



# MEMORANDUM

Community Development Department

**To:** Interested Parties  
**From:** City of Beaverton Planning Division  
**Date:** February 11, 2015  
**cc:** DR2014-0107 / PTF2014-0001 / SDM2014-0007 Hocken Bridge Street Improvements  
**Subject:** *Notice of Decision for Hocken Bridge Street Improvements*

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Please find attached the notice of decision for DR2014-0107 / PTF2014-0001 / SDM2014-0007 Hocken Bridge Street Improvements. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decision for DR2014-0107 / PTF2014-0001 / SDM2014-0007 Hocken Bridge Street Improvements is final, unless appealed within twelve (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 DR2014-0107 / PTF2014-0001 / SDM2014-0007 Hocken Bridge Street Improvements is **4:00 p.m., Monday, February 23, 2015.**

The complete case files including findings, conclusions, and conditions of approval, if any, are available for review. The case files may be reviewed at the Beaverton Planning Division, Community Development Department, 4<sup>th</sup> Floor, Beaverton Building, 12725 SW Millikan Way between 7:30 a.m. - 4:00 p.m., Monday through Friday, except holidays. For more information about the case file, please contact Jana Fox, Associate Planner, at (503) 526-3710.

**STAFF REPORT**

DATE: February 11, 2015

STAFF: Jana Fox, Associate Planner

PROPOSAL: **Hocken Bridge Street Improvements (DR2014-0107 / PTF2014-0001 / SDM2014-0007)**

LOCATION: SW Hocken Avenue between the Light Rail Tracks and SW Hall Boulevard and 3725 SW Hocken Avenue.

SUMMARY: The City of Beaverton is seeking approval of Design Review Two, Public Transportation Facility, and Sidewalk Design Modification applications for the replacement of Hocken Bridge over Beaverton Creek and associated street improvements. The applicant proposes to fill the parking lot at 3725 SW Hocken Avenue to match the new street grade. Hocken Bridge and culvert replacement, addition of sidewalks and bike lanes.

APPLICANT: City of Beaverton  
Attn: Jim Brink  
PO Box 4755  
Beaverton, OR 97076

DECISION CRITERIA: Development Code Sections 40.03 *Facilities Review*, Section 40.20.15.2.C *Design Review Two*, Section 40.57315.1.C *Public Transportation Facility*, and Section 40.58.15.C *Sidewalk Design Modification*.

RECOMMENDATION: **Approval of DR2014-0107 / PTF2014-0001 / SDM2014-0007 (Hocken Bridge Street Improvements)**, with conditions of approval in Attachment E.

## BACKGROUND FACTS

### Key Application Dates

<b>Application</b>	<b>Submittal Date</b>	<b>Submittal Complete</b>	<b>Final Written Decision Date</b>	<b>240-Day*</b>
<b>DR2014-0107</b>	September 9, 2014	January 5, 2015	May 5, 2015	September 2, 2015
<b>PTF2014-0001</b>	September 9, 2014	January 5, 2015	May 5, 2015	September 2, 2015
<b>SDM2014-0007</b>	September 9, 2014	January 5, 2015	May 5, 2015	September 2, 2015

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

<b>DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>Attachment A: Facilities Review Committee Analysis and Recommendations</b>	FR1-FR10
<b>Attachment B: DR2014-0107 Hocken Bridge Street Improvements</b>	DR1-DR4
<b>Attachment C: PTF2014-0001 Hocken Bridge Street Improvements</b>	PTF1-PTF3
<b>Attachment D: SDM2014-0007 Hocken Bridge Street Improvements</b>	SDM1-SDM3
<b>Attachment E: Recommended Conditions of Approval</b>	COA1-COA3

### **EXHIBITS**

#### **Exhibit 1. Comments Received**

No Comments Received

**FACILITIES REVIEW COMMITTEE  
TECHNICAL REVIEW AND RECOMMENDATIONS  
Hocken Bridge Street Improvements  
(DR2014-0107 / PTF2014-0001 / SDM2014-0007)**

**Section 40.03 Facilities Review Committee:**

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

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

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

- Section 40.03.1 is applicable to DR2014-0017
- Section 40.03.2 is applicable to PTF2014-0001

**Section 40.03.1**

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

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

The applicant proposes to raise the grade of a parking lot to meet the increased elevation of SW Hocken Avenue due to the bridge replacement. The proposed parking lot grade change will not increase the demand for critical facilities for the existing site.

