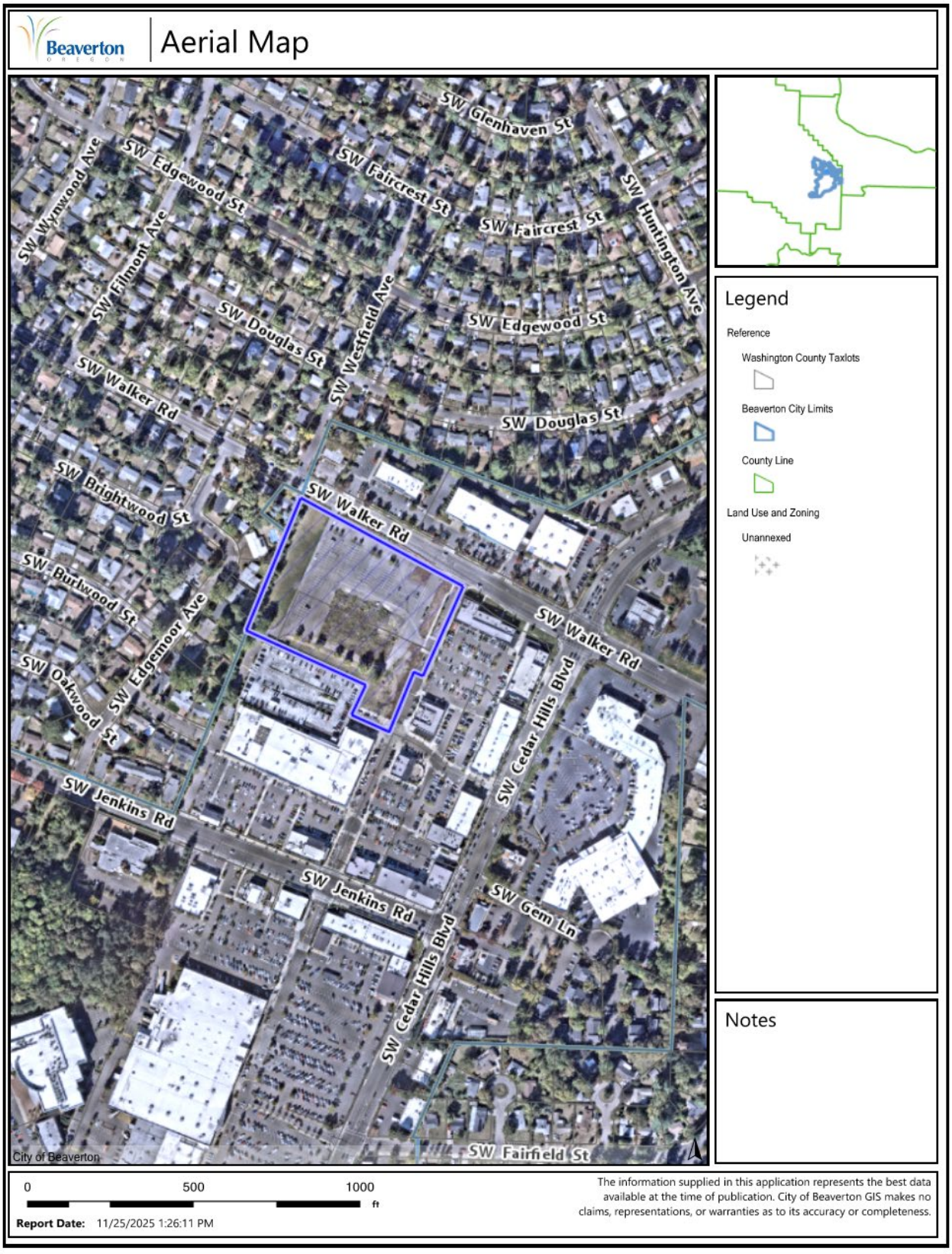


Exhibit 1.2 Aerial Map



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Exhibits:

Exhibit 1. Materials Submitted by Staff

Exhibit 1.1 Zoning and Vicinity Map (page 6 of this report)
Exhibit 1.2 Aerial Map (page 7 of this report)

Exhibit 2. Public Comment

None received

Exhibit 3. Materials Submitted by the Applicant

Exhibit 3.A Pre Application Notes
Exhibit 3.B Plan Sets
Exhibit 3.C CWS SPL
Exhibit 3.D BSD Water SPL
Exhibit 3.E TVF&R SPL
Exhibit 3.F Preliminary Drainage Report
Exhibit 3.G Traffic Impact Analysis

Exhibit 3.H Exterior Finish Legend and Material Board

Exhibit 3.I Pre Application Notes

Exhibit 3.J Lighting Cut Sheets

Exhibit 3.K Neighborhood Meeting Notes

Exhibit 3.L Hawaiian Bros Queuing Analysis

Exhibit 3.M Hawaiian Bros Railing Detail

Exhibit 3.N Application Forms

Exhibit 3.O Written Narrative

Exhibit 4. Agency Comment

None received

DRAFT

Attachment A: Facilities Review Committee Technical Review and Recommendation

Application: LU32025-00263 Cedar Hills Phase 5

Proposal: The applicant, CE John, requests Design Review Two, Loading Determination and Property Line Adjustment approval for the construction of approximately 40,000 square feet of new retail buildings at the Cedar Hills Crossing shopping center. The applicant also requests to deviate from the required number of loading berths for the proposal, as well as adjust property lines within the site.

Recommendation: APPROVE DR32025-00255 / LO2205-00258 / PLA12025-00289

Finding: The Facilities Review Committee finds that the proposal complies with all technical approval criteria and therefore, the Committee recommends that the decision-making authority in approving the proposal, adopt the conditions of approval found at the end of this report.

Section 40.03 Facilities Review Committee:

The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in a different order. The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings.

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

- All 12 criteria are applicable to the Design Review Three (DR32025-00328) application as submitted.
- Facilities Review is not applicable to the Loading Determination (LO2205-00258) and the Property Line Adjustment (PLA12025-00289).

Section 40.03.1.A

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

FINDING:

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

Potable and Non-Potable Water: The property is served by City of Beaverton public water service. The applicant proposes to connect to an existing 12-inch water line in SW Walker Road, by constructing a new 8-inch water main in a 15-foot-wide public utility easement along the site's western edge. Two 2-inch service lines connected to the new water main will serve Hawaiian Bros restaurant as well as Buildings 3, 6, and 7. Building 5 will be served by a new 2-inch service line connected to the existing public line in SW Walker Road. The applicant has provided a City of Beaverton Water Service Provider Letter demonstrating that there is sufficient capacity to serve the proposal.

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

Sanitary Sewer: The property is served by City of Beaverton sanitary sewer service. There applicant's plans show new 6-inch and 8-inch sewer lines that will connect the proposed development to an existing private sewer line that runs along the west edge of the site. The Committee finds that adequate sewer service can be provided to the site.

Stormwater Drainage, Treatment, and Retention: The property is served by the City of Beaverton storm sewer service. The applicant states that stormwater quality and detention/flow control will be provided through a system of new catch basins that will convey stormwater runoff to an existing public detention facility located within tax lot 1S109AA15600, south of the existing King Pins bowling alley, before being treated in a public stormwater filtration vault. Two new detention systems will also be added within the new development area to slow down the peak flows and supplement the existing detention system.

Transportation: Per BDC Section 60.55.20.2.A, a Traffic Impact Analysis (TIA) is required when a proposed development will generate 300 vehicles or more per day in average weekday trips. The applicant has provided a Traffic Impact Analysis (TIA), prepared by Kittleson & Associates, dated August 22, 2025, analyzing the projected impacts to the local transportation system based on the proposal. The TIA projects that there will be an average of 825 net new daily trips to and from the site due to the proposed development.

The TIA analysis included the proposed relocation of the western driveway to the far west edge of the property line, as well as limiting left turns movements in and out of the driveway by placing a median separator on SW Walker Road. The analysis found that shifting the

location of the driveway to the west and introducing left-turn restrictions improves traffic operations such that City operating standards continue to be met upon future year buildout and occupancy conditions. Staff has reviewed the TIA as well as the new driveway and general location of the median separator and concur with the findings of the TIA. However, the committee recommends a condition of approval to require the specific design and location of the median separator to be shown on construction plans submitted for Site Development permit review to confirm the separator meets all applicable engineering requirements.

The applicant has requested to defer providing a lighting and photometric plan for the SW Walker Road frontage until construction permitting. The committee agrees to this deferral but recommends a condition of approval requiring photometric and lighting plans be provided for city review during Site Development permit review.

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

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

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

Section 40.03.1.B

Approval Criterion: *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.*

FINDING:

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

Schools: The proposed development is within the Beaverton School District boundaries. No additional dwelling units are proposed with this application.

Transit Improvements: The mall site is directly served the SW Cedar Hills and Walker bust stop, which is served by TriMet Bus Line 20 – Burnside/Stark to Beaverton Transit

Center. Therefore, the Committee finds that there are adequate transit services to serve the proposed development.

