

DRAFT
FACILITIES REVIEW COMMITTEE TECHNICAL
REVIEW AND RECOMMENDATIONS
Southridge Park Subdivision
(ADJ2019-0018 / FS2019-0016 / LD2019-0025 / SDM2019-0012 /
TP2019-0012)

Section 40.03.1 Facilities Review Committee:

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

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

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

- **All twelve (12) criteria are applicable to the Subdivision (LD2019-0025) application.**
- 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 Committee finds that the proposal includes, or can be improved to have, necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities.

Sanitary Sewer

City of Beaverton (City) sanitary sewer facilities are located within the vicinity of the subject site. The applicant states that an existing 8-inch sanitary sewer line is located within SW Davies Road, south of the site, and within SW 133rd Avenue, northeast of the site. The applicant

explains that a sanitary sewer service to the site will be provided by line extensions from both existing lines. There is adequate sanitary sewer capacity to serve the proposed development.

Stormwater

The applicant's plans show an existing 12-inch storm line located within SW 133rd Avenue as well as SW Davies Road. The applicant's plans show the creation and/or modification of, greater than 1,000 square feet of impervious area, therefore, Clean Water Services (CWS) stormwater management requirements are applicable, as outlined in CWS Design and Construction Standards.

The City of Beaverton is a co-implementer of CWS's standards. The subject proposal was submitted on August 29, 2019, therefore the April 2019 CWS stormwater management standard (R&O 19-05) is applicable. This design standard includes three stormwater runoff requirements: Quantity Control Requirements for Conveyance Capacity (R&O 19-05 Section 4.02), Hydromodification Requirements (R&O 19-05 Section 4.03) and Water Quality Treatment Requirements (R&O 19-05 Section 4.04). Hydromodification is a new requirement in the April 2019 CWS design standard.

The applicant provides plans showing compliance with the stormwater management requirements by constructing onsite and offsite street side LIDA facilities and paying a fee-in-lieu for basins 2 and 5, which are not accommodated by the proposed LIDA facilities. However, a letter dated December 18, 2019 from Michael Robinson, legal counsel for the applicant, states that the applicant requests to provide a fee-in-lieu for the entirety of the site instead of constructing the physical improvements shown on the applicant's plans.

The street side LIDA planters proposed are approved approaches and satisfy all three stormwater management requirements per CWS R&O 19-05 Table 4-3. The applicant submitted a preliminary storm drainage (stormwater) report (report), prepared by T.C. Campbell, P.E. of Pioneer Design Group, Inc., updated December 20, 2019, showing that stormwater runoff from all basins except for basins 2 and 5 (also identified on the applicant's plans as Lot 4 and a portion of the street) are being managed by LIDA facilities. The report states that LIDA planters were provided to the "maximum extent practicable and will pay a fee-in-lieu for the uncollected runoff from lot 4 and street areas."

This solution was previously discussed with CWS staff at a meeting which included Luke Lappin of Pioneer Design Group, Elle Allan from CWS,

Naomi Patibandla and Silas Shields with City of Beaverton's Site Development Division and Elena Sasin, City of Beaverton Planning, held on November 5, 2019. It was determined at the November 5, 2019 meeting by CWS that if the maximum practicable stormwater management was provided, then a fee-in-lieu could be accepted for the remaining unmanaged area, consistent with the approach demonstrated in the applicant's materials submitted on December 20, 2019.

Stormwater Fee-In-Lieu Determination

In response to the applicant's request to allow fee-in-lieu for all of the new proposed lots, instead of improving the site as demonstrated in the submitted applicant's plans, the Committee notes that each of the three CWS stormwater management requirements (quality, quantity, and hydromodification) have their own separate criteria for allowing a fee-in-lieu approach. The stormwater quantity (R&O 19-05 Section 4.02) and quality requirements (R&O 19-05 4.04) both allow the City to make the determination as to whether a fee-in-lieu approach is acceptable. This decision is based on the existing conditions and downstream stormwater management opportunities. City Site Development staff determined that this proposal qualifies for the fee-in-lieu approach for onsite stormwater treatment and detention (quantity and quality) based on the downstream facilities available.