Water service is provided to the site by Tualatin Valley Water District, adequate service exists to serve the subject site. Stormwater and sanitary services are provided by the City of Beaverton. Sanitary sewer services exist to serve the subject site and will not be modified with this proposal. Stormwater service already serves the site, as part of this application a new water quality swale is proposed to treat stormwater from the elevated parking lot. The applicant has submitted a Clean Water Services (CWS) Service Provider Letter (SPL) for the project. The site is encumbered by a FEMA-designated 100-year floodplain. Documentation provided by the applicant demonstrates compliance with applicable floodplain development restrictions.

Fire protection is provided to the site by Tualatin Valley Fire and Rescue Department. Tualatin Valley Fire & Rescue has received a copy of the submittal and have no comments.

The project area is located along the right-of-way of SW Hocken Avenue between the MAX light rail tracks and SW Hall Boulevard. The project area also includes the property north of the light rail tracks and west of SW Hocken (Vanguard site) where the parking lot fill project is proposed. SW Hocken Avenue is maintained by the City of Beaverton, and is classified as a Collector Street.

As the project does not involve additional floor area or structures, only road and parking lot improvements, no additional trips are generated from the proposal.

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

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

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant’s plans and materials were forwarded to the City Transportation staff and Tualatin Valley Fire and Rescue. TVF&R has no comment on the proposal. The City did not send notice to the Beaverton School District as residential units are not part of the development plan.

The extent of the proposed Design Review is to raise the elevation of the parking lot so that it safely connects to the raised road elevation to accommodate the new bridge. No changes to the physical structure are proposed. The applicant proposes to provide pedestrian connections to SW Hocken Avenue from the building entry. No changes to transit service are proposed or necessary as a result of the parking lot changes.

Pedestrian, Bicycle, and Transit Facilities are, by definition Essential Facilities and are typically required to be in place prior to occupancy. The associated Public Transportation Facility application involves improvements to SW Hocken Avenue and will include sidewalks and bike lanes in the project vicinity. The applicant has applied for a Sidewalk Design Modification to reduce the required width of the sidewalk from 10 feet to 9.5 feet, with the exception of a 5.5 feet wide sidewalk along the bridge. The applicant shows sidewalks that exceed the minimum width standard of Section 60.55 of the Development Code. However, the applicable Design Standard of Section 60.05 calls for Commercial properties to have 10 foot wide sidewalks, unless modified by a Sidewalk Design Modification (SDM). With

approval of the associated SDM, the sidewalks will comply with the applicable standards. Walkways into the site are provided, as required.

The Committee has reviewed the proposal and has found that the essential facilities and services to serve the site are adequate to accommodate the proposal as conditioned and as determined in the Sidewalk Design Modification portion of the staff report.

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

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

The subject site is located within the Washington County Interim zone which is not subject to the requirements of Chapter 20 but subject to the site development standards of the Washington County Code regarding use and site development standards. As the proposal only involves the raising of the parking lot elevation, striping changes and landscape additions the existing use and setbacks will not be modified as a result of this application, therefore the standards of Chapter 20 are not applicable.

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

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

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

The applicant is proposing to provide 147 parking spaces after the reduction of three spaces for the parking lot modifications to the Vanguard property. The minimum required number of parking spaces for the site is 123.

To meet the requirements of Section 60.65 (Utility Undergrounding), staff recommends a standard condition of approval requiring that all new utility lines

are placed underground. Above ground powerlines and poles exist along street frontage of the subject property and undergrounding is proposed.

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

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

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

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

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

Staff finds that the proposed internal pedestrian pathway system is safe and efficient. The revised proposal shows that the pedestrian connections to SW Hocken Avenue. BDC 60.55.25.10 requires connections between buildings on-site and between the right-of-way and buildings.

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

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

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

The applicant proposes to retain and widen the existing driveway. The purpose of the project to raise the parking lot area is to provide a safe and efficient connection to the new elevation of SW Hocken Avenue. The elevated parking lot area will provide for a safe and less steep access to the parking area. The

pedestrian connection is provided adjacent to the parking lot but not through drive aisles or parking spaces.