Police Protection: The City of Beaverton Police Department will continue to serve the development site. As of the date of this report, Beaverton Police have not provided comments or recommendations to the Committee. Therefore, the Committee finds that adequate police protection service can be provided to the site to serve the proposed development.

Pedestrian and Bicycle Facilities: The subject site has frontage on SW Walker Road right of way to the north. This segment of SW Walker Road is identified as a segment of a future Washington County MSTIP project. The applicant proposes to construct a 10-foot-wide sidewalk with tree wells in the ultimate location, consistent with the Washington County road project. This location has been confirmed by Washington County staff to be consistent with the County road project. The applicant also proposes to delineate a five-foot-wide bicycle lane, consistent with the City of Beaverton's requirements for bike lane widths. Washington County has identified the preference for a 7-foot-wide buffered bike lane, but has indicated that no additional right of way will be required from the south side of SW Walker Road, and any additional right of way needed for the wider buffered bike lane would come from the north side of the street. The proposed 5-foot bike lane satisfies the City requirement for a bike lane on an arterial, and the applicant will not be required to construct the 7-foot wide bike lane with this proposal.

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

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

Section 40.03.1.C

Approval Criterion: *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).*

FINDING:

The site is zoned Community Service (CS). The Committee refers to the Chapter 20 use and site development requirements table at the end of this report, which evaluates the project as it relates to applicable code requirements of Chapter 20 (Land Uses). As demonstrated in the table, the development proposal is consistent with all applicable provisions of Chapter 20 (Land Uses).

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

Section 40.03.1.D

Approval Criterion: *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.*

FINDING:

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 (Special Requirements). Staff will provide findings for the Design Review Three request within the applicable section of the staff report.

Section 60.30 Off-Street Parking: Per Beaverton Development Code (BDC) Section 60.30.10.5, there is no minimum motor vehicle parking requirement. The maximum motor vehicle parking ratio requirement is 5.1 spaces per 1,000 square feet of floor area for retail, including shopping center, and 12.4 spaces per 1,000 square for fast food with drive-through service. The applicant has provided calculations for the entire Cedar Hills 2 Shopping Center, showing a maximum allowance of 1,413 parking spaces, and at full build out, the site will contain 1,184 parking spaces, complying with the maximum allowed number of parking spaces.

Per Beaverton Development Code (BDC) Section 60.30.10.5, required bicycle parking for this is two short-term bicycle parking spaces and two long-term bicycle parking spaces for each proposed building. The applicant proposes two short-term bicycle parking spaces in the front of each building, through either one or two bike parking racks, and all long-term bicycle parking spaces will be located in the northeast corner of the existing parking structure.

Section 60.55 Transportation Facilities: As stated in the findings for approval criterion 40.03.1.A, above, per BDC Section 60.55.20.2.A, a Traffic Impact Analysis has been provided, detailing the expected trips to be generated by the proposal, and the impact to the local circulation network. The TIA analysis shows that the relocation of the western driveway to the far west edge of the site, as well as the installation of a median separator to eliminate left turn movements from the new driveway will result in City operating standards continuing to be met upon future year buildout and occupancy conditions.

Section 60.60 Trees and Vegetation: The development site is a previously developed bowling alley and associated amenities. The bowling alley was demolished several years ago. 43 landscape trees remain on site, all of which are proposed to be removed to accommodate the proposed development. The applicant has provided a landscape plan

showing 83 new trees are proposed to be planted throughout the site, including a landscape buffer along the west edge of the site.

Section 60.65 Utility Undergrounding: The applicant states that all new utility lines will be undergrounded as required.

Section 60.67 Significant Natural Resources: No Significant Natural Resources are located on the site.

For these reasons, the Committee finds that the proposed development is consistent with the applicable provisions of Chapter 60.

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

Section 40.03.1.E

Approval Criterion: *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.*

FINDING:

The applicant states that the proposed private common facilities are strategically located and easily accessible to allow for adequate operations and maintenance. The Committee finds that the proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

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

Section 40.03.1.F

Approval Criterion: *There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.*

FINDING:

The applicant proposes five new buildings in the northwest corner of a developed shopping center. Vehicular access within the shopping center is provided from the northwest, through a relocated driveway accessed directly from SW Walker Road, from the east through a connection to Charles Bernard Drive, a private, north-south oriented

drive aisle, as well as from the southwest, behind the parking structure. Staff finds that these vehicle connections and overall circulation patterns are safe and efficient.

On-site pedestrian walkways are provided along all building frontages, as well as two north-south and one east-west pedestrian walkway through the parking lot, all indicated to be made of concrete, including in the areas where the pathways cross drive aisles. The applicant's proposal includes a phased approach, where the southern portion of development, including buildings 6, 7, and 3B, and abutting walkways, will be constructed in a second phase, time yet to be determined. Staff observe that the central, north-south pedestrian walkway through the parking lot, will terminate with no receiving ramp or sidewalk at the south of end of the walkway until Phase 2 is constructed. As such, the committee recommends that the applicant install a sign or barrier, as approved by the City Transportation Engineer, indicating to users of the site that the pathway beyond the southernmost landscape island is closed.

For these reasons, the Committee finds that there are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the proposed development.

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

Section 40.03.1.G

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

FINDING:

The proposal includes new pedestrian connections to SW Walker Road, as well as the relocation of an existing driveway. Two new pedestrian connections to SW Walker are proposed, one along each driveway connection on the far east and far west edges of the site. Staff finds that these pedestrian connections provide safe and efficient connections to the local public circulation system.

The applicant's plans show the existing driveway on the east edge of the site to remain in place and provide access to the area of development through the private access drive, commonly referred to as Charles Bernard Drive.

Past conversations with the applicant, including the Pre-Application Conference held on September 4, 2024, indicated the long-term desire of the applicant to construct the western driveway accessing SW Walker Road on an abutting property, address 12870 SW Walker Road, in order to align the driveway with SW Westfield Ave, on the opposing side of SW Walker Road. This alignment is not shown in the proposed plans, however, the applicant indicates that this remains the long-term goal for the western driveway alignment.

The current proposed location of the western driveway, although regarded as interim by the applicant, is being reviewed by the City under the assumption it is the permanent and final location. The proposed driveway location is aligned with the existing commercial driveway across the street serving a building at the address 12719 SW Walker Road. A new traffic separator is proposed in the median to allow right-in, right-out movements only at the new driveway. Staff have reviewed and approved the preliminary location of the median separator, but will need to review and approve the final design and location during Site Development Permit review. The committee recommends a condition of approval requiring the applicant to show detailed plans for the median separator prior to issuance of the Site Development permit.

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

Section 40.03.1.H

Approval Criterion: *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.*

FINDING:

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

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

Section 40.03.1.I

Approval Criterion: *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.*

FINDING:

The applicant states that the site and building addition will be designed to meet all applicable City code requirements related to safety and security. The applicant has provided a Tualatin Valley Fire and Rescue Service Provider Permit and will be required to obtain Building permits to demonstrate compliance with applicable state building codes.

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

Section 40.03.1.J

Approval Criterion: *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.*

FINDING:

The applicant's plans show site grading is proposed in such a way to convey storm water to new catch basins in the parking lot, that connect to new underground detention facilities, and finally to the city storm system.

The Committee concurs that grading will not have an adverse effect on neighboring properties and public infrastructure.

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

Section 40.03.1.K

Approval Criterion: *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.*

FINDING:

The proposal includes five commercial buildings, four of which have the potential to contain multiple tenants. Each building has entrances served by pedestrian walkways a minimum of 10 feet wide with five feet of unobstructed travel width. Access aisles are provided abutting each designated ADA parking space. However, the applicant's plans do not clearly indicate if the ADA parking spaces are intended to be Van Accessible and Wheelchair User Only, or standard ADA parking spaces, which impact the required minimum width of the access aisle. As such, the committee recommends a condition of approval requiring that the construction plans submitted for Site Development permit review indicate the type of each ADA parking space so city staff can confirm that the access aisles serving the spaces comply with ADA standards.

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code, and other standards as required by the ADA. The Committee finds that review of the proposed plans at Site Development and Building Permit stages is sufficient to guarantee compliance with accessibility standards.