Fee-in-lieu eligibility for the hydromodification requirement are outlined in R&O 19-05 Section 4.03.. Section 4.03.7 of CWS R&O19-05, outlines the criteria for requiring implementation of a hydromodification approach. If one of the following conditions is met, then a fee-in-lieu of a hydromodification approach can be considered:

1. *The result of Section 4.03.5 is that the project is Category 1 and the applicant selects Fee-In-Lieu.*

This first condition allows for developments under 12,000 square feet to pay a fee-in-lieu. This project does not meet this condition as the entire site is over 12,000 square feet and cannot be split into multiple drainage basins, per CWS's interpretation.

2. *The project is located within a District-approved stormwater management strategy area, and implementation of an approach is not a requirement of the development.*
3. *In the judgment of the District, implementation of an on-site hydromodification approach is impracticable or ineffective due to topography, soils, landslide risk, high water table, or other site conditions. The District may require a site-specific analysis (e.g.,*

infiltration testing, geotechnical evaluation) to support such a determination.

4. *In the judgment of the District, on-site implementation results in the inefficient use of District or City resources for long-term operations and maintenance.*

Conditions 2-4 are not met, per CWS standards, as the project is not in an approved sub-basin strategy area, implementation of an on-site hydromodification approach is not impracticable or ineffective, and on-site implementation does not result in the inefficient use of District or City resources for long-term operations and maintenance.

5. *In the judgment of the District, the proposed development is likely to have a negligible impact and on-site implementation of a hydromodification approach will result in little or no benefit to the Receiving Reach, based on the District's analysis of the stream or the applicant's request for an Infill Exemption demonstrating all of the following factors:*

- a. *The Risk Level associated with the Receiving Reach is Low or Moderate. This is to ensure that highly sensitive stream reaches are not negatively impacted.*
- b. *The size of the impervious surface created and/or modified by a project is moderate to small. Until the District has performed its analysis, a project's impervious surface is moderate to small when the proposed new and/or impervious surface created by the development is 25,000 square feet or less. Calculate this area using the methodology described in Section 4.08.1.*
- c. *The discharge from the project is small compared with the total tributary drainage flow in the receiving stream. Until the District has performed its analysis, a project's discharge will be considered small when the additional flow from the proposed development is less than 10 percent of the total tributary drainage flow at the Point of Discharge.*
- d. *The project is located in a drainage basin with a high level of existing development tributary to the downstream end of the Receiving Reach. Until the District has performed its analysis, drainage basins with less than 10 percent of remaining developable area shall be considered to have a high level of existing development. The remaining developable area within a drainage basin may exclude land uses that are not likely to be developed, including but not limited to parks,*

cemeteries, undevelopable tracts, and protected natural resources.

Condition 5 has several factors that need to be met for the project to have “negligible impact” on the receiving stream. This condition is not met because the size of the impervious surface created and/or modified by the project is greater than 25,000 square feet. Due to the proposed development not meeting these fee-in-lieu requirements, CWS and the City have determined that a fee-in-lieu approach will not be accepted for hydromodification.

In summary, while a fee-in-lieu is acceptable for onsite stormwater treatment and detention (quantity and quality), fee-in-lieu is not an acceptable approach for hydromodification for all of the proposed lots. This is based on the stormwater management standards set forth in chapter 4 of the 2019 CWS Design and Construction Standards R&O 19-05. The applicant has provided plans showing compliance with the quantity, quality, and hydromodification standards of CWS R&O 19-05 through construction of on-site and off-site street side LIDA facilities. Compliance with the stormwater plans and drainage report submitted on December 20, 2019 would be sufficient to comply with CWS standards R&O 19-05. Any alternative solution must be satisfactory to CWS.

The applicant has submitted a Sensitive Area Pre-Screening Site Assessment from CWS which also serves as a Service Provider Letter (SPL). The SPL shows that no sensitive areas exist on, or are impacted by the proposed development.

Water

The subject site is located within the City of Beaverton's Water District. Existing 8-inch water lines are located within close proximity to the site, within both SW 133rd Avenue and SW Davies Road. The applicant states that the development will extend an 8-inch water line to intertie with these two existing service mains, thereby enhancing system looping.

The applicant has submitted a water SPL from the City, to ensure adequate service levels are available to serve the proposed development. However, the water SPL has not been completed by City staff at the time of this draft Facilities Review Report, therefore, the Facilities Review Committee (committee) recommend a condition of approval requiring the applicant to obtain a water SPL from the City of Beaverton, demonstrating adequate service is available for the proposal, prior to Site Development permit issuance.