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

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

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

Fire protection will be provided to the site by Tualatin Valley Fire & Rescue. Tualatin Valley Fire & Rescue reviewed the proposal and has no comments. The proposal will need to show compliance to the City's Building Code Standards prior to issuance of site development and building permits, which includes compliance with TVF&R standards.

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

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

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

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

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

The applicant states that at the north property line of the Vanguard site the new roadway is 7.5 feet higher than the existing elevation. In order to minimize the slope between the new roadway and parking lot infill is proposed. The City Engineer has reviewed the proposed grading and Storm Report, and has identified recommended conditions of approval necessary to ensure the proposed site work will be in compliance with adopted Codes and standards and to ensure the proposal will not have an adverse impact to surrounding properties.

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

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

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

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

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

The application was submitted on September 9, 2014 and was deemed complete on December 18, 2014. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

**Section 40.03.2**

***A. The transportation facility, as proposed or modified, conforms to the Transportation System Plan.***

The applicant states that the improvements to SW Hocken Avenue brings an 875 foot gap in SW Hocken Avenue to Collector street standards. SW Hocken Avenue is designated as a Collector street. This portion of SW Hocken Avenue from the light rail tracks to SW Hall Boulevard is currently not developed to Collector street standards. Staff concurs with the applicant that the improvements to SW Hocken Avenue is an important transportation improvement.

A traffic impact analysis is not required. The SW Hocken Avenue improvement is a planned facility as indicated in the Beaverton Transportation System Plan and the street is designed to accommodate future traffic volumes as indicated in the TSP forecasts. The improved street will increase the transportation system's bicycle and pedestrian capacity and provide improved north/south connectivity in the vicinity.

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

***B. There are safe and efficient vehicular and pedestrian circulation patterns within the project boundaries.***

The proposal provides for two 12-foot travel lanes, a 12-foot center turn lane, two 5-foot bike lanes, and sidewalks. The proposed widths are adequate to provide vehicular and pedestrian safety. Currently this portion of SW Hocken Avenue does not have sidewalks and bike lanes. Staff concurs that the proposed street design allows for emergency vehicle access to all lots, while separating pedestrian and vehicle traffic.

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

***C. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Requirements) and all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are in place.***

The subject proposal is for the improvement of a public street, SW Hocken Avenue. Staff cites the Code Conformance Analysis at the end of this report with regard to the proposal's conformance with Chapter 60. The chart concludes that the proposal meets the applicable sections of Chapter 60.

**Section 60.55 Transportation Facilities**

**Street, Bicycle, and Pedestrian Connections**

The improvements includes vehicle connections via two travel lanes, bike connections via two bike lanes, and pedestrian connectivity via curb tight sidewalk on both sides of the street.

**Street Width**

The proposed design includes two 12-foot wide travel lanes, a 12-foot center lane, 9.5-foot wide sidewalks on both sides of the street, and 5-foot bike lanes. SW Hocken Avenue is classified as a Collector Street, the proposed design is appropriate, and acceptable to the City Engineer.

**Access**

The proposal shows the reconstruction of the driveway at the Vanguard property along the west side of SW Hocken Avenue. The project will also include modifications to SW Dawson way as it connects to SW Hocken Avenue at the new elevation.

**Transit**

The Number 62 bus line runs along SW Hocken Avenue. No new transit facilities are proposed or recommended.

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

- D. Adequate means are provided or proposed to be provided in a satisfactory manner, to ensure continued periodic maintenance and replacement of the following, 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.***

The applicant states that the City of Beaverton will maintain all public improvements within the right-of-way and private utility companies will maintain any of their facilities within the public right-of-way. The street will be included in the City's maintenance budget and maintained according to the City's adopted maintenance schedule and practices.

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

- E. The proposed transportation facility connects to the surrounding circulation systems in a safe, efficient, and direct manner.***

The proposed improvements to SW Hocken Avenue will connect to SW Hall Boulevard and SW Dawson Way at existing intersections. The new height of the roadway will require a portion of SW Dawson Way to be raised as well to meet the new SW Hocken Avenue street grade. All connections will be made in a safe, efficient and direct manner.