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

Section 40.03.1.L

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

FINDING:

The applicant submitted Design Review Three (DR32025-00328), Loading Determination (LO2205-00258), and Property Line Adjustment (PLA12025-00289) applications on April 1, 2025. The application was deemed complete on September 3, 2025. In review of the materials during the application review process, the Committee finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

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

DRAFT

Code Conformance Analysis

Table 4: Chapter 20 Use and Site Development Requirements Community Service (CS) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.05.20			
Shopping Center Drive-Up Window Facility (Eating and Drinking)	Permitted	The applicant proposes to construct 5 retail buildings in an existing shopping center, including one restaurant with a drive-up window.	**YES**
Development Code Section 20.05.15			
Parcel Area	Minimum: 7,000 square feet Maximum: None	Parcel 1 Proposed: 4.41 acres Parcel 2 Proposed: 0.83 acres	**YES**
Residential Density	Non Residential Proposal	0 units	**N/A**
Minimum Lot Dimensions	Width: 70 feet Depth: 100 feet	<u>Parcel 1</u> Width: 430 feet Depth: 260 feet <u>Parcel 1</u> Width: 320 feet Depth: 113 feet	**YES**
Yard Setbacks	Front Minimum: None Side Minimum: 10 feet Rear Minimum: 0 feet	Approximately 12 feet Approximately 66 and 79 feet 0 feet	**YES**
Maximum Building Height	60 feet	Tallest building: Approximately 35 feet	**YES**

Table 5: Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	The applicant has submitted a Design Review Three application.	**See DR Findings**
Development Code Section 60.07			
Drive-Up Window Facilities	Requirements for drive-up, drive-through, and drive-in facilities.	Access and egress are provided via on-site connections, not the public right of way. Walk in service is provided. The applicant's queueing analysis demonstrate compliance with applicable criteria.	**YES**
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The subject site is not located in the floodplain.	**N/A**
Development Code Section 60.11			
Food Cart Pod Regulations	Requirements for food carts and food cart pods.	No food cart pods are proposed.	**N/A**
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits are requested.	**N/A**
Development Code Section 60.15			
Land Division Standards	On-site contouring within 25 feet of a property line within or abutting any residentially zoned property.	The proposed grading meets these provisions.	**YES**
Development Code Section 60.20			
Mobile and Manufactured Home Regulations	Requirements for the placement of mobile and manufactured homes.	No mobile or manufactured homes are proposed.	**N/A**
Development Code Section 60.25			
Off-Street Loading Requirements	Minimum: 2 Type B Loading Berths	The applicant has applied for a Loading Determination application.	**See LO Findings**

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.30			
Off-Street Motor Vehicle Parking	Minimum: N/A Maximum: 1,413 across entire Cedar Hills 2 Shopping Center	1,184 spaces at full buildout	**YES**
Development Code Section 60.30			
Required Bicycle Parking	Short-term: 10 spaces Long-term: 10 spaces	Refer to the Facilities Review Committee findings herein.	**YES**
Development Code Section 60.33			
Park and Recreation Facilities and Service Provision	Requirements for annexing property to THPRD.	The site is already within THPRD's boundaries.	**N/A**
Development Code Section 60.35			
Planned Unit Development	Development and design principles for Planned Unit Developments.	No Planned Unit Development is proposed.	**N/A**
Development Code Section 60.40			
Sign Regulations	Requirements for signs.	No signs are proposed.	**N/A**
Development Code Section 60.55			
Transportation Facilities	Requirements pertaining to the construction or reconstruction of transportation facilities	Refer to the Facilities Review Committee findings herein.	**YES**
Development Code Section 60.60			
Trees and Vegetation	Regulations pertaining to tree removal and preservation.	Refer to the Facilities Review Committee findings herein.	**YES**
Development Code Section 60.65			
Utility Undergrounding	Requirements for placing overhead utilities underground.	Refer to the Facilities Review Committee findings herein.	**YES**
Development Code Section 60.67			
Significant Natural Resources	Regulations for wetlands and riparian corridors.	No wetlands or riparian corridors are present on the site.	**N/A**

Attachment B: DR32025-00255 Design Review Three

ANALYSIS AND FINDINGS FOR DESIGN REVIEW THREE APPROVAL

Decision: APPROVAL OF DR32025-00255, subject to the conditions of approval identified in Attachment E.

Section 40.03.1 Facilities Review Committee Approval Criteria

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

FINDING:

Staff has reviewed the applicable Facilities Review Committee approval criteria in Attachment A of this report. Staff cites the findings presented in Attachment A in response to the Facilities Review Committee approval criteria. As identified in Attachment A, the proposal meets Approval Criteria 40.03.1.A through L, subject to the conditions of approval identified in Attachment C.

Conclusion: Therefore, staff finds that the proposal meets the Facilities Review Committee approval criteria.

Section 40.20.05 Purpose

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development

The purpose of Design Review as summarized in this Section is carried out by the approval criteria listed herein.

Director Standards for Approval

Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Director as they evaluate and render decisions on Design Review Three applications. The Director will determine whether the application as presented meets the Design Review Three 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:

Section 40.20.15.3.C.1

Approval Criterion: *The proposal satisfies the threshold requirements for a Design Review Three application.*

FINDING:

The applicant proposes to construct approximately 40,317 square feet of retail and 2,619 square feet of drive through restaurant at the Cedar Hills Shopping Center. The site abuts residentially zoned properties. Therefore, the proposal meets Threshold 2 for the Design Review Three application. Threshold 2 reads:

2. New construction or addition of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district.

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

Section 40.20.15.2.C.2

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

FINDING:

The City of Beaverton received the appropriate fee for a Design Review Three application.

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

Section 40.20.15.2.C.3

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

FINDING:

Staff cites the Design Guidelines Analysis at the end of this Attachment, which evaluates the proposal as it relates to the applicable Design Guidelines found in Section 60.05.35 through 60.05.50 of the Development Code. The analysis demonstrates that the proposal satisfies the applicable Design Guidelines.

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

Section 40.20.15.3.C.4

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

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

FINDING:

Staff cites the Design Guideline Analysis at the end of this Attachment, which evaluates the proposal as it relates to the applicable Design Guidelines found in Section 60.05.35 through 60.05.50. The analysis demonstrates that the proposal satisfies the applicable Design Guidelines.

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

Section 40.20.15.3.C.5

***Approval Criterion:** The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance.*

FINDING:

The applicant's proposal complies with the grading standards of 60.15.10. Staff cites the Facilities Review Report in Attachment A that provides analysis regarding the proposal's compliance with Section 60.15.10.

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

Section 40.20.15.3.C.6

***Approval Criterion:** For DRBCP proposals which involve the phasing of required floor area and CMDP proposals with involve the phasing of required floor area or the minimum commercial requirement, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP or CMDP.*

FINDING:

The applicant's proposal does include phasing of construction. However, the Community Service zone does not have minimum floor area requirements, therefore a DRBCP is not required.

Conclusion: Therefore, staff finds criterion is not applicable.

Section 40.20.15.3.C.7

Approval Criterion: *If applicable, the proposal complies with a previously approved Land Division Housing Plan associated with an existing Land Division or Land Division Housing Plan Amendment approval.*

FINDING:

The applicant is not proposing a land division and there is no existing land division approval for the project site that this application must comply with. This criterion does not apply.

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

Section 40.20.15.3.C.8

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

FINDING:

The proposal qualifies under Threshold 2 and does not qualify under Threshold 7 or 8.

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

Section 40.20.15.3.C.9

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

FINDING:

The proposal qualifies under Threshold 2 and does not qualify under Threshold 7 or 8.

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

Section 40.20.15.2.C.3

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

FINDING:

The applicant submitted the Design Review Three Application

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

Section 40.20.15.3.C.10

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

FINDING:

The applicant submitted this Design Review Three application along with a Loading Determination and a Property Line Adjustment application. No other applications are required of the applicant at this stage of City review. The applications were submitted on March 26, 2025, and were made complete on September 3, 2025. In review of the materials during the application review process, the staff finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

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

Conclusion and Recommendation

Based on the facts and findings presented above, the Director **APPROVES DR32025-00255**, subject to the conditions of approval in Attachment E

Design Review Guidelines Analysis

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

60.05.35 Building Design and Orientation Guidelines.

1. Building 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. (Standards 60.05.15.1.A and B)

FINDING:

Hawaiian Bros

The applicant states the buildings elevations are articulated with varying roof and parapet heights, off-setting building walls, differing building materials that accentuate the elevation's vertical elements, and extensive storefront windows. Canopies provide additional articulation and weather protection for visitors and customers.

Staff concur that the Hawaiian Bros building contains varied elevations and articulation that provides visual interest to pedestrians.

Building 3

The applicant states that Building 3 is comprised of two simple masses combined into a single, cohesive overall composition that reflects the change in elevation with offset parapet heights. Additionally, recessed and offset planes of the building shift to create spaces for outdoor dining and a landscape planter transition along the building's primary frontages. A portion of Building 3 will be built in later phase, leaving an interim condition with the northern elevation exposed with no articulation. This interim condition is mitigated with the planting of arbor vitae along the façade until the later phase is constructed.

Staff concur that Building 3 contains varied elevations and articulation that provides visual interest to pedestrians.

Building 5

The applicant states the western and eastern elevations of Building 5 are bookended by different colors of brick masonry, with the interior bays of the building consisting of stucco. Tenant storefronts and recessed entries have projected canopies creating a variety of shadow lines and depths along the facades. An inset box-rib metal panel parapet projects above the roofline and provides additional material texture and screening for future roof-mounted equipment. The applicant further states that the building's eastern elevation accommodates a seven-foot grade transition along the shopping center's existing private

street (Charles Bernard Drive) and provides a built canopy that wraps the southeast corner of the building over storefront areas and introduces the projected open-framed canopy extensions that are applied along the north elevation. The building's southeast corner is offset from the middle portion of the building by a four-inch vertical steel beam trim, an increased six-inch parapet transition, and also provides darker brick masonry with two-foot-wide piers. The building's western elevation anchors the building with darker-colored masonry, storefront window areas that wrap both the building's northwest and southwest corners and also provides a large built canopy over an outdoor dining patio area.