Transportation

The subject site has frontage on both SW Davies Road, a Neighborhood Route to the south, and SW 133rd Avenue (which turns into SW Bluebell Lane) a Local street, at the northeast corner of the site. To provide vehicular and pedestrian access to 8 out of the 9 proposed lots, and to comply with applicable City connectivity goals and policies (Goal 6.2.4, Comprehensive Plan and Section 60.55.25.3, 60.55.35.1, 60.55.35.3.B of the Development Code), the applicant's plans show the extension of SW 133rd Avenue along the site's eastern boundary.

The proposed extension of SW 133rd is shown on the applicant's plans as having a paved right-of-way width of 20 feet accompanied by a 5-foot wide sidewalk behind a 4-foot wide planter within an easement, directly west of the paved travel lane (subject to a Sidewalk Design Modification application for reduced planter width). The applicant's plans show that the proposal is accommodating approximately three-quarters of a required through-street on the subject site to enable two-way traffic and emergency vehicle access.

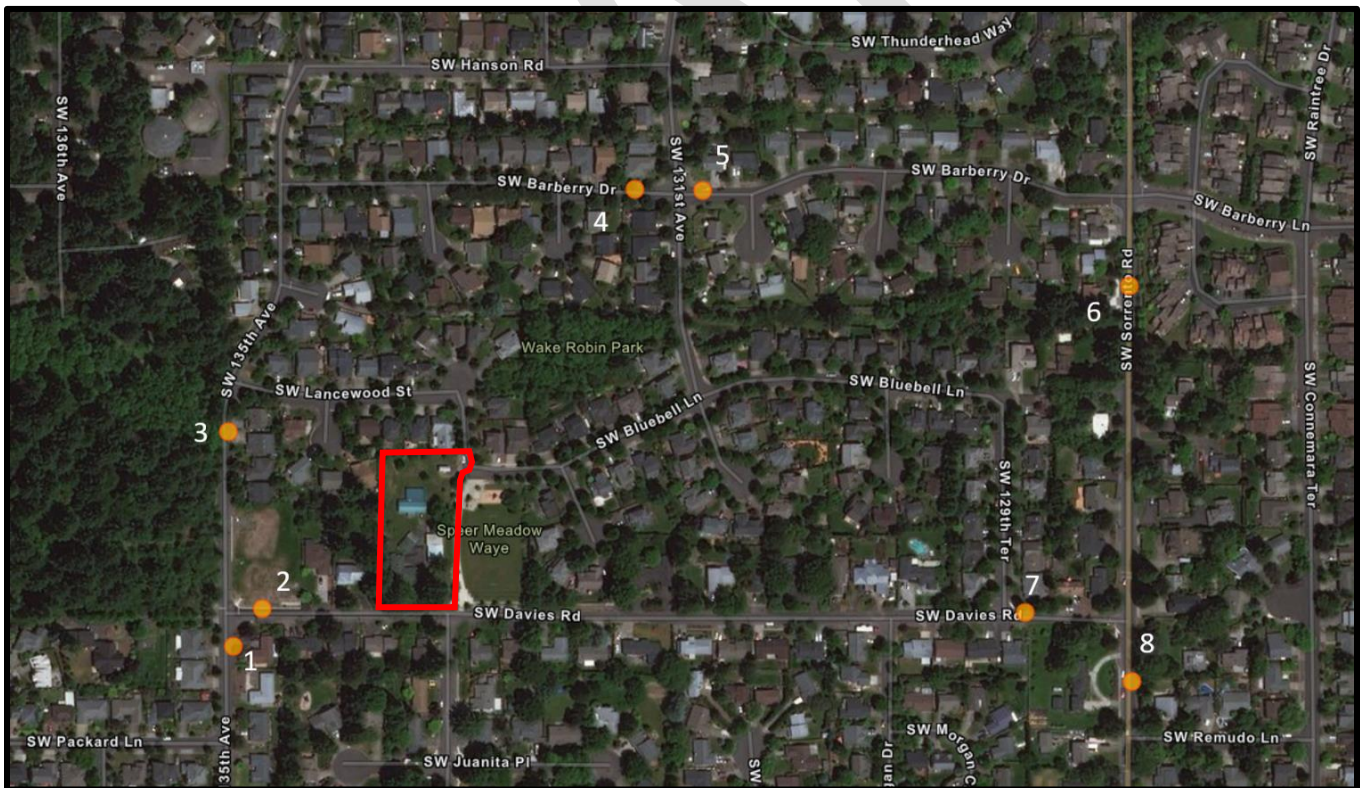
The applicant is not proposing, nor is required to provide, a sidewalk along the north-bound travel lane on the Meadow Way Park property. Meadow Way Park currently provides a pedestrian walkway next to the subject site. The applicant states that the adjacent publicly accessible pedestrian path within Meadow Way Park will be separated from the back of curb by an existing vegetated area, and already connects SW Davies Road with SW 133rd Avenue. Furthermore, as previously described, the applicant is proposing three-quarter street improvements with the extension of SW 133rd Avenue and is not required to provide a sidewalk on the side abutting Meadow Way Park, which is owned by Tualatin Hills Park and Recreation District (THPRD).