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

- F. The proposed transportation facility or modification thereof will provide adequate fire equipment facility access and turnaround area, as well as adequate street lighting for crime and accident prevention as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.***

The applicant states that the project will continue to provide fire vehicle access to the adjacent area during and after construction. Tualatin Valley Fire and Rescue have reviewed the propped street extension and have no comments or conditions. Street lighting will be installed to City standards. Staff concurs that the proposed facility will provide fire equipment access and is designed in conformance with City standards.

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

***G. Grading and contouring are the minimum necessary to accommodate the proposed transportation facility, while mitigating adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.***

The applicant states that grading for the street improvements will primarily occur within the public right-of-way as grading will be contained by walls and sufficient right-of-way width. At times grading will need to extend beyond the right-of-way, at those points easements have been procured to accommodate the grading. The project will raise the roadway over Beaverton Creek above the 100 year floodplain which will benefit adjacent property owners. Clean Water Services has issued a Service Provider Letter for the proposed work, including revegetation of disturbed natural areas.

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

***H. Access and facilities for physically handicapped people are maintained and/or incorporated into the subject transportation facility, with particular attention to providing continuous, uninterrupted access routes.***

The applicant states that access and facilities for physically handicapped people are maintained and incorporated into the project, with particular attention to providing continuous, uninterrupted access routes. Staff concurs that the proposal includes access for physically handicapped persons.

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

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

The application was submitted on September 9, 2014 and was deemed complete on December 18, 2014. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

## 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.	Raising of the parking lot elevation at the Vanguard property.	See DR Findings
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The applicant has provided a No-Rise Certificate and CWS SPL.	YES
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits requested.	N/A
Development Code Section 60.30.10			
Off-street motor vehicle parking-	Requirements for the number of off-street motor vehicle parking spaces.	The Vanguard property requires 123 parking spaces, 147 parking spaces are provided.	YES
Required Bicycle Parking Short Term Long Term	Requirements for the number of bicycle parking spaces.	The proposal does not impact required bicycle parking.	N/A
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	See Public Transportation Facility section of the staff report.	See PTF
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	No Tree plan is required.	N/A
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	Existing utilities will be undergrounded.	YES

**ANALYSIS AND FINDINGS FOR  
DESIGN REVIEW TWO APPROVAL**

**Section 40.20.15.2.C Approval Criteria**

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

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

The applicant request's to raise and reconstruct an existing parking lot involves changes to paving area for on-site vehicular parking. The proposed reconstruction meets threshold 8 for a Design Review Two application:

*Any new or change in existing on-site vehicular parking, maneuvering, and circulation area which adds paving or parking spaces.*

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

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

The applicant has paid the required fee for a Design Review Two application.

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

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

The applicant submitted the application on September 9, 2014 and was deemed complete on January 5, 2015. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

**4. *The proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards).***

Staff cites the findings contained within the Design Review Standard analysis chart that identifies the applicable Design Standards for this proposal.

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

**5. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Standards 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.**

**If the above conditions are found to exist and it is not feasible to locate a proposed addition in such a way that the addition abuts a street, then all applicable design standards except the following must be met:**

- d. If in a Multiple-Use District, building location entrances and orientation along streets, and parking lot limitations along streets (Standards 60.05.15.6 and 60.05.20.8)**
- e. If in a Multiple-Use or Commercial District, ground floor elevation window requirements (Standard 60.05.15.8)**

The proposal for raising the parking lot elevation complies with the provisions of Sections 60.05.15 through 60.05.30, as demonstrated in the code conformance analysis below.

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

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

The applicant has submitted all documents related to this request for a Design Review Two application.

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2014-0107 (Hocken Bridge Street Improvements)** subject to the applicable conditions identified in Attachment E.

