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STAFF REPORT

DATE: December 31, 2013

TO: Interested Parties

FROM: Leigh Crabtree, Associate Planner *MCAS*

APPLICATIONS: **Farmington Road Improvements**
Public Transportation Facility and Sidewalk Design Modification
PTF2013-0002, SDM2013-0006

LOCATION: The project is generally located along SW Farmington Road from west of SW Murray Boulevard to east of SW Hocken Avenue. The project includes associated improvements to Murray Boulevard, 142nd Avenue, 141st Avenue, and Hocken Avenue. Washington County Assessor Maps 1S117AD, 1S116BC, 1S116BD, 1S116AC

ZONING: General Commercial (GC), Neighborhood Service (NS), Urban High Density Residential R1, Urban Medium Density Residential R2, Urban High Low Residential R10

SUMMARY: Washington County has filed a Public Transportation Facility application requesting approval to improve Farmington Road. Improvements include roadway widening to five lanes (two travel lanes in each direction and center turn lane), continuous bicycle facilities, street lighting, realignment of 141st and 142nd avenues, additional turn lanes at Murray Boulevard, and associated right-of-way modifications. In order to accommodate the proposed improvements, trees within the public right of way are proposed for removal. Also, a Sidewalk Design Modification application has been filed requesting approval to eliminate the planter strip from the typical cross section and provide a curb tight sidewalk with street tree wells.

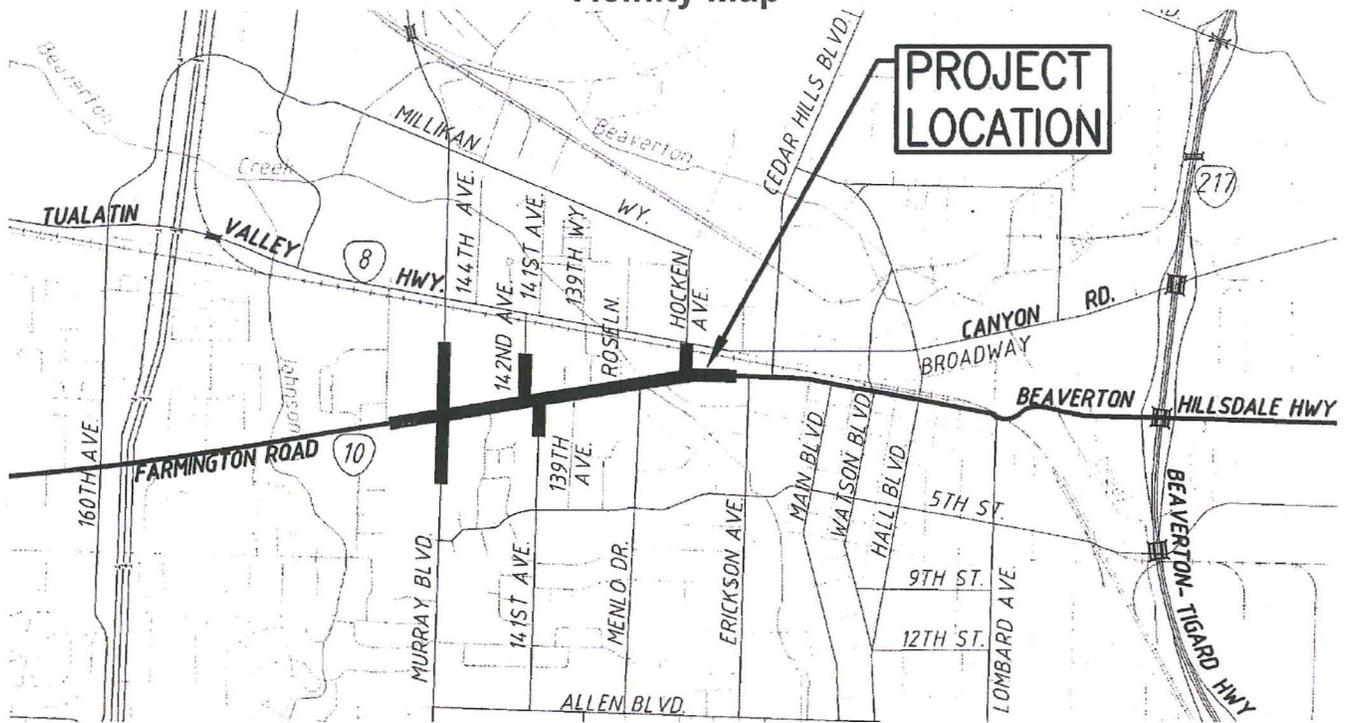
APPLICANT: Washington County, Attention: Abe Turki
1400 SW Walnut Street
Hillsboro, OR 97123