The applicant states that the existing right-of-way width of SW Davies Road in this location is 30 feet wide from centerline, consistent with the overall width of the NR1 Neighborhood Route street width, therefore, additional right-of-way dedication is not required. The site's frontage on SW Davies Road is currently unimproved. The applicant's plans show construction of a standard 5-foot wide sidewalk, behind a flow-through street side LIDA planter area 7.5-feet in width.

Bicycle lanes are not proposed on either abutting street, nor are they required on streets designated as Local or Neighborhood Routes as shown in Engineering Design Manual standard drawings 200-4 and 200-3.

Section 60.55.20.2 of the Beaverton Development Code states that a Traffic Impact Analysis is required when the proposed land use change of development will generate 300 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer. The Institute of Traffic Engineers (ITE) Trip Generation, 10th Manual provides professional guidance for estimating trip generation of potential development. This industry-accepted document, which is also codified in Beaverton Development Code (Section 60.55.20) as the source for traffic generation estimates, provides estimated traffic rates based on various land uses. The ITE estimates a single-family home as generating, on average, 10 trips per day. Based on the ITE's estimate of 10 trips per day for a single family home, and the proposed number of 9 lots, the City Traffic Engineer estimates approximately 90 new trips per day. Therefore, a Traffic Impact Analysis is not required for the proposed development.

The image below depicts vehicle location counts closest to the subject site followed by a chart with Average Daily Trip (ADT) data at each sample point. This information is utilized by the City's Transportation Engineer to assist in determining what street classification is appropriate for the proposed 133rd street extension.



Map #	Location	ADT (both directions)	Year Data was Taken
1	SW 135 th Avenue, south of SW Davies Rd	602	August 2018
2	SW Davies Rd, east of SW 135 th Ave	193	July 2018
3	SW 135 th Ave, south of SW Lancewood	375	July 2018
4	SW Barberrry Dr, west of SW 131 st	282	July 2018
5	SW Barberrry Dr, east of SW 131 st	342	October 2018
6	SW Sorrento Rd, south of SW Barberrry	4,147	July 2018
7	SW Davies Rd, west of SW Sorrento	766	July 2018
8	SW Sorrento Rd, south of SW Davies Rd	3,993	July 2018

All of the sample points are located along either a Neighborhood Route or Collector street which are generally designed to accommodate higher traffic volumes than Local streets. The two highest ADT counts are both located along SW Sorrento Road, a Collector street. Sample points located near intersections with Local streets have lower ADT counts. For example, point no. 3 on the image above is located on SW 135th Avenue, a Neighborhood Route near SW Lancewood Street, a Local street, for which the ADT count was 375. The highest ADT count located along a Neighborhood Route is marked by no. 7 on the image above. No. 7 is located near the intersection of SW Davies Road and SW 129th Terrace, a Local street, for which the data shows 766 ADTs. It is notable that point no. 2, located at the western end of SW Davies Road, at the intersection of two Neighborhood Routes, has a reduced ADT count of 193. This suggests that SW Davies Road is providing connectivity between the networks of Local roads that adjoin it, from SW Sorrento Road, a Collector. Based on the available data, and the estimated trips generated by the proposal, the City's Transportation Engineer anticipates fewer than 500 vehicles per day will travel on the proposed extension of SW 133rd Avenue.