Staff concur that Building 5 contains varied elevations and articulation that provides visual interest to pedestrians.

Building 6

The applicant states that Building 6 applies brick masonry with soldier header coursing, storefront windows, and painted steel canopies at the building's northeast and northwest corners. The middle of the building is recessed two feet with stucco piers, storefront windows, and fabric awnings. The brick masonry is capped by a painted metal coping, with an exaggerated three foot metal cap detail at the northwest corner where the building anchors an open area between Buildings 6 and 7. The building's south elevation applies a combination of stucco with reveals and alternating box-rib and smooth metal panels, creating a repeating pattern and varying texture along the façade.

Staff concur that Building 6 contains varied elevations and articulation that provides visual interest to pedestrians.

Building 7

The applicant states Building 7 applies brick masonry with soldier header coursing, storefront windows and painted steel canopies that wrap the building's northeast and northwest corners, similar and complimentary to adjacent Building 6. The middle of the building is recessed two feet with lighter color stucco, storefront windows and fabric awnings. Brick masonry is capped by a painted metal coping, with an exaggerated three-foot metal cap detail at the northwest corner. The building's south elevation applies alternating box-rib and smooth metal panels, creating a repeating pattern and varying texture along the façade.

Staff concur that Building 7 contains varied elevations and articulation that provides visual interest to pedestrians.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros longer northern and southern elevations are broken up with vertical building elements, building off-sets, and varied building materials, including smooth brick facades and dark walnut wood look aluminum siding (longboard), as well as extensive storefront windows framed with anodized aluminum window frames. Painted steel canopies are also provided over storefront window systems in order to provide additional articulation and weather protection for visitors and customers. The building's main entrance is also framed by storefront windows and a smooth brick façade that will be a different color than the restaurant's primary brick façade so that the entrance is easily identifiable as the main primary customer entrance.

Staff concur that the Hawaiian Bros building contains a balance of horizontal and vertical elements.

Building 3

The applicant states that Building 3's building entries are emphasized with painted steel canopies for weather protection, which also serve to support future tenant signage. Additionally, exterior cladding materials at the building façade and canopy underside transition to composite wood to provide a warmer, unique material and color palette.

Staff concur that Building 3 contains a balance of horizontal and vertical elements.

Building 5

The applicant states the building entries are emphasized with painted steel canopies for weather protection, which also serve to support future tenant signage, while also create additional shadow play along the façade. Mid-building tenants have an added clerestory along the south entries to maximize visibility into the building to interior merchandise and tenant activity at the pedestrian level. Due to significant grade transitions along the building's eastern façade, no tenant entries are provided. A single tenant entry is provided along the building's northern façade, which is directly accessible to adjacent sidewalks along SW Walker Road.

Staff concur that Building 5 contains a balance of horizontal and vertical elements.

Building 6

The applicant states that corner tenant entry locations are amplified with increased building parapets varying in height between 22 feet and 24 feet and are pronounced on both the northeast and northwest corners. Offsets in the parapet correspond to material transitions and enhance building variation, massing and corners. Each tenant storefront entry is recessed and covered by a minimal four-foot-deep painted steel canopy or fabric awning ranging in width from approximately 14 feet to 17 feet, which provides weather protection for visitors and customers. Larger built canopies wrap the building's northwest and northeast corners.

Staff concur that Building 6 contains a balance of horizontal and vertical elements.

Building 7

The applicant states corner tenant entry locations are amplified with increased building parapets varying between 21 feet and 23 feet and are pronounced on both the northeast and northwest corners. Offsets in the parapet correspond to material transitions and enhance building variation, massing and corners. Each tenant storefront entry is recessed and covered by a minimal four-foot-deep painted steel canopy or fabric awning that is approximately 17 feet wide, providing weather protection and enhanced shading. Larger built canopies wrap the building's northwest and northeast corners.

Staff concur that Building 7 contains a balance of horizontal and vertical elements.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros building is accessible via direct and convenient pedestrian walkways that interconnect with the project site's broader pedestrian walkway network, which provides direct access to SW Walker Road, SW Jenkins Road, and SW Cedar Hills Boulevard. The building's design promotes a comfortable pedestrian scale by providing extensive storefront windows on its north, south, and western elevations, which are accented by painted steel canopies that will also provide weather protection. An outdoor seating and dining area is also provided adjacent to the building's southern and western elevations, creating a welcoming environment for visitors and customers. The restaurant's roof also utilizes parapets of varying heights which will serve to provide articulation as well as screening of roof mounted mechanical equipment, which will be screened from pedestrian view along adjacent sidewalks and walkways.

Staff concur that the Hawaiian Bros building promotes and enhances a comfortable pedestrian scale.

Building 3

The applicant states that Building 3 provides covered outdoor seating areas around the perimeter of the building, which are complimented with steel canopies for weather protection and extensive landscape planters that result in a comfortable pedestrian-oriented environment. Steel canopies are also provided at tenant entries, which open onto

extra wide pedestrian walkways that connect with the broader pedestrian walkway network within the project site and the Cedar Hills Crossing shopping center.

Staff concur that Building 3 promotes and enhances a comfortable pedestrian scale.

Building 5

The applicant states all storefront areas and tenant entries are provided with extensive storefront windows in order to maximize visibility into the building's interior areas at the pedestrian level. Tenant entries are also provided with steel canopies or fabric awnings for weather protection, which open onto extra wide pedestrian walkways that connect with the broader pedestrian walkway network within the project site and the Cedar Hills Crossing shopping center. An outdoor dining area is also provided along the building's western elevation in order to promote a welcoming pedestrian environment for visitors.

Staff concur that Building 5 promotes and enhances a comfortable pedestrian scale.

Building 6

The applicant states that all storefront areas and tenant entries are provided with extensive storefront windows in order to maximize visibility into the building's interior. Painted steel canopies are also provided at tenant entries to provide weather protection and shade. As shown on Sheet C2.2 of the plan set (Exhibit B-1), the building is setback approximately two feet mid-building in order to allow for outdoor merchandising. An additional breezeway with catenary lighting above provides access to the adjacent existing parking garage and is located between Buildings 6 and 7, while also providing additional areas for outdoor dining or merchandising.

Staff concur that Building 6 promotes and enhances a comfortable pedestrian scale.

Building 7

The applicant states all storefront areas and tenant entries are provided with extensive storefront windows in order to maximize visibility into the building's interior. Painted steel canopies and fabric awnings are also provided at tenant entries to provide weather protection and shade. Similar to Building 6, Building 5 is setback approximately two feet mid-building in order to allow for outdoor merchandising for adjacent tenants.

Staff concur that Building 7 promotes and enhances a comfortable pedestrian scale.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros building's north-facing elevation contains extensive storefront windows on its western end that allow visitors to view interior activities from the adjacent sidewalk, varied building materials that include brick facades and dark walnut wood look aluminum siding (longboard), as well as off-setting walls. Painted steel canopies extend over storefront windows to offer weather protection and additional articulation, and the storefront window system is framed with anodized aluminum window frames.

Staff concur that the Hawaiian Bros building is well articulated.

Building 3

The applicant states that Building 3 is predominantly comprised of brick masonry piers that vary in width, which serve to demarcate planned structural support columns and tenant demising walls, which are combined with recessed tenant entries to create a cohesive architectural cadence around the building's east, south and north facades.

Staff concur that Building 3 is well articulated.

Building 5

The applicant states Building 5 consists of vertical brick masonry piers with horizontal soldier coursing and recessed storefront areas between vertical piers. Horizontal steel beams and vertical columns provide framing around masonry material terminations and provide additional emphasis to material transitions between brick and stucco areas. Painted steel canopies are also provided at tenant entries, outdoor patio areas, and along the building's north façade to create visual interest and depth along this elevation.

Staff concur that Building 5 is well articulated.

Building 6

The applicant states all storefront areas and tenant entries are provided with extensive storefront windows and painted steel canopies or fabric awnings. Structural bays are outwardly visible and separated by solid piers of black stucco along the buildings north, east and west elevations in order to provide additional articulation along these facades. Building offsets are also provided along the northern elevation, which also serves to allow outdoor merchandising for tenant areas

Staff concur that Building 6 is well articulated.

Building 7

The applicant states the building includes four- to five-foot-wide piers of brick or box-rib metal panels along the building's north, east and west elevations, which reflect the building's internal structural layout. Similar to Building 6, the building offsets are provided along the northern elevation and include extensive storefront windows accented with painted steel canopies for weather protection. The building's southern elevation provides

an alternating box-rib and smooth metal panels, which creates a repeating pattern and provides varied textures along this façade.