APPLICANT REPRESENTATIVE: Harper Houf Peterson Righellis, Inc., Attention: Stefanie Slyman, AICP
202 SE Spokane Street, Suite 200
Portland, OR. 97202

RECOMMENDATION: **PTF2013-0002 (Farmington Road Improvements):**
Approval subject to conditions identified at the end of this report.

SDM2013-0006 (Farmington Road Improvements):
Approval subject to conditions identified at the end of this report.

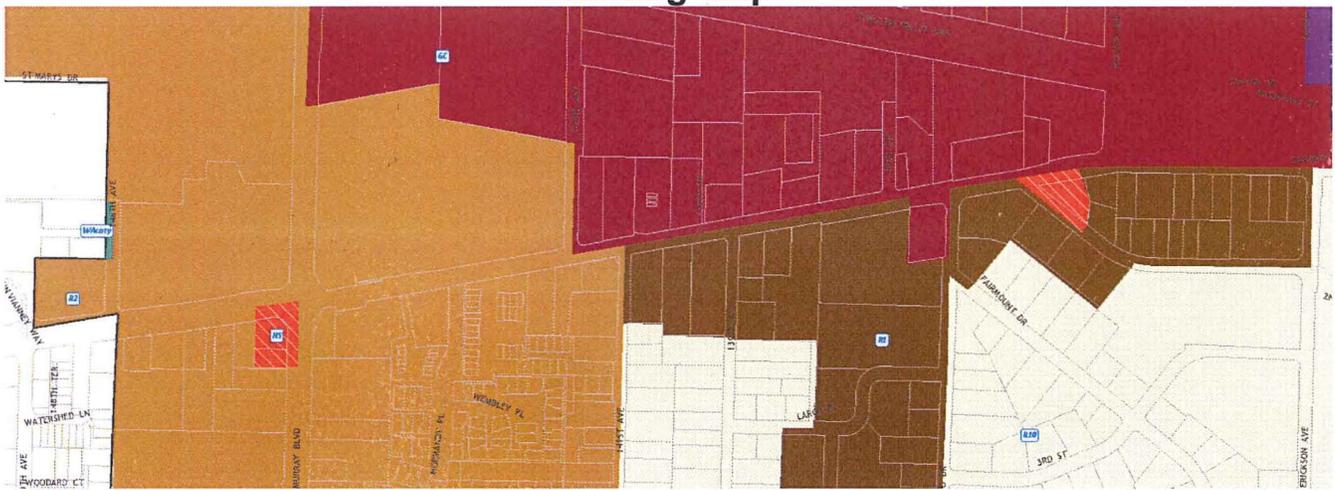
Vicinity Map



Aerial Map



Zoning Map



BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Deemed Complete	Day 120
PTF 2013-0002	August 8, 2013	November 20, 2013	March 20, 2014
SDM 2013-0006	August 13, 2013	November 20, 2013	March 20, 2014