The City's adopted "Local Street" standards have three cross-sections: L1, L2 and L3 as outlined in the Engineering Design Manual 2019 Engineering Standard Drawings:

- L1 has an ultimate right-of-way width of 58-feet. The L1 standard is design to accommodate two travel lanes, parking on both sides along with sidewalks behind planter strips on both sides. The L1 cross-section is generally the preferred cross-section for local streets as it provides two travel lanes, as well as on-street parking.
- When a street has (or is projected to have) 500 trips on average per day or less, the EDM provides standard drawings for two alternative cross-sections:

- L2 – An ultimate right-of-way width of 52 feet. This cross-section retains the on-street parking but reduces the travel lane down to one lane;
- L3 – An ultimately right-of-way width of 44 feet. This cross-section eliminates on-street parking, but retains two travel lanes.

The City Transportation Engineer has determined that the proposed extension of SW 133rd Avenue is anticipated to have less than 500 average daily trips (ADTs) therefore, the option of either an L2 or L3 standard are available to the project. The applicant's plans propose access to 8 homes via 6 driveway curb cuts along the west side of the proposed street (SW 133rd Avenue), limiting the space available for parking without blocking a driveway. Although wider, parking still could not be accommodated along the western side of SW 133rd Avenue with the L2 street cross section due to the driveway spacing. Therefore, the L3 local street standard is the preferred choice in this case as it provides for the required two travel lanes.

As mentioned above, the extension of SW 133rd Avenue is required as part of this development to provide access for the proposed lots as well as comply with applicable connectivity goals and policies. The City's adopted Comprehensive Plan incorporates the 2035 Transportation System Plan (TSP) in Chapter 6, "Transportation Element". One of the components of the TSP are the Local Street Connectivity maps and supporting policies that ensure needed multi-modal connections are provided to complete the City's desired circulation system. The TSP proposes a limited number of specific future local street connections, and also preserves the City's ability to require public street connections during the development review process when warranted and when City standards are triggered:

"Beaverton's Development Code requires that additional street, bicycle, and pedestrian connections be considered and constructed where feasible. The figure 6.7 and Table 6-3 recommendations address some of the existing local street stubs and additional identified potential connections in the study area. The fact that there are potential connections not noted on the map or in [the applicable table] does not negate the Code requirements for additional multimodal connections." (page VI-40).

Section 60.55 of the Beaverton Development Code, Transportation Facilities, has the stated purpose and intent to, "establish design standards and performance requirements for all streets and other

transportation facilities constructed or reconstructed within the City of Beaverton" (60.55.05).

Relevant general provisions under 60.55.10 include:

1. *All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the City shall condition the development to obtain permits required by the other agencies.*
2. *In order to protect the public from potentially adverse impacts of the proposal, to fulfill an identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development; and*
5. *Dedication of right-of-way shall be determined by the decision-making authority.*

Additional applicable sections within the Beaverton Development Code include:

60.55.25 Street and Bicycle and Pedestrian Connection Requirements, Subsection 3:

"Where a future street or bicycle and pedestrian connection location is not identified in the Comprehensive Plan Transportation Element, where abutting properties are undeveloped or can be expected to be redeveloped in the near term, and where a street or bicycle and pedestrian connection is necessary to establish a reasonable direct access between and among neighboring properties, the applicant shall submit as part of the complete application, a future connections plan showing the potential arrangement of streets and bicycle and pedestrian connections that shall provide for the continuation or appropriate projection of these connections into surrounding areas."

60.55.35 Access Standards, Subsection 1:

"The development plan shall include street plans that demonstrate how safe access to and from the proposed development and the street system will be provided. The applicant shall also show how public and private access to, from, and within the proposed development will be preserved."

60.55.35 Access Standards, Subsection 3 Intersection Standards (B):

"Intersection angles and alignment and intersection spacing along streets

shall meet the standards of the Engineering Design Manual and Standard Drawings.”

The adopted Transportation System Plan classifies SW Davies Road as a Neighborhood Route. Chapter 2 Streets, of the Engineering Design Manual, includes the following table in Subsection 210.19 Intersections, (E):

Intersection Spacing Along Streets. The minimum and maximum distance between streets shall be as follows:

Street Functional Classification*:	Distance Between Intersections Along the Street Shall Be At Least:	Distance Between Intersections Along the Street Shall Not Exceed:
Arterial	600 feet	1,000 feet
Collector	200 feet	530 feet
Neighborhood Route	100 feet	530 feet
Local	100 feet	530 feet

* Street Functional Classifications are identified in the *Comprehensive Plan Transportation Element* Figure 6.4.