Staff concur that Building 7 is well articulated.

Conclusion: Therefore, staff finds the proposal meets the guideline.

2. Roof Forms

b. Flat roofs should include a roofline that provides visual interest such as cornice treatments. (Standard 60.05.15.2.C)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros flat roof includes parapets of varying heights and decorative cornice treatments that complement the building's primary exterior materials. The roof's varied heights, in coordination with cornice treatments and building offsets, provides visual interest along all of the building's elevations.

Staff concur that the Hawaiian Bros building has a roofline that provides visual interest.

Building 3

The applicant states that Building 3 incorporates parapets of varying height that capture the brick and box-rib panels with a pronounced, painted metal cornice that is articulated with reveals and joins to align with the building's vertical elements and reduce the scale of overall metal panel exposure.

Staff concur that Building 3 has a roofline that provides visual interest.

Building 5

The applicant states that Building 5 incorporates parapets varying in height that are extended vertically to articulate the primary street-facing elevation and corners. The building's mid-building parapet offsets along the frontage to articulate a change of material and massing. Additionally, horizontal steel wide-flange beams and vertical steel wide-flange columns provide a visually expressed cornice on the buildings eastern and western elevations.

Staff concur that Building 5 has a roofline that provides visual interest.

Building 6

The applicant states Building 6 incorporates varying parapet heights that are extended vertically to articulate the building's primary north□facing elevations and corners. Parapets also step down approximately two feet where material transitions occur at the building's mid-point and a pronounced painted metal cornice is incorporated at the building's northwest corner and articulated with reveals and joins to align with vertical brick piers and reduce the scale of overall metal panel exposure.

Staff concur that Building 6 has a roofline that provides visual interest.

Building 7

The applicant states the Building 7 incorporates varying parapet heights that are extended vertically to articulate the building's primary north-facing elevations and corners. Parapets also step down approximately one foot where material transitions occur at the building's mid-point. Similar to Building 6, a pronounced painted metal cornice is incorporated at the building's northwest corner and articulated with reveals and joins to align with vertical brick piers and reduce the scale of overall metal panel exposure.

Staff concur that Building 7 has a roofline that provides visual interest.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros restaurant provides a primary main entrance that includes weather protection for visitors in the form of a steel canopy that extends approximately six (6) feet over the adjacent pedestrian walkway and is approximately 30 feet wide. The main entrance is framed by storefront windows and a smooth brick façade that will be a different color than the restaurant's primary brick façade so that it's easily identifiable as the main primary customer entrance.

Staff concur that the Hawaiian Bros building incorporates elements that provide weather protection to pedestrians.

Building 3

The applicant states that each tenant storefront area and entry are covered by five-foot-deep steel canopies ranging in width from approximately 12 feet to approximately 27 feet and provide weather protection for visitors. Additionally, a larger 15-foot-deep steel canopy is provided along the building's eastern and southern facades for additional weather protection and shading.

Staff concur that Building 3 incorporates elements that provide weather protection for pedestrians.

Building 5

The applicant states each tenant storefront area and entry are covered by four-foot-deep steel canopies ranging in width from approximately 12 feet to approximately 14 feet and provide weather protection for visitors. Larger canopies wrap the building's southwest and southeast corners, with the western canopy becoming a covered patio area for future tenant use.

Staff concur that Building 5 incorporates elements that provide weather protection to pedestrians.

Building 6

The applicant states each tenant storefront area and entry are covered by four-foot-deep steel canopies or fabric awnings ranging in width from approximately 14 feet to approximately 17 feet and provide weather protection for visitors. Larger canopies wrap the building's northwest and northeast corners and are approximately 24 feet long.

Staff concur that Building 6 incorporates elements that provide weather protection to pedestrians.

Building 7

The applicant states each tenant storefront area and entry are covered by four-foot-deep steel canopies or fabric awnings that are approximately 17 feet wide and provide weather protection for visitors. Larger canopies wrap the building's northwest and northeast corners and are approximately 24 feet long and joins to align with vertical brick piers and reduce the scale of overall metal panel exposure.

Staff concur that Building 7 incorporates elements that provide weather protection to pedestrians.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros restaurant provides extensive weather protection through an approximately five foot deep by 30 feet wide steel canopy. The main entrance is also framed by storefront windows and a smooth brick façade that will be a different color than the restaurant's primary brick façade so that it's easily identifiable as the main primary customer entrance.

Staff concur that the Hawaiian Bros building contains elements that draw attention to the primary entrance.

Building 3

The applicant states that each tenant storefront area and entry are covered by five-foot-deep steel canopies ranging in width from approximately 12 feet to approximately 27 feet and provide weather protection for visitors as well as providing support for future tenant signage. Tenant entries are framed between brick pilasters or within the field of composite wood panels, providing prominence for visitors so that they're easily identifiable from adjacent pedestrian walkways.

Staff concur that Building 3 contains elements that draw attention to the primary entrance.

Building 5

The applicant states each tenant storefront area and entry are covered by four-foot-deep steel canopies ranging in width from approximately 12 feet to approximately 14 feet and provide weather protection for visitors as well as providing support for future tenant signage. Mid-building tenant entries exist within a change of material (stucco) and have an added clerestory along the southern entries to maximize visibility into the building.

Staff concur that Building 5 contains elements that draw attention to the primary entrance.

Building 6

The applicant states each tenant storefront area and entry are covered by four-foot-deep steel canopies or fabric awnings ranging in width from approximately 14 feet to approximately 17 feet and provide weather protection for visitors as well as providing support for future tenant signage. As shown, each tenant entry is also recessed into the corresponding building material in order to maximize visibility.

Staff concur that Building 6 contains elements that draw attention to the primary entrance.

Building 7

The applicant states each tenant storefront area and entry are covered by four-foot-deep steel canopies or fabric awnings that are approximately 17 feet wide and provide weather protection for visitors as well as providing support for future tenant signage. Similar to Building 6, tenant entries are recessed into the corresponding building material in order to maximize visibility from adjacent pedestrian walkways.

Staff concur that Building 7 contains elements that draw attention to the primary entrance.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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. (Standards 60.05.15.4.A and B)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros restaurant incorporates durable and permanent materials throughout its design, including a primary brick façade accented by dark walnut wood look aluminum siding (longboard), with extensive storefront glazing on the building's north, south, and west facing elevations. Steel canopies provide weather protection for visitors at the building's primary (south facing) and secondary (west facing) entrances, as well as the outdoor seating area along the building's west elevation.

Staff concur that the Hawaiian Bros building contains elements that convey permanence and durability.

Building 3, 5, 6 and 7

The applicant states that all buildings incorporate durable and permanent materials throughout their designs, including brick masonry, stucco, box-rib metal panels, smooth metal panels, painted steel canopies, and storefront window systems. As shown, these buildings have been designed to be consistent with the architectural themes and design language across the Cedar Hills Crossing shopping center.

Staff concur that Building 3 through 7 contain elements that convey permanence and durability.

Conclusion: Therefore, staff finds the proposal meets the guideline.

b. Where masonry is used, decorative patterns (other than running bond pattern) should be provided, 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 development in Industrial zones, where masonry is used for exterior finishes. (Standards 60.05.15.4.B and C)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros restaurant uses a brick veneer façade through its construction consisting of two separate colors in order to clearly identify the building's primary entrance to visitors. The building's brick façade is accented by dark walnut wood look aluminum siding (longboard) and extensive storefront window systems in order to break up the building's apparent mass and provide visual contrast. Smooth-faced concrete is not used in the building's design and as described in response to BDC 60.05.35.4.A, accent materials consist of durable and permanent materials that complement the building's primary brick and wood siding.

Staff concur that the Hawaiian Bros building contains appropriate decorative masonry patterns.

Building 3, 5, 6 and 7

The applicant states that all buildings are predominantly comprised of darker brick masonry materials, accented with extensive storefront glazing, stucco, metal paneling, and overhead steel canopies. Additionally, brick masonry is capped by painted metal coping, with metal cap details at primary building corners.

Staff concur that Building 3 through 7 contain appropriate decorative masonry patterns.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

Hawaiian Bros

The applicant states that the Hawaiian Bros restaurant will include a parapet wall along all of the building's elevations that will vary in height from approximately five (5) feet to approximately eight (8) feet, which will screen rooftop mechanical equipment from view from SW Walker Road. Additional ground-mounted mechanical equipment will be screened by an approximately eight (8) foot masonry wall that is also being used to screen trash receptacles.

Staff concur that the Hawaiian Bros building appropriately screens mechanical units.

Building 3, 5, 6 and 7

The applicant states that buildings incorporate parapets of varying heights that serve to screen future roof-mounted mechanical equipment necessary for tenant use, which will screen their view from adjacent internal pedestrian areas as well as from sidewalks along SW Walker Road. Additional ground-mounted mechanical equipment will be screened with masonry walls or placed to the rear of buildings so it is not visible from pedestrian walkways.