Existing Conditions Table

Zoning	General Commercial (GC) Neighborhood Service (NS) Urban High Density Residential R1 Urban Medium Density Residential R2 Urban High Low Residential R10	
Current Development	Right-of-Way, Commercial, Residential Care, Multi-Family, Single-Family	
Site Size & Location	Approximately 0.75 miles in length along SW Farmington Road from west of SW Murray Boulevard to east of SW Hocken Avenue. The project includes associated improvements to all intersections including Murray Boulevard, 142 nd Avenue, 141 st Avenue, and Hocken Avenue. Washington County Assessor Map Sections: 1S116AC, 1S116BC, 1S116BD, 1S117AD	
NAC	West Beaverton Neighborhood Association Committee Central Beaverton Neighborhood Association Committee	
Surrounding Uses	<u>Zoning:</u> North: <i>R2 and GC</i> South: <i>R1, R2, R10</i> East: <i>R1 and GC</i> West: <i>R2</i>	<u>Uses:</u> North: Multi-Family Residential Commercial South: Single-Family Residential Multi-Family Residential Institutional East: Multi-Family Residential Institutional Commercial West: Single-Family Residential Multi-Family Residential Institutional

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**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
Farmington Road Improvements
PTF2013-0002 and SDM2013-0006**

The applicant submitted a complete application on November 20, 2013. The Facilities Review Committee conducted technical review of the November 20, 2013 application package for the Facilities Review Meeting on December 18, 2013. The facts and findings below are based upon the most recent version of each form of documentation provided by the applicant as of December 4, 2013.

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. 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 application as identified below:

- **All nine (9) criteria of Section 40.03.2 are applicable to the submitted Public Transportation Facility application as submitted.**
- **Facilities Review criteria do not apply to the Sidewalk Design Modification application.**

40.03.2

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

Chapter 6 of Comprehensive Plan Volume I is the Transportation Element. As stated in Section 6.1 of the Comprehensive Plan, "This Transportation Element is based on the 2035 Transportation System Plan Update and changes and corrections that were subsequently adopted in the document. The 2035 Transportation System Plan Update is included in Comprehensive Plan, Volume IV. The updated goals, policies, and actions that helped shape the alternatives analysis are included in section 6.2. The analysis and discussion of 2035 system needs are summarized and the system improvements are listed and/or mapped in section 6.3. Section 6.4 summarizes the projected revenues and estimates the cost of the transportation plan." Review of the subject application is based upon the findings of the Transportation System Plan through its implementation via Comprehensive Plan Chapter 6.

SW Farmington Road is an Arterial, as identified on Figure 6.4 of the Comprehensive Plan, with a 4/5 lane cross-section, as identified on Figure 6.6. The project proposes to widen a segment of SW Farmington Road, from west of SW Murray Boulevard to east of SW Hocken Avenue. Cross-sections for the road will primarily be five lanes, but, will vary at the intersection with Murray for a cross-section of seven lanes and at the transition zone down to four lanes east of Hocken. The cross-sections include 5 feet wide bicycle lanes and curb-tight sidewalks.

SW Murray Boulevard is an Arterial, as identified on Figure 6.4, with a 4/5 lane cross-section, as identified on Figure 6.6. The project proposes to widen a segment of SW Murray Boulevard, both north and south of SW Farmington Road for the purpose of intersection improvements. From north to south, the cross-sections for SW Murray Boulevard will transition from five lanes to seven on the north side of the intersection with Farmington Road and six lanes on the south side of the intersection and then transitioning back down to the existing five lanes. The

additional lanes at the intersection will be turn lanes on to Farmington Road. The cross-sections include 5 feet wide bicycle lanes and curb-tight sidewalks.

SW 141st/142nd Avenue is a Collector, as identified on Figure 6.4. A specific cross-section is not identified on Figure 6.6. The project proposes to realign SW 141st Avenue to the west and align with SW 142nd on the north side of SW Farmington Road, creating a new signalized four-way intersection. From north to south the cross-sections for SW 141st/142nd Avenue will transition from two lanes to three on the north side of the intersection and three lanes on the south side of the intersection back down to two lanes. The cross-sections include 5 feet wide bicycle lanes and curb-tight sidewalks.