As outlined in the table above, the maximum spacing between intersections along Neighbor Routes shall not exceed 530 feet. Where development is proposed that can provide for the required connections in areas where the maximum spacing is exceeded the City requires those connections to be made. Currently, along the northern side of SW Davies, no street connection occurs for approximately 1,600 feet between SW 135th Avenue, located at the western end of SW Davies Road and SW 129th Terrace, approximately 224 feet from SW Sorrento Road on the eastern end of SW Davies Road, far in excess of the 530 foot maximum spacing standard. The proposed extension of SW 133rd Avenue would address the substandard street connectivity pattern created by the existing long block and provide access to the proposed development as well as surrounding neighborhood, complying with the maximum spacing standards of the EDM.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). The applicant has provided a copy of a TVF&R permit for Fire Code/Land Use/Building Review Application. The Committee recommends a condition of approval that the applicant comply with the TVF&R Permit #2020-0010. By meeting the condition of approval, the proposal will meet TVF&R requirements, which will be verified at the time of Site Development Permit issuance.

In review of the proposal, the Facilities Review Committee, has determined that by meeting the conditions of approval at the end of this report, the proposal does not impact the level of facilities and

services available. The capacity of the existing systems is adequate to support the increase uses of these critical facilities.

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

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

Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant’s plans and materials were shared with Beaverton School District, Tualatin Hills Park and Recreation District (THPRD), City Transportation staff and City Police Department.

Schools

The applicant has submitted an SPL provided by the Beaverton School District, dated June 27, 2019, which states that the school district believes there will be sufficient capacity to accommodate new students from the project.

Transit Improvements

The applicant states that there is no direct TriMet transit service adjacent to the site. The closest Tri Met bus routes include:

#62 near the intersection of SW Murray Blvd. and SW Scholls Ferry Road, approximately 0.9 miles;

#76 & 78, runs on Hall Blvd. approximately 0.7 miles from the subject site;

#88, runs on SW Hart & SW Murray Blvd., approximately 0.9 miles from the subject site; and

#92 at the intersection of SW Brockman & 135th Avenue, approximately 0.6 miles.

Police

To the date of this report Beaverton Police have not provided comments or recommendations to the Committee. Beaverton Police will serve the development site and any comments will be shared with the applicant.

Pedestrian and Bicycle Facilities

The subject site is located between two streets, SW Davies Road, a Neighborhood Route to the south and SW 133rd Avenue, a Local street abutting the northeast corner of the site. The applicant's plans show improvements to both abutting right-of-ways as well as the extension of SW 133rd Avenue through the site to provide access to most of the proposed lots (lot no. 9 is proposed to have direct access from SW Davies Road). The applicant's plans show a 5-foot wide sidewalk is proposed along the extension of SW 133rd Avenue, behind a 4-foot wide planter area (subject to Sidewalk Design Modification approval) which connects to the existing pedestrian system on SW 133rd Avenue north of the site and SW Davies Road south of the site. The sidewalk and planter on SW 133rd Avenue is proposed to be located within an easement. Along the site's SW Davies frontage, the applicant's plans show a standard 5-foot wide sidewalk behind a 7.5-foot planter area. Bicycle lanes are not proposed on either abutting street, nor are they required on streets designated as Local or Neighborhood Routes (Engineering Design Manual standard drawings 200-4 and 200-3).

Parks

The subject site is adjacent to Meadow Way Park to the east, a park owned by the Tualatin Hills Park and Recreation District (THPRD). The site will be served by THPRD. The applicant's materials were shared with THPRD who have not provided comments or recommendations to the Facilities Review Committee.

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

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

C. The proposed development is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified

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

Staff cites the Code Conformance Analysis chart at the end of the Facilities Review Report, which evaluates the project as it relates to applicable code requirements of Chapter 20 for the Residential Urban Standard Density (R5) zone, as applicable to the aforementioned criterion. As demonstrated in the chart, the development proposal either meets all applicable standards, or can meet the standard if the Minor Adjustment for lot size is approved by the decision making authority.

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

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

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, as applicable to the above mentioned criteria. Staff will provide findings for the applicable Land Division criteria within the applicable section of the staff report. As demonstrated in the code conformance analysis chart the proposal meets all applicable sections of Chapter 60.