Staff concur that Building 3 through 7 appropriately screen mechanical units.

Conclusion: Therefore, staff finds the proposal meets the guideline.

6. Building location and orientation along streets in Commercial and Multiple Use Zones.

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

Hawaiian Bros

The applicant states the proposed Hawaiian Bros restaurant is located between vehicle parking areas and SW Walker Road and will be built to the property line and aligned with adjacent Building 5. As shown, the building is directly connected to SW Walker Road with pedestrian walkways, providing pedestrians with direct and convenient access to the site from adjacent sidewalks along SW Walker Road. The building's use of varying exterior materials, a combination of vertical and horizontal building elements, varied roof heights, and extensive storefront windows, results in a prominent design that is emphasized over vehicle parking areas and landscaped areas when viewed from SW Walker Road.

Staff concur that the Hawaiian Bros building is located within close proximity of the street, and the building is emphasized over parking lots when viewed from the street.

Building 3, 5, 6 and 7

The applicant states that only Building 5 is located along a public street (SW Walker Road), with Buildings 3, 6 and 7 all located to the project site's interior. As shown, Building 5 is directly connected to SW Walker Road with direct and convenient pedestrian walkways. Building 5 incorporates varying exterior materials, including brick, steel panels, and stucco, as well as varied parapet heights and extensive storefront windows in order to achieve prominence along this street frontage.

Staff concur that Building 3 through 7 are either located with close proximity to or connected via pedestrian paths to the public street network.

d. Primary building entrances should be oriented toward and located in close proximity to public streets and public street intersections. Property size, shape and topographical conditions should also be considered.

Hawaiian Bros

The applicant states that the Hawaiian Bros main entrance is oriented toward vehicle parking areas (facing south) but is connected to sidewalks along SW Walker Road via internal pedestrian walkways. The proposed drive-through lane is aligned around the building's perimeter in order to reduce vehicle conflicts with pedestrians walking to the

main entrance from parking areas, which are located south of the building, in compliance with applicable drive-up window facility requirements per BDC 60.07, which prevents the building's main entrance from being directly oriented to SW Walker Road.

Staff concur that the Hawaiian Bros building is located within close proximity of the street, and the building is emphasized over parking lots when viewed from the street.

Building 3, 5, 6 and 7

Building 5 incorporates a tenant entrance that is directly accessible to sidewalks along SW Walker Road, and the other commercial buildings are provided direct and convenient pedestrian walkways to primary tenant entries, which interconnect with the broader pedestrian walkway network within the project site and the Cedar Hills Crossing shopping center. Buildings 3, 6 and 7 are located in the project site's interior.

Staff concur that Building 3 through 7 are either located with close proximity to or connected via pedestrian paths to the public street network.

8. Building location and orientation along streets in Commercial and Multiple Use Zones.

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.

Hawaiian Bros

The applicant states that the Hawaiian Bros building's elevations contain extensive storefront window areas that orient to pedestrian areas internal to the site and along SW Walker Road. As previously mentioned, the project site does not abut any designated major pedestrian routes per the maps contained within BDC 60.05.55.

Staff concur that the Hawaiian Bros building contains significant ground floor windows and display area.

Building 3, 5, 6 and 7

The applicant states that Buildings 3 through 7are designed to provide highly articulated, pedestrian oriented, ground floor elevations. Storefront windows vary in width but are at a minimum 12 feet in height to maximize visibility into the buildings and merchandise areas. Staff concur that Building 3 through 7 contain significant ground floor windows and display area.

60.05.40 Circulation and Parking Design Guidelines.

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

   FINDING:

   The project site will be accessible from SW Walker Road as well as internally via existing internal drive aisles and private roadways within the Cedar Hills Crossing shopping center that are within existing reciprocal access easements, providing access to SW Jenkins Road and SW Cedar Hills Boulevard. On-site pedestrian, bicycle and vehicle connections are proposed, which will connect the proposed development to the public street system, including SW Walker Road, SW Jenkins Road and SW Cedar Hills Boulevard and their associated pedestrian and bicycle transportation facilities.

   Conclusion: Therefore, staff finds the proposal meets the guideline.

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)**

      FINDING:

      The proposed waste storage areas will be adequately screened from public streets by six to eight-foot masonry walls that are high enough so that waste receptacles will not be visible. As shown on the exterior finish legend & materials boards, these masonry screen walls will consist of similar primary exterior finish materials as adjacent buildings.

      Conclusion: Therefore, staff finds the proposal meets the guideline.

   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)**

      FINDING:

      No formal loading areas are proposed.

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

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

FINDING:

The applicant states that all proposed buildings and parking areas are connected through an extensive network of eight-foot-wide concrete walkways. Proposed pedestrian connections also connect to existing pedestrian walkways within the Cedar Hills Crossing shopping center, providing pedestrian connections to other existing buildings and amenities throughout the shopping center.

Conclusion: Therefore, staff finds the proposal meets the guideline.

   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)**

FINDING:

The applicant states that pedestrian walkways connect all proposed buildings and parking areas to proposed pedestrian facilities along SW Waker Road. Proposed pedestrian connections also connect to existing pedestrian walkways within the shopping center, providing access to pedestrian facilities along SW Jenkins Road and SW Cedar Hills Boulevard. There are no existing natural features, topographical conditions, or other structures that preclude compliance with this provision.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that all proposed building entrances are connected to proposed pedestrian facilities along SW Walker Road through extensive network of eight-foot wide concrete walkways. As shown, all pedestrian walkways are ADA accessible and offer reasonably direct connections to nearby streets. Proposed pedestrian connections also connect to existing pedestrian walkways within the shopping center, providing connections to existing pedestrian facilities along SW Jenkins Road and SW Cedar Hills Boulevard

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that pedestrian walkways within proposed vehicle parking areas are evenly spaced and provide reasonably direct connections to building main entrances and proposed sidewalks along SW Walker Road. Proposed pedestrian walkways are at least eight feet wide and are separated from vehicle areas by a combination of landscape strips and minimum six-inch curbs. Where pedestrian walkways cross vehicle areas, crosswalks are proposed to be constructed of concrete that will contrast with the parking areas asphalt surface.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

All street frontages are designed for high levels of pedestrian activity. Sidewalks are proposed along SW Walker Road. The proposed on-site pedestrian walkway network connects with existing pedestrian walkways within the shopping center, providing connections to existing sidewalks along both SW Jenkins Road and SW Cedar Hills Boulevard.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that the proposed pedestrian walkways will be constructed of scored concrete and will be separated from vehicle areas by a combination of landscape strips and minimum six inch curbs. Where pedestrian walkways cross vehicle areas, crosswalks are proposed to be constructed of concrete that will contrast with the parking area's asphalt surface, providing for safe pedestrian movement throughout the site.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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).

FINDING:

The applicant states that no parking areas are located along public streets. Staff concur that all surface parking lots are set back from public streets buffered by buildings.

Conclusion: Therefore, staff finds that the criterion in not applicable.

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

a. Landscape islands and tree coverage should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)

FINDING:

The applicant states landscape planter islands are provided throughout proposed parking areas, breaking up rows of parking spaces and providing buffers between vehicle areas and pedestrian walkways through the parking lots. Landscaped areas include a combination of coniferous and deciduous trees, evergreen shrubs, and other groundcovers that will balance landscaped areas and complement the proposed development.

Staff concurs that landscape islands and trees are located evenly throughout the parking lots and will lessen the visual impacts of the parking lots.

Conclusion: Therefore, staff finds the proposal meets the guideline.

b. New developments that add more than one-half acre of new surface parking (newly constructed parking and/or paved parking area that was removed and replaced) to a lot shall provide trees and sidewalks along driveways. Trees planted should be in continuous planting areas in a manner that meets 2023 ANSI A300 standards and with a continuous canopy where possible. (Standard 60.05.20.5.E)

FINDING:

The applicant states landscape planter islands are provided throughout proposed parking areas, breaking up rows of parking spaces, providing buffers between vehicle areas and pedestrian walkways through the parking lots. Trees are proposed in continuous planter areas in a manner that meets the 2023 ANSI A300 standards in a continuous canopy where possible.

Staff concurs that trees and sidewalks are provided along driveways and are planted in a continues manner where feasible.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

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

FINDING:

The applicant states sidewalks are proposed along SW Walker Road. The proposed on-site pedestrian walkway network connects with existing pedestrian walkways within the shopping center, providing connections to existing sidewalks along both SW Jenkins Road and SW Cedar Hills Boulevard. Proposed commercial buildings fronting SW Walker Road are provided direct pedestrian connections to existing adjacent sidewalks.

Staff concurs that pedestrian connections are designed for high levels of pedestrian activity.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states pedestrian walkways are provided along primary building elevations where tenant entrances are proposed.

Staff concurs that pedestrian walkways are provided along building elevations with entrances.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

The applicant states that on-site vehicle circulation areas are visually distinguished and separated from pedestrian walkways with a combination of six-inch curbs, landscaped

islands and planter strips. Where pedestrian walkways cross vehicle areas, crosswalks will be constructed of concrete which will visually contrast with the asphalt pavement.