SW Hocken Avenue is a Collector, as identified on Figure 6.4, with a 2/3 lane cross-section, as identified on Figure 6.6. The project proposes to widen a segment of SW Hocken Avenue where it intersects with SW Farmington Road for the purpose of intersection improvements. From north to south the cross-sections for SW Hocken Avenue will transition from three lanes at the railroad tracks to five lanes at the intersection with SW Farmington Road. The new cross-sections include 5 feet wide bicycle lanes and curb-tight sidewalks.

The proposal is in conformance with the 2035 Transportation System Plan.

FINDING:

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

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

The proposed improvements to SW Farmington Road, Murray Boulevard, 141st / 142nd, and Hocken Avenue include continuous sidewalks and bike lanes, intersection upgrades, and efficient connections to other facilities. These improvements will increase the safety and efficiency of vehicular and pedestrian circulation patterns within the scope of the project.

FINDING:

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 application proposes improvements to a section of SW Farmington Road and associated facilities. As stated by the applicant, the goal of the project, "is to make needed safety and traffic capacity improvements for all modes of transportation." These improvements include, "8.5-foot curb tight sidewalks with 4' tree wells are proposed on both sides of Farmington Road and Hocken Avenue. Curb-tight sidewalks are proposed on Murray Boulevard.... 5-foot bike lanes are proposed on both sides of Farmington Road, Murray Boulevard and Hocken Avenue." Further, "The design is supported by the 2013 Traffic Analysis which provided an updated traffic analysis to determine safe and efficient vehicular and pedestrian circulation patterns..."

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.

FINDING:

Therefore, the Committee finds 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.*

According to the applicant, "Farmington Road east of Murray is a City street and will be maintained by the City up to Murray Blvd. Farmington Road west of Murray and Murray Blvd are County roads and will be maintained by the County. All improvements within the rights of way and public infrastructure in easements will be maintained by the agency with jurisdiction."

Facilities outside of the right-of-way are the responsibility of the private property owners. The proposed improvements will not interfere with the adjacent property owner's ability to adequately maintain their private properties.

FINDING:

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 applicant states that the proposed multi-modal improvements, "provide a safe, efficient and direct connection between Murray Boulevard to the west and Hocken Boulevard to the east. ... Bike lanes in the proposed project boundaries will complete the bicycle system from 185th into the Beaverton Regional Center." Further, the applicant discusses the connection of a Collector street in the proposed realignment of 141st Avenue to a four-way intersection with 142nd Avenue as providing, "an efficient and direct north-south connection from Tualatin-Valley Highway south to Allen Boulevard."

Staff finds that the proposed modifications will maintain and improve connections to the surrounding circulation system in a safe, efficient, and direct manner.

FINDING:

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.*

With regard to Farmington Road, the applicant states that the, "improvements will widen Farmington Road to five lanes and add capacity at the signalized intersection. This will translate into better access for emergency vehicles along the corridor, particularly during peak travel hours." The realignment of 141st to tie into 142nd at a new signalized intersection will increase safety for both streets; the resulting creation of a dead end street does not reduce the ability for properties to receive emergency services.

The proposed improvements include installation of new street lights along all streets within the limits of the project, which is adequate given the scope of the project. Overall, the project reduces hazardous conditions and improves safety.

FINDING:

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 provides states that, "...improvements and associated widening of Farmington Road have been mitigated in several ways to minimize the adverse effects..." The applicant also provides rationale for this statement in describing choices in horizontal alignment, cross section, and grading and retaining walls. Given the constraints of the project and the issues discussed by the applicant, staff find that proposed grading and contouring are the minimum necessary to accommodate the transportation facility.