The parking ratio requirements for motor vehicles is identified in Section 60.30.10.5.A of the Beaverton Development Code. For detached dwellings, the parking rate is 1 spaces per unit. Each of the proposed 9 lots each has sufficient land area to accommodate a home, with garage and driveway. The existing dwelling(s) and accessory structures will be removed. Each of the 9 new homes is expected to have, at least, a two-car garage, with additional off-street parking for two cars available in the driveway. Minimum parking requirements will

be confirmed with Building permit issuance for any new dwelling proposed.

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

- 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 applicant states that other than the proposed flag lot access to Lots 1, 2, and 3, for which ownership, access, and maintenance will be addressed through the recording of easements with plat recordation, no common privately-owned facilities are proposed. The committee recommends a condition of approval, requiring the applicant to record and provide a copy of a shared access easement for the shared driveway for Lots 1, 2 and 3. Furthermore, the proposed condition states that the easement must be consistent with EDM Sections 210.21 J "Joint-Use Agreement for Common Driveways" and K "Maintenance Agreement for Common Driveways". Staff finds that the design of the development does not preclude the continued maintenance of private common facilities.

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

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

In review of Criterion F, staff incorporates the findings prepared in response to A, B and D above. The applicant proposes to improve the site's frontage on SW Davies Road, which currently does not include any pedestrian facilities, and to extend SW 133rd Avenue through the site, providing efficient and safe vehicular and pedestrian access to the proposed lots.

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

In review of Criterion G, staff incorporates the findings prepared in response to A, B, D and F above. The applicant's plans show vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

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

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

The applicant states that all structures and public facilities serving the development site have been designed in accordance with adopted City codes and standards. The applicant has provided a copy of a TVF&R permit for Fire Code/Land Use/Building Review Application. The proposal will also be required to show compliance with the City's Building Code Standards prior to issuance of Building permits, which include compliance with TVF&R standards.

Therefore, the Committee finds that by meeting the conditions of approval the proposal meets the criterion for 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 applicant states that all structures and public facilities serving the development site have been designed in accordance with adopted City codes and standards. 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, the Committee finds that the proposal meets the criterion for 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 grading and contouring of the site has been designed to accommodate the proposed 9 lots and that the perimeter grading is designed to maintain existing grades at the abutting property lines consistent with City standards. Additionally, the applicant explains that the lots are to be graded so water runs off to the streets or the proposed collection facilities, to mitigate for adverse effect(s) on neighboring properties and adjacent public rights-of-way. Furthermore, the applicant states that the storm system has been designed to adequately accommodate surface drainage and necessary water storage facilities, consistent with the down-stream capacity of the existing public storm drainage system.

Therefore, the Committee finds that the proposal meets the criterion for 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 International Building Code, the Fire Code, and other standards as required by the American Disabilities Act (ADA). Compliance with ADA requirements are reviewed at the time of Building permit application. 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.

The applicant states that the proposed transportation facilities conform to the City's Transportation System Plan and that the pedestrian

facilities have been designed to be consistent with ADA standards, and serve to enhance the neighborhood circulation patterns for both vehicles and pedestrians. The applicant's plans do not currently show a receiving pedestrian ramp within the northeast corner of the SW Davies Road and SW 133rd Avenue intersection. Therefore, the committee recommend a conditions of approval that the applicant submit revised site plans that show two ADA-compliant curb ramps at the northwest corner of the SW Davies Road and SW 133rd Avenue intersection to be consistent with EDM Section 210.23.2. and show a new receiving ramp at the northeast corner of SW Davies Road and SW 133rd Avenue consistent with ODOT standard detail DET1720.

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the 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.

Therefore, the Committee finds that by meeting the condition of approval the proposal meets the criterion for 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 August 29, 2019. The applicant deemed the application complete on December 20, 2019. 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, the Committee finds that the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
Residential Urban Medium Density District (R2) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code 20.05.20 (Residential Urban Medium Density)			
Use	Residential	No use is proposed. The applicant proposes to divide a lot into 9 lots.	N/A
Development Code Section 20.05.15 (Residential Urban Medium Density)			
Minimum Lot Area	5,000 square feet	Minimum lot size proposed is 4,566 square feet.	See ADJ2019-0018 section of staff report.
Residential Density (per acre)	<u>Min:</u> 8 units <u>Max:</u> 11 units	The applicant proposes 9 lots.	Yes
Minimum Yard Setbacks	<u>Front:</u> 15 ft. <u>Side:</u> 5 ft. <u>Rear:</u> 20 ft.	<u>Front:</u> 15 ft. <u>Side:</u> 15 ft. <u>Rear*:</u> 20 ft. on lots 4 and 5. *Lots 1-3 and 6-9 are proposed to have a reduced rear setback of 15 ft.	See FS2019-0016 section of staff report.
Maximum Building Height	35 feet	No structures are proposed at this time.	N/A