Staff concurs that the vehicle circulation areas, including parking and vehicle queueing areas are easily recognizable, with the use of curbs, raised walkways and landscaping to clearly designate circulation areas.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states the vehicle parking aisles are broken up with landscaped planter islands so that there are no more than 12 contiguous parking stalls in a row. The applicant further states that proposed plant material will serve to visually screen parking areas and minimize the visual impact, and approximately 42 percent of the proposed parking lot's tree canopy coverage will exceed 40 percent upon maturity. Proposed vehicle parking areas are also set behind buildings, which are built to the street line, in order to minimize visual impact from public streets.

Staff concur that long continuous aisles are not included in the proposal, and the parking rows are broken up with landscaping, which also acts to screen from neighboring properties.

Conclusion: Therefore, staff finds the proposal meets the guideline.

60.05.45 Landscape, Open Space and Natural Areas Design Guidelines.

3. Minimum landscaping for Conditional Uses in Residential zones and for developments in Commercial, Industrial, and Multiple Use zones.

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. (Standards 60.05.25.5.A, B, and D)

FINDING:

The applicant's materials show landscape planter islands are provided throughout proposed parking areas, breaking up rows of parking spaces and providing buffers between vehicle areas and pedestrian walkways through the parking lots. As shown, landscaping is also proposed adjacent to buildings, and between buildings and SW Walker Road to soften the transition from the street to the adjacent buildings. Landscaped areas include a combination of coniferous and deciduous trees, evergreen shrubs, and other

groundcovers that will balance landscaped areas and complement the proposed development.

Staff concurs that the landscaping, as provided, will soften edges and enhance the attractiveness of the site.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that proposed pedestrian plazas and outdoor seating areas include a combination of decorative pavers and decorative concrete, with landscaping provided adjacent to these areas that contains a combination of trees, evergreen shrubs and other groundcovers

Staff concurs that the plazas are designed for pedestrian traffic.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that the proposed plant material contains mostly native species that have been selected based on their compatibility with local and regional climactic conditions. As shown, planted areas contain a combination of coniferous and deciduous trees, evergreen shrubs, and other groundcovers throughout.

Staff concurs that the proposal utilizes native vegetation where practical to be compatible with local climate conditions.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states the majority of the project site's mature trees along its western boundary are retained and have been incorporated into the proposed landscape plan.

Staff concurs that existing mature trees on site have been retained and incorporated into the overall design.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that proposed plant material includes a variety of shrub and tree species that are provided throughout planted areas and consist of mostly native species that have been selected based on their compatibility with local and regional climactic conditions

Staff concurs that a broad diversity of trees and shrubs have been provided with this proposal.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that retaining walls are proposed as necessary for site grading, none of which will exceed six feet in height. Proposed retaining walls will be constructed of masonry similar to the materials used on adjacent proposed buildings and will be effectively integrated into proposed landscaping, with groundcovers planted along the base of retaining walls.

Staff concurs that the retaining wall is incorporated appropriately into the landscape plan.

Conclusion: Therefore, staff finds the proposal meets the guideline.

7. Fences and walls.

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

FINDING:

The applicant states that no fences are proposed with the application. The proposed masonry walls are constructed of masonry that complements the buildings.

Staff concurs that the proposed fences will be constructed of attractive, durable materials.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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)

FINDING:

No fences are proposed in any front yard setback. Retaining walls will be no taller than four feet in height and will not impede views.

Conclusion: Therefore, staff finds the proposal meets the guideline.

8. **Changes to existing on-site surface contours at residential property lines. The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10)**

FINDING:

The applicant states that on-site grading and contouring has been minimized and largely avoided along the project site's western perimeter adjacent to residential properties. Existing mature trees along this perimeter are largely preserved and have been integrated into the proposed landscape plan in order to provide enhanced buffering and screening to the benefit of adjacent residential properties.

Staff concurs that the changes to grades and contouring near residential property lines will be minimal and will have limited impacts on neighboring properties.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

Above-ground stormwater detention facilities are not proposed.

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

10. **Natural areas. Natural features that are indigenous to a development site, such as streams, wetlands, and mature trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12)**

FINDING:

No natural areas like streams or wetland are located on site. Mature trees along the western site boundary are proposed be retained an integrated into the landscape plan.

Conclusion: Therefore, staff finds the proposal meets the guideline.

11. Landscape buffering and screening.

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

FINDING:

The applicant states that an extensive landscaped buffer is provided along the project site's western boundary that will provide ample screening between residential uses to the west and the proposed development and meets the applicable buffering standard per BDC 60.05.25.13.

Staff concurs that the proposed landscape buffer along the western boundary is appropriate and sufficient to provide a high degree of visual screening.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states a landscaped buffer with dense screening and a depth of between 30 and 40 feet is provided along the project site's western boundary, which meets the applicable buffering standard per BDC 60.05.25.13.

Staff concurs that this level of screening is appropriate to reduce conflicts between commercial and residential uses.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant states that the proposed landscape buffer along the project site's western boundary consists of a variety of new coniferous trees, shrubs and other groundcovers that will provide dense screening between residential uses to the west and the proposed development.

Staff concurs that the perimeter and landscape buffers are composed of a variety of trees and shrubs that will complement the overall visual character of the site and the neighborhood.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant does not propose to modify the buffer width standards.

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

60.05.50 Lighting Design Guidelines.

1. Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaires. (Standards 60.05.30.1 and 2)

FINDING:

The applicant states that lighting will consist of pole-mounted fixtures in vehicle areas and non-pole mounted and bollard luminaires along pedestrian walkways. As shown, the proposed lighting plan will maximize safety across the development site in compliance with this guideline.

Staff concurs that lighting is proposed strategically across the site to create safe, well-lit areas for site users.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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. (Standard 60.05.30.2)

FINDING:

The applicant states that pedestrian scale lighting fixtures are effectively integrated into the site's design and provide lighting levels compliant with the City's technical lighting standards, and proposed lighting fixtures are compatible with the project site's design language as well as existing lighting elements across the Cedar Hills Crossing shopping center.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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. (Standards 60.05.30.1 and 2)**

FINDING:

The applicant states that lighting is minimized along the project site's western boundary with adjacent residential properties, and that all proposed lighting fixtures include shields and/or shades and have 90 degree cutoff handle in order to minimize glare impacts on adjacent properties.

Staff concurs, noting that the provided photometric plans shows no light trespass beyond 0.5 footcandles, consistent with the City's Technical Lighting Standards. Furthermore, the use of shields and directional lighting will further minimize any glare caused by proposed lighting.

Conclusion: Therefore, staff finds the proposal meets the guideline.

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

FINDING:

The applicant has provided a photometric plan with the submittal materials. This photometric plan indicate that the proposed lighting will meet the minimum footcandle requirements for all pedestrian and vehicle maneuvering areas and will not exceed the maximum required footcandle limits at the property line.

Conclusion: Therefore, staff finds the proposal meets the guideline.

Attachment C: LO22025-00101 Loading Determination

ANALYSIS AND FINDINGS FOR LOADING DETERMINATION APPROVAL

Decision: APPROVAL OF LO22025-00101, subject to the conditions of approval identified in Attachment E.

Section 45.50.05 Purpose:

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of the boundaries of land within the City of Beaverton. This Section is carried out by the approval criteria listed herein.

Section 40.45.15 Application:

There is a single Loading Determination application which is subject to the following requirements.

Section 40.50.15.1.C.1

The proposal satisfies the threshold requirements for a Loading Determination application.

FINDING:

An application for Loading Determination shall be required when one or more of the following thresholds apply:

> 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.

Per BDC Table 60.25.15., two (2) Type B loading berths are required as the proposed development has an aggregate floor area of between 24,001 and 50,000 square feet. The applicant is proposing to include no new loading berths with this development; therefore, threshold 2 is met, and a Loading Determination is requested to reduce the number of required loading berths to zero.

Conclusion: Staff finds the proposal meets the approval criterion.

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Section 40.50.15.1.C.2

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

FINDING:

The City of Beaverton received the appropriate fee for a Loading Determination application.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.50.15.1.C.3

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

FINDING:

According to the applicant, the existing uses in the abutting mall development and the expected tenants of the proposed development open no earlier than 11:00am, and that deliveries will occur before opening, or non-peak hours, as to not adversely impact patron parking and business operations. The deliveries are not expected to need a tractor-trailer type of truck, but rather most deliveries are expected to be in vehicles that are able to park in existing parking spaces near the commercial spaces. The applicant states that it is possible that trucks as long as 50 feet may occasionally be needed to serve the site depending on future tenants, and all vehicle maneuvering areas have been designed to accommodate vehicles of that size.

For the Hawaiian Bros restaurant, deliveries are expected to occur four times per week, with an expected duration of 30 minutes. The deliveries will occur prior to the restaurant opening time of 11:00 am to not disrupt customer parking. Other tenants are yet to be confirmed but are expected to be a mix of eating and drinking establishments and retail uses. Deliveries are anticipated to occur between once and four times per week and will also occur prior to 11:00 am to not disrupt business operations.