## Design Review Standards Analysis

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
<b>Circulation &amp; Parking Design Standards</b>		
<b>60.05.20.1</b> Connections to the public street system	The purpose of raising and reconfiguring the parking lot area to provide a safe connection to SW Hocken Avenue.	<b>YES</b>
<b>60.05.20.3.B</b> Connections to primary entrances	The applicant provides a pedestrian connection from SW Hocken Avenue to the primary building entrance.	<b>YES</b>
<b>60.05.20.3.C</b> Pedestrian connection every 300 feet or 8 aisles of parking	The applicant provides two connections to SW Hocken Avenue from the subject site. The majority of the street frontage is occupied by the side of a building which does not have entrance doors.	<b>YES</b>
<b>60.05.20.3.D</b> Pedestrian connection physical separation	The pedestrian connections do not go through the vehicular maneuvering areas.	<b>N/A</b>
<b>60.05.20.3.E</b> Differentiated paving materials	The pedestrian connections do not cross vehicular maneuvering areas.	<b>N/A</b>
<b>60.05.20.3.F</b> 5' minimum walkways	The applicant proposes 5' wide walkways.	<b>YES</b>
<b>60.05.20.4.A.1-2</b> 6' planting strip	The applicant proposes a 6' wide planting strip, no parking spaces face SW Hocken Avenue therefore lights will not be directly shining onto the street. The parking lot is lower than the adjacent roadway which will help to screen any headlights in the maneuvering area.	<b>YES</b>
<b>60.05.20.5.A</b> Parking Area Landscaping, planter islands	The applicant proposes to provide 5 landscape planter islands in the area where the parking lot is modified.	<b>YES</b>
<b>60.05.20.5.B</b> 70 sq. ft. planter area	The planters will be a minimum of 70 square feet in area and 6 feet wide.	<b>YES</b>
<b>60.05.20.5.C</b> Raised sidewalks	The applicant does not proposed raised sidewalks through parking area.	<b>N/A</b>
<b>Landscape, Open Space and Natural Areas Design Standards</b>		
<b>60.05.25.5.A-B</b> Minimum Landscape Area (15%)	The subject site contains 22% landscaping. Improvements to and additional plantings within the landscape area are proposed.	<b>YES</b>
<b>60.05.25.8</b> Retaining Walls	A 104-foot long cast in place retaining wall is proposed between the parking lot and water quality swale. The wall will be screened by the water quality facility plantings.	<b>YES</b>
<b>60.05.25.9</b> Fences and Walls	A powder coated brown chain link fence is proposed along the top of the retaining wall for safety, no slats are proposed to allow	<b>YES</b>

<b>DESIGN STANDARD</b>	<b>PROJECT PROPOSAL</b>	<b>MEETS STANDARD</b>
	views into the green space.	
<b>60.05.25.10</b> Minimize grade changes adjacent to residential property	The applicant proposes significant grading changes to accommodate connections to the new roadway, however the site does not abut residential properties.	<b>N/A</b>
<b>60.05.25.11</b> Water quality facilities	The applicant proposes a water quality swale to the north of the parking lot, adjacent to existing sensitive areas.	<b>YES</b>
<b>60.05.25.13</b> Buffer Requirements	The subject site is zoned Washington County Interim and is adjacent to a CWS sensitive area, no buffer is required.	<b>N/A</b>
<b>Lighting Design Standards</b>		
<b>60.05.30.1.-2</b> Lighting complies with the City's Technical Lighting Standards	One existing lighting poll will be moved 3 feet to accommodate the redesigned parking lot. The remainder of site lighting will no change. The proposed lighting complies with the Technical Lighting Standards.	<b>YES</b>

## **ANALYSIS AND FINDINGS FOR PUBLIC TRANSPORTATION FACILITY**

### **Section 40.57.05. Public Transportation Facility; Purpose**

*The purpose of the Public Transportation Facility application is to establish a process for review of new construction or significant expansion of major transportation facilities.*

### **Section 40.57.15.1.C. Approval Criteria:**

*In order to approve a Public Transportation Facility application, the Decision Making Authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

**1. *The proposal satisfies the threshold requirements for a Public Transportation Facility application.***

The applicant's proposal for the replacement of the bridge over Hall Creek at SW Hocken Avenue and associated street improvements between the light-rail tracks and SW Hall Boulevard involves work outside the public right-of-way and the acquisition of new right-of-way. The proposal meets thresholds 1 and 2 of the Public Transportation Facility Application.

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

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

The applicant has paid the applicable fee for a Public Transportation Facility application.

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

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

The applicant has submitted all the materials required by Section 50.25.1 of the Development Code.

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

**4. *The proposal meets all applicable design standards for the classification of the subject road as specified by the Engineering Design Manual and Standard Drawings unless the applicable provisions have been modified by the City Engineer by separate process.***

The applicant has requested, and received approval from the City Engineer for, seven (7) modifications to the standards in the Engineering Design Manual and Standard Drawings. The modifications are outlined in a memo from Jim Brink, dated June 3, 2014 which is included in the applicant's materials to this staff report.