FINDING:

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 project area includes a variety of disconnected surface treatments from asphalt at grade to substandard sidewalks, to standard sidewalks with and without ramps. The proposal includes eight and one-half (8.5) feet curb tight sidewalks with four (4) feet tree wells with street trees along both sides of Farmington Road and Hocken Avenue. Murray Boulevard, 141st Avenue, and 142nd Avenue will be served by four (4) feet curb tight sidewalks. All of these improvements are ADA compliant, including sidewalk ramps that will be provided at intersections. Staff that proposed improvements to the facilities will provide continuous, uninterrupted access for physically handicapped people within the project area.

FINDING:

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 applicant submitted the applications on August 8, 2013 and was deemed complete on November 20, 2013. In the review of the materials during , the Committee finds that all applicable submittal requirements, identified in Section 50.25.1 are contained within this proposal.

FINDING:

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

RECOMMENDATION

The Facilities Review Committee finds that the proposal will comply with all technical criteria in Section 40.03. Many technical criteria will be satisfied through the imposition of conditions of approval.

CODE CONFORMANCE ANALYSIS

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.	Design Review is not applicable to a public transportation facility.	N/A
Development Code Section 60.07			
Drive-Up window facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	N/A
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The applicant has stated that all development activities fall into exception categories. As conditions, the applicant will be required to submit a no-rise certification showing that the proposal will not raise the base flood elevation.	Yes, as conditioned
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 techniques proposed.	N/A
Development Code Section 60.25 - Off Street Loading			
Loading Facilities	No loading facilities are required for this use.	The proposed improvements to public right of way will impact existing improvements on private property. Loss of off-street loading as a result of the proposed improvements may create non-conformities on private property. Due to the nature of the project, these non-conformities are allowed to persist until such time as change to a property is proposed; at which time a proposed, "Change shall be permitted in the direction of conformity with such requirements," per Section 30.50 of the Development Code.	N/A
Development Code Section 60.30 - Off-Street Parking			
Off-street Motor Vehicle Parking Bicycle Parking	Requirements for the number of off-street motor vehicle parking spaces. Requirements for the number of bicycle parking spaces.	The proposed improvements to public right of way will impact existing improvements on private property. Loss of off-street parking as a result of the proposed improvements may create non-conformities on private property. Due to the nature of the project, these non-conformities are	N/A

		allowed to persist until such time as change to a property is proposed; at which time a proposed, "Change shall be permitted in the direction of conformity with such requirements," per Section 30.50 of the Development Code.	
Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Compliance with Section 60.55 of the Development Code will be addressed in the staff report for PTF2013-0002.	N/A
Development Code Section 60.60 - Trees & Vegetation			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	<p>Trees within the project area include one Historic Tree, Community Trees, Landscape Trees, and Street Trees. The applicant proposes removal of trees within existing and proposed public right-of-ways inclusive of public utility easements and within temporary construction easements. For the purposes of this PTF application, tree removal within public right-of-ways and utility easements is permitted. Proposed removals include:</p> <ul style="list-style-type: none"> • A Historic Tree at 13880 SW Farmington Road has been proposed for removal and has been determined to be a Hazard Tree per the City Arborist. • Trees removal near Erickson Creek at the corner of Farmington and Menlo are considered Community and Street Trees. Although these trees are near a Natural Resource, Erickson Creek, the resource area is not considered 'significant' per local inventories. • Community Tree removal does not meet thresholds for a Tree Plan application on any one of the affected properties. • Landscape Tree removal does not meet thresholds for a Tree Plan application on any one of the affected properties. • Street Trees are subject to Municipal Code review. One result of the proposed improvements will be installation of Street Trees where they do not currently exist. <p>Tree removal outside of public</p>	Yes

		right-of-ways and utility easements does not meet thresholds for Tree Plan applications.	
Development Code Section 60.65 - Utility Undergrounding			
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.	MSTIP projects are exempt from this requirement (60.65.15.1)	N/A

RECOMMENDATION

The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority **APPROVE** the **Farmington Road Improvements (PTF2013-0002, SDM2013-0006)**, and adopt the conditions of approval identified in Attachment D.