The lack of a larger loading space has not been problematic for the adjacent portions of the greater shopping center, and the new expansion will similarly accommodate large single-unit trucks. The proposed facilities are projected to be adequate for all passenger vehicles as well as larger single unit trucks, which are expected to be the most common vehicle type to serve the site. As such, no adverse impacts are projected due to the lack of a full-size loading bays.

Staff concurs with the applicant's findings in response to BDC 40.50.15.1.C.3. Staff finds that approval of the loading determination will not create adverse impacts due to the size of the proposal and the nature of the proposed on-site uses.

Conclusion: Staff finds that the proposal meets the approval criterion.

Section 40.50.15.1.C.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.

FINDING:

In response to the criterion, staff cites the Attachment A findings above in reference to 40.03.1.F and G. New vehicle driveways and pedestrian pathways throughout the site will provide safe and efficient connectivity within the site as well as to the surrounding circulations system.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.50.15.1.C.5

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

FINDING:

According to the applicant, the loading to support the proposed development will take place in adjacent parking areas during non-peak hours so loading will not affect patron parking or vehicle circulation within the project site. The applicant further states that the typical delivery patterns of existing Hawaiian Bros restaurants around the country, as well as similar commercial retail uses within the Cedar Hills Crossing development, deliveries will likely occur well before any businesses are open, meaning there will be ample parking spaces available to accommodate loading operations without compromising the parking needs for the various uses. Staff concurs with the applicant's findings.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.50.15.1.C.6

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

FINDING:

Staff cites the Code Conformance Analysis chart in Attachment A, which evaluates the proposal as it relates to the applicable Code requirements of Chapter 60 (Special Requirements). Dedication of right of way along SW Walker Road complies with the City of Beaverton's needs for sidewalks and bike lanes, as well as Washington County's plans for future corridor improvements through an MSTIP project.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.50.15.1.C.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.

FINDING:

The applicant states that the private common facilities within the project site are strategically located and easily accessible and allow for adequate, efficient and normal operations and maintenance. Staff concurs with the applicant's findings.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.50.15.1.C.8

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

FINDING:

The applications were submitted on March 26, 2025, and were made complete on September 3, 2025. In review of the materials during the application review process, the staff finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.50.15.1.C.9

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

FINDING:

The applicant has submitted a Design Review Three application and a Property Line Adjustment application to be processed concurrently with this Loading Determination request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated applications prior to site improvements.

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

Conclusion

Based on the facts and findings presented above, the Director **APPROVES LO22025-00258**, subject to the conditions of approval in Attachment E.

Attachment D: PLA12025-00289 Property Line Adjustment

ANALYSIS AND FINDINGS FOR PROPERTY LINE ADJUSTMENT APPROVAL

Decision: APPROVAL OF PLA12025-00289, subject to the conditions of approval identified in Attachment E.

Section 45.45.05 Purpose:

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of the boundaries of land within the City of Beaverton. This Section is carried out by the approval criteria listed herein.

Director Standards for Approval

Section 40.45.15.1.C of the Development Code provides standards to govern the decisions of the Director as they evaluate and render decisions on Property Line Adjustment applications. The Director will determine whether the application as presented meets the Property Line Adjustment 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:

Section 40.45.15.1.C.1

Approval Criterion: *The application satisfies the threshold requirements for a Property Line Adjustment.*

FINDING:

An application for Property Line Adjustment shall be required when one or more of the following thresholds apply:

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.

The applicant proposes to adjust the shared property line between two lots that compose a portion of the Cedar Hills Shopping Center.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.2

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

FINDING:

The City of Beaverton received the appropriate fee for a Loading Determination application.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.3

Approval Criterion: *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.*

FINDING:

Staff has not identified any existing land use approval, easement, or previous condition of approval that would conflict with the proposed property line adjustment.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.4

Approval Criterion: *An additional lot or parcel is not created.*

FINDING:

The proposal involves two existing lots, and the proposal will result in two lots. No new lot or parcel will be created as part of this proposal.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.5

Approval Criterion:

The Property Line Adjustment is consistent with all applicable provisions of CHAPTER 20 (Zoning Districts) or Section 70.15 (Downtown Zoning and Streets) if the site is located within the Downtown Design District, 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.

FINDING:

Staff cites the response to Criterion C in Attachment A, Facilities Review, as relevant to this criterion. The application meets all applicable provisions of Chapter 20.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.6

Approval Criterion: *The proposal is consistent with all applicable provisions of CHAPTER 60 (Special Requirements), 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.*

FINDING:

Staff cites the response to Criterion D in Attachment A, Facilities Review, as relevant tot this criterion. The application meets all applicable provisions of Chapter 20

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.7

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

FINDING:

The applicant's proposal includes utility plans demonstrating that the proposed development and adjusted property lines will allow for adequate capacity for all critical facilities and services.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.8

Approval Criterion: *The proposal will not eliminate pedestrian or vehicle access to the affected properties.*

FINDING:

The applicant's proposal includes circulation plans demonstrating that the proposed development and adjusted property lines will allow for safe and efficient pedestrian and vehicle circulation.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.9

Approval Criterion: *For proposals which create a parcel with more than one zoning designation the portion of the lot within each zoning designation shall meet the minimum lot size and dimensional requirements of that zoning district.*

FINDING:

The proposal has only one zoning district, Community Service (CS).

Conclusion: Staff finds the criterion is not applicable.

Section 40.45.15.1.C.10

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

FINDING:

The applications were submitted on March 26, 2025, and were made complete on September 3, 2025. In review of the materials during the application review process, the staff finds that all applicable application submittal requirements identified in Section 50.25.1 are contained within this proposal.

Conclusion: Staff finds the proposal meets the approval criterion.

Section 40.45.15.1.C.11

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

FINDING:

An application for Property Line Adjustment shall be required when one or more of the following thresholds apply:

The applicant has submitted a Design Review Three application and a Loading Determination application to be processed concurrently with this Property Line Adjustment request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated applications prior to site improvements.

Conclusion: Staff finds the proposal meets the approval criterion.

Attachment E: Conditions of Approval

Application: LU32025-00263 Cedar Hills Phase 5

Decision: APPROVE DR32025-00255 / LO2205-00258/ PLA12025-00289

Finding: The Director finds that the proposal complies with all approval criteria, subject to the following condition of approval:

Design Review Three (DR32025-00255)

A. General Conditions:

1. The applicant shall ensure that the Loading Determination (LO2205-00258) and Property Line Adjustment (PLA12025-00289) applications have been approved and is consistent with the submitted plans. (Planning / SR)

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

2. Submit a photometric analysis and proposed lighting plan in relation to the SW Walker Rd frontage improvements, demonstrating compliance with the standards found in EDM Section 450. (Transportation / (FdF)

3. Provide drawings showing the exact location and design of the median traffic separator in SW Walker Road for review and approval from the City of Beaverton and Washington County. (Transportation / (FdF)

4. The applicant shall provide plans indicating locations of Van Accessible and “Wheelchair User Only” parking spaces to confirm the required width of the abutting access aisles. Total numbers of Van Accessible, “Wheelchair User Only,” and Accessible Parking Spaces shall be reflected in the Parking Lot totals.” (Building / NH)

5. Provide plans showing a sign or barrier at the southernmost landscape island containing the central north-south pedestrian walkway through the parking lot, indicating that the pathway is closed south of said landscape island. The sign or barrier shall be reviewed and approved by the City Transportation Engineer. The sign shall remain in place until all pedestrian pathways in Phase 2 are constructed and open for use. (Planning / SR)

6. Provide plans showing right of way dedication and frontage improvements on SW Walker consistent with the approved plans as shown on sheet C6.0 of Exhibit B of the applicant’s materials, approved November 26, 2025.

C. Prior to the issuance of any final occupancy permit in Phase 1, the applicant shall:

7. Construct all structures and amenities consistent with the plans shown on sheet C1.7 of Exhibit B of the applicant's materials, approved November 26, 2025.

D. Prior to the issuance of any final occupancy permit in Phase 2, the applicant shall:

8. Construct all structures and amenities consistent with the plans shown on sheet C2.0 of Exhibit B of the applicant's materials, approved November 26, 2025.

Loading Determination (LO2205-00258)

A. General Conditions:

1. The applicant shall ensure that the Design Review Three (DR32025-00328) application has been approved and is consistent with the submitted plans. (Planning / SR)

Property Line Adjustment (PLA12025-00289)

A. General Conditions:

1. The applicant shall ensure that the Design Review Three (DR32025-00328) application has been approved and is consistent with the submitted plans. (Planning / SR)

B. Prior to Final Occupancy of any building:

2. Submit documentation showing the approved property line adjustment affecting tax lots 4100 and 4200 on Washington County Tax Assessor's Map 1S109AD04100 has been recorded. (Planning / SR)