The first modification requested is to reduce the required right-of-way width for a Collector street from 74 to 68 feet in places for SW Hocken Avenue (3 lane collector). The applicant justifies the reduction by stating that a 68-foot right of way is sufficient to accommodate vehicle, bike and pedestrian access.

The second modification request is to eliminate the planter strip area in favor of providing trees in tree-wells along with wider sidewalk widths. This is consistent with the required commercial sidewalks in the Development Code.

The third modification requested is to modify the width of SW Dawson Way (2 lane collector) within the project boundary from 62 to 60 feet in width. The applicant justifies the reduction by stating that a 60-foot right of way is sufficient to accommodate vehicle, bike and pedestrian access.

The fourth modification requested is to eliminate the bike lanes on both sides of SW Dawson Way as there are no bike lanes on the remainder of the street. The applicant states that here is sufficient width with the removal of a parking lane and reduction of lane widths to 11 feet to accommodate the bike lanes in the future. Bike lanes are still proposed on SW Hocken Avenue.

The fifth modification requested is to eliminate the 6-foot sidewalk along the north side of SW Dawson Way within the project area as no existing sidewalk is located on SW Dawson way. The applicant states that here is sufficient width with the removal of a parking lane and reduction of lane widths to 11 feet to accommodate the bike lanes in the future. Bike lanes are still proposed on SW Hocken Avenue.

The sixth modification requested is to eliminate the planter strip adjacent to SW Dawson Way within the project area as there is not sufficient width to accommodate the planter strip with the existing roadway configuration.

The City Engineer has reviewed the proposed modifications to the Engineering Design Manual and has approved them.

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

**5. *The alignment of the new or extended public transportation facility is consistent with the general location shown in the Comprehensive Plan Transportation Element.***

The applicant states that the improvements to SW Hocken Avenue brings an 875 foot gap in SW Hocken Avenue to Collector street standards. SW Hocken

Avenue is designated as a Collector street. This portion of SW Hocken Avenue from the light rail tracks to SW Hall Boulevard is currently not developed to Collector street standards. Staff concurs with the applicant that the improvements to SW Hocken Avenue is an important transportation improvement.

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

**6. *Any interim improvements have been designed to accommodate future improvement of the facility to ultimate standards.***

The proposed improvements to SW Hocken Avenue are not interim improvements and have been designed to meet the ultimate build out standards.

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

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

The applicant has submitted all documents related to this request for a Public Transportation Facility application.

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

**RECOMMENDATION:** Based on the facts and findings presented, staff can recommend approval of **PTF2014-0001 (Hocken Bridge Street Improvements)**, subject to the conditions of approval found in Attachment E of this report.

## ANALYSIS AND FINDINGS FOR SIDEWALK DESIGN MODIFICATION APPROVAL

### **Section 40.58.05. Sidewalk Design Modification Application; Purpose**

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

### **Section 40.58.15.1.C. Approval Criteria**

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

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

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

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

The applicant's narrative for SDM identifies the changes proposed to the sidewalk and planter strip standards. The applicant proposes areas where the sidewalk varies from six to ten feet in width, including curb, always maintaining a six foot unobstructed width. The applicant proposes street trees within tree wells in place of a planter strip. The application meets threshold 1 for a Sidewalk Design Modification.

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

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

The City of Beaverton received the appropriate fee for the Sidewalk Design Modification application.

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

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

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

- i. A sidewalk that is located above or below the top surface of a finished curb.*
- ii. A situation in which construction of the Engineering Design Manual standard street cross-section would require a steep slope or retaining wall that would prevent vehicular access to the adjoining property.*
- b. That there exist local physical conditions such as:*
  - i. An existing structure prevents the construction of a standard sidewalk.*
  - ii. An existing utility device prevents the construction of a standard sidewalk.*
  - iii. Rock outcroppings prevent the construction of a standard sidewalk without blasting.*
- c. That there exist environmental conditions such as a Significant Natural Resource Area, Jurisdictional Wetland, Clean Water Services Water Quality Sensitive Area, Clean Water Services required Vegetative Corridor, or Significant Tree Grove.*
- d. That additional right of way is required to construct the Engineering Design Manual standard and the adjoining property is not controlled by the applicant.*

The applicant states that the existing sidewalks that need to be tied into are 6.5 feet wide and a transition between the 6.5 foot and 10 foot widths will be required, meeting 3.b.i above.