**ANALYSIS AND FINDINGS
FOR PUBLIC TRANSPORTATION FACILITY
PTF2013-0002**

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 includes widening and realignment of existing right-of-way facilities. Acquisition of additional right-of-way, public utility easements, and temporary construction easements is included in the proposal in order to accommodate the proposal. The application meets threshold three for a Public Transportation Facility.

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 a Public Transportation Facility application.

Therefore, staff find 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 find 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 proposed and has received approval from the City Engineer to modify the applicable standards for the affected right-of-ways. The most consistent modification from the standard is use of a curb tight sidewalk and removal of the standard landscaped parking strip. Along Farmington Road, the applicant proposes installation of street trees within tree wells. The proposed design of each facility is described within Section 40.03.2.A of the Facilities Review Committee criteria, above.

The applicant has submitted a Sidewalk Design Modification application for removal of the landscaped planter strips. As a condition of approval this application for a Public Transportation Facility is subject to approval of SDM2013-0006. Therefore, the criterion can be met subject to the Conditions of Approval.

Therefore, staff find by meeting the Conditions of Approval, 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 proposal does not involve the alignment of a new or extended public transportation facility. The streets that are proposed for modification in this subject application are existing facilities. Proposed realignment of 141st Avenue to the west to meet 142nd Avenue at Farmington Road is consistent with the general location shown in the Transportation Element of the Comprehensive Plan. All other affected facilities continue to be consistent with the general location shown in the Transportation Element of the Comprehensive Plan.

Therefore, staff find 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 applicant stated that the proposed improvements are not interim improvements. Therefore, this criterion does not apply.

Therefore, staff find that the criterion 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 subject Public Transportation Facility application requires approval of a Sidewalk Design Modification application. The applicant has submitted a Sidewalk Design Modification application which is being processed concurrently. A condition of approval for this Public Transportation Facility application requires approval of the concurrent Sidewalk Design Modification application. All requested land use applications and documents associated with this project proposal have been filed.

The applicant has chosen to defer requests for modification of private property outside the public right-of-ways, public utility easements, and temporary construction easements to the property owners. The County is responsible for working with property owners who are impacted by the improvements and negotiating compensation packages relative to project related impacts through condemnation compensation packages.

The design, construction, and completion of this project require acquisition of right-of-way, public utility easements, and temporary construction easements from private property and private property owners. The design of the facilities in some instances may result in the creation of non-conforming uses on private properties (such as reduced setbacks for existing improvements). Non-conforming uses that are a result of the proposed project design will be considered 'Legal Non-Conforming.' Legal Non-Conforming uses are allowed to continue; however, future expansions and modifications upon individual properties will be required to conform to provisions of the Development Code.

Regulation of non-conforming uses in the City of Beaverton is discussed in Chapter 30 of the Development Code. Site Development standards are located within Chapter 20 of the Development Code and Special Regulations, including design standards, are located within Chapter 60 of the Development Code.

Other than the Sidewalk Design Modification application, noted above, no other land use applications are required of the proposed project.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **PTF2013-0002 (Farmington Road Improvements)** subject to the applicable conditions of approval identified in Attachment D of this report.

**ANALYSIS AND FINDINGS
FOR SIDEWALK DESIGN MODIFICATION
SDM2012-0005**

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.*

The applicant proposes to modify the sidewalk width and planter strip width from the standards specified in the Engineering Design Manual. The proposal meets threshold 1.

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, "request is to eliminate the 7.5' width planter strip from the proposed typical section and provide an 8.5' curb tight sidewalk with tree wells. The justification for the modification is that as part of the extensive public involvement process for the project in 2002, the PAC reviewed three alternative cross sections.... It was the recommendation of the committee and subsequent recommendation of the City Council to proceed with the expanded curb tight sidewalks with tree wells. The cross section best balanced the private property impacts, including site and building

impacts, associated with the road widening with the benefit received to pedestrians along this developed urban corridor.”