Additionally the applicant states that a 6 foot sidewalk is proposed across the bridge width, the reduced sidewalk width will still provide a sufficient sidewalk while reducing the impact of the bridge on the adjacent natural areas and stream bank, meeting 3.c above. Staff concurs with the applicant that the proposed sidewalk configuration is sufficient to meet the needs of pedestrians while preserving natural features and existing development.

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

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

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

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

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

The applicant has submitted all documents related to this request for a Sidewalk Design Modification application.

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

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

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

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2014-0007 (Hocken Bridge Street Improvements)** subject to the applicable conditions identified in Attachment E.

## CONDITIONS OF APPROVAL

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

1. Submit the required plans, application form, CIP information, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
3. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
4. Submit a copy of issued permits or other approvals needed from the Clean Water Services District for sensitive area impacts and vegetative corridor mitigation. (Site Development Div./JJD)
5. Submit plans for erosion control per 1200-CN General Permit (DEQ/CWS/City Erosion Control Joint Permit) requirements to the City. The applicant shall use the 2006 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
6. Submit a copy of issued permits or other approvals needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (for work within a jurisdictional wetland).
7. Submit to the City a copy of issued permits or other approvals needed from the Oregon Department of Transportation Rail Division (Dave Lanning at 503.986.4267) for work within 500 feet of the rail crossing area. (Site Development Div./JJD)
8. Submit a copy of correspondence and any approvals needed from the Tualatin Valley Water District for work affecting or in close proximity to the District's water lines. (Site Development Div./JJD)
9. Provide a final engineering analysis of the grading and construction work proposed within the 100-year floodplain and floodway as necessary to allow for a public notice to be published in a local newspaper by the City Engineer for the proposed floodplain modifications. The applicant's engineer shall certify in writing that the project as designed will meet the requirements of City Code and Clean Water Services Resolution and Order 2007-020 as they refer to the 100 year floodplain, prior to this notice being sent. The public notice and a 10 day appeal period shall

occur after final approval of the site development permit plans by the City Engineer and Planning Director. (Site Development Div./JJD)

10. When or as required, have obtained the City Building Official's courtesy review approval of the proposed site utility plan for affected private plumbing needed to be reconstructed or relocated including private fire suppression systems, backflow prevention measures, and regulated utility service locations. (Site Development Div./JJD)
11. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area for the entire project and affected individual lots. (Site Development Div./JJD)
12. Pay storm water system development charges (overall system conveyance and winter storm detention) for any net new impervious area added to the affected private properties. Additionally, the project shall pay a storm water quality (summer treatment) in-lieu of fee for any existing impervious area on each legal lot determined by the City Engineer not to practical to provide treatment in any single phase as the entire project is defined as "redevelopment" under Clean Water Services standards. (Site Development Div./JJD)
13. Provide plans for street lights (Option C) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
14. Have a professional architect, engineer, or surveyor submit plans and specifications to the City Engineer and City Building Official verifying that all at-risk elements of the new construction are either elevated or floodproofed as appropriate per City Code, FEMA requirements, IBC Appendix G (Flood-resistant Construction), and ASCE/SEI 24-05, and as determined by the City Engineer and City Building Official to at least (180.2 feet NAVD-88; 176.7 feet NGVD-29.) one foot above the base flood elevation (178.2 feet NAVD-88; 174.7 feet NGVD-29). (Site Development Div./JJD)

**B. Prior to final inspection of any building permit, the applicant shall:**

15. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
16. Have a professional architect, engineer, or surveyor submit a certification on Federal Emergency Management Agency (FEMA) standard form (elevation certificate), verifying that all at-risk elements of the new construction are either elevated or floodproofed as appropriate per City Code and FEMA requirements, and as determined by the City Engineer and City Building Official at permit issuance, to at least (180.2 feet NAVD-88; 176.7 feet NGVD-29.) one foot above the base flood elevation (178.2 feet NAVD-88; 174.7 feet NGVD-29). (Site Development Div./JJD)