Staff find that criterion 3d is the most applicable criterion for the request. In this case, existing development and natural resource constraints in the project area reduce the amount of land available to accommodate the full Engineering Design Manual cross-section. Staff find that the proposed sidewalk and tree well design is a suitable solution given the constraints of the facilities.

Therefore, staff finds 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 the provisions of Section 60.55.25 and 60.55.30.” Staff refers to the Facilities Review findings for approval criterion D in reference to compliance with 60.55.25 and 60.55.30. The applicant must show compliance with the Conditions of Approval prior to issuance of a Site Development Permit for the proposed transportation facilities.

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

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

The applicant has submitted this Sidewalk Design Modification application with an associated Public Transportation Facility application for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review.

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

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

The project includes eight and one-half (8.5) feet wide sidewalks, which are wider than the required six (6) feet wide sidewalks. At somewhat regular intervals the sidewalk will be interrupted with a tree well and street tree; however, the placement of the tree well at the back side of the curb will allow pedestrian travel to continue within a six (6) feet wide area and provide for some vegetated buffering of pedestrians from motor vehicle travel. The design also allows for continuous sidewalk connection throughout the project area. And, as discussed in response to Facilities Review criteria D, F, and G, the proposal provides safe and efficient pedestrian circulation.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2013-0006 (Farmington Road Improvements)** subject to the applicable conditions identified in Attachment D.

CONDITIONS OF APPROVAL
Farmington Road Improvements
PTF2013-0002

1. Approval of PTF2013-0002 is subject to approval of SDM2013-0006. (Planning/LC)
2. In accordance with Section 50.90.1 of the Development Code, Public Transportation Facility approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code, or authorized development has otherwise commenced in accordance with Section 50.90.3.B of the Development Code. (Planning/LC)

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

3. Submit the required plans, application form, fee, and other items needed for one complete site development permit application per the applicable review checklist. (Site Development Div./WKP)
4. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./WKP)
5. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./WKP)
6. Submit any required easements and right of way dedications, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./WKP)
7. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./WKP)
8. Submit a copy of issued permits or other approvals needed from the Clean Water Services District for storm system connections, wetland vegetative corridors, and sensitive area tracts and mitigation. (Site Development Div./WKP)
9. 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). (Site Development Div./WKP)
10. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the 2006 plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (For application information and to access the required plan format, see: <http://www.deq.state.or.us/wq/stormwater/constappl.htm>) <http://www.cleanwaterservices.org/PermitCenter/PermittingProcess/ErosionControl.aspx> (Site Development Div./WKP)

11. Provide a detailed engineering and drainage analysis of the subject project and prepare a report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing/drainage systems on and adjacent to the project with the site development permit application. The analysis shall also delineate all areas on the project that are inundated during a 100-year storm event in addition to any mapped FEMA flood plains and flood ways. Provide adequate documentation of that all FEMA, City, and Clean Water Services floodplain regulations, found in Chapter 60 of the development code, Chapter 9.05 of the City Code, and Chapter 5 Section 5.10 of CWS R&O 2007-020 are met. Provide adequate documentation of no net rise as approved by City Engineer for the FEMA flood plains and flood ways. (Site Development Div./WKP)
12. Provide any additional information as necessary to allow for a public notice to be published in a local newspaper and a certified mailing sent to property owners as required by BC 9.05.085C. The public notice and a 10 day appeal period shall occur after final approval of the plans by the City Engineer, Planning Director, and City Building Official. (Site Development Div./WKP)
13. 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 (in particular gate controllers, mechanisms, and electrical system) 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 (191.8 feet NAVD-88; 188.3 feet NGVD-29.) one foot above the base flood elevation. The base flood elevation is 190.8 feet NAVD-88; 187.3 feet NGVD-29. (Site Development Div./WKP)
14. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for public and private improvements prepared by the applicant's engineer, architect, or surveyor. Any home demolition is credited at one equivalent surface unit (2640 square feet). 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 areas 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 on the entire site and individual lots/tracts. (Site Development Div./WKP)
15. Provide plans showing a storm water quality treatment system in accordance with City of Beaverton Engineering Design Manual and as approved by the City Engineer. Provide additional documentation that all required treatment is provided and specific the treatment provided. (Site Development Div./WKP)
16. Pay a storm water quality (summer treatment) and storm water quantity (detention) in-lieu of fee for any area determined by the City Engineer not practical to provide treatment. (Site Development Div./WKP)
17. Pay a storm water system development charge for all net new impervious surfaces (overall system conveyance) outside of public roadways as determined by City Engineer. (Site Development Div./WKP)
18. Provide plans for street lights (Option C unless otherwise approved by the City Operations and Maintenance Director) and utility relocation along street frontages, within the project site, and for services to the proposed project. (Site Development Div./WKP)

19. Provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. The intersection of Normandy Place and Farmington Road should be improved according to Beaverton Engineering Design Manual Standard Drawing No. 205. (Site Development Div./WKP)
20. Provide adequate design for 'no parking' signs as required by TVF&R and City Traffic Engineer. (Site Development Div./WKP)
21. The fire department connection will need to be relocated to the back of the proposed sidewalk in front of the Marysville building. Additionally, it will be required to be 3' above finished grade. (TVF&R/JF)
22. Additional fire hydrants will be required on the street side of the proposed sound walls fronting Farmington Road (adjacent to the Fountain Court Apartment Complex). (TVF&R/JF)
23. The two fire hydrants in front of the sound walls fronting Murray Blvd. and North of Farmington Rd. (in front of Sisters of St. Mary's property) need to be located immediately near the proposed opening in the sound wall and the access driveway to the Sisters of St. Mary's property. (TVF&R/JF)
24. The proposed emergency access at the North end of 141st will need to be signed as a fire lane so it will not be obstructed. Additionally, the stamped concrete and sidewalk giving access will be required to support a 60,000lb fire apparatus with a 12,500lb wheel load. (TVF&R/JF)
25. The proposed standard curbing for the proposed emergency access at the North end of 141st shall not exceed 4" in height. (TVF&R/JF)
26. All modified driveways that serve as fire department access roadways shall not exceed 8 degrees to meet approach and departure angles for fire apparatus. (TVF&R/JF)
27. All proposed medians must be beveled/ mountable for the purposes of fire apparatus driving over them. (TVF&R/JF)
28. Access to and from Fire Station 67 will be required to be maintained during construction. Also, any other possible impacts to this fire station will need to be discussed. (TVF&R/JF)

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

29. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division for all phases. (Site Development Div./WKP)
30. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./WKP)

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

31. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the project frontage. (Site Development Div./WKP)
32. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./WKP)

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

33. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./WKP)
34. Provide evidence satisfactory to the City of a post-construction cleaning, maintenance, and filter recharge/replacement for the site's storm water treatment system by CONTECH or other qualified maintenance provider as determined by the City Engineer and as applicable for each treatment type and location. (Site Development Div./WKP)
35. Have relocated all affected, applicable existing utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./WKP)
36. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./WKP)
37. Submit any required easements not previously dedicated; executed and ready for recording to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./WKP)
38. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the treatment vegetation within the surface water quality facility, vegetated corridor, and the wetland mitigation areas, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Operations Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Operations Director prior to release of the security. (Site Development Div./WKP)

SDM2013-0006

39. Approval of SDM2013-0006 is subject to approval of PTF2013-0002. (Planning/LC)
40. In accordance with Section 50.90.1 of the Development Code, Sidewalk Design Modification approval shall expire 1 year after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code, or authorized development has otherwise commenced in accordance with Section 50.90.3.B of the Development Code. (Planning/LC)