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.15			
Land Division Standards	Grading and tree protection standards pertaining to land divisions.	A Land Division-Preliminary Partition application has been applied for. Applicable Land Division Standards will be reviewed in greater detail in that section of the staff report.	See LD2019-0025 Section of Staff Report
Development Code Section 60.30			
Off-street Parking Requirements	Detached Dwelling Units require 1 parking space per unit. No required bicycle parking for Detached dwelling units.	No structures are proposed at this time. Compliance with parking requirements will be evaluated at time of building permit review for future home construction.	N/A
Development Code Section 60.45			
Solar Access Protection	Provide solar access protection to new development in subdivisions unless certain site characteristics apply	The applicant is requesting an adjustment to this standard under 5.A.3. and 4 for Lots 4 – 8. The applicant explains that the existing street network surrounding the site, and the proposed north/south street alignment resulting from the required extension of SW 133rd Avenue, does not allow for 80% of the lots to comply with the base design standards, without the extensive use of short, dead end private streets. Therefore, the applicant requests the adjustment to the basic solar design standards to allow 44% of the lots to comply with this requirement.	Staff findings forthcoming.

Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes, w/COA
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	No Protected Trees are present on the subject site. The applicant proposes to remove 21 Community Trees from the subject site. Mitigation is not required for Community Trees. The applicant's plans also show the removal of one Street Tree adjacent to the park, is proposed for removal.	See TP2019-0012 Section of Staff Report.
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	All utilities are required to be placed underground in accordance with standards identified in Section 60.65. The Committee proposes a standard condition of approval to ensure utility undergrounding complies with Section 60.65.	Yes, w/COA

**RECOMMENDATION AND CONDITIONS OF APPROVAL
BY THE FACILITIES REVIEW COMMITTEE:
Southridge Park Subdivision
(ADJ2019-0018 / FS2019-0016 / LD2019-0025 / SDM2019-0012 /
TP2019-0012)**

The Facilities Review Committee finds that by meeting the conditions of approval below, the proposal does comply with all the technical criteria. The Committee recommends that the decision-making authority APPROVE the proposal. If the decision-making authority does approve the proposal, the committee recommends the following conditions of approval:

Minor Adjustment (ADJ2019-0018)

A. General Conditions, the Applicant shall:

1. Ensure the associated land use applications LD2019-0025, SDM2019-0012 and TP2019-0012 have been approved. (Planning / ES)

Flexible Setback (FS2019-0016)

A. General conditions, the applicant shall:

1. Ensure the associated land use applications ADJ2019-0018, LD2019-0025, and TP2019-0012 have been approved. (Planning / ES)

Land Division (LD2019-0025):

A. General conditions, the applicant shall:

1. Ensure the associated land use applications ADJ2019-0018, SDM2019-0012, and TP2019-0012 have been approved. (Planning / ES)

B. Prior to Site Development Permit issuance, the applicant shall:

1. Submit plans that show a 21-foot wide right of way (ROW) dedication for a new public street, the extension of SW 133rd Avenue. The ROW will accommodate two paved 10-foot travel lanes, and two 0.5 foot curbs on both sides of the street. (Transportation / KM)
2. Submit site plans that show half-street improvements along the site's frontage to SW Davies Road that meet the minimum standards for a Neighborhood Route as shown in the EDM and Standard Drawing 200-3, including construction of a 5 foot wide sidewalk and 7.5 foot wide planter strip. (Transportation / KM)

3. Provide a signage and striping plan, as well as supporting analysis of the newly reconfigured 3-way intersection of SW 133rd Ave and SE Bluebell Lane to demonstrate if stop warrants are needed. (Transportation / KM)
4. Obtain an approved Design Exception Request to the Engineering and Design Manual for constructing the new public street using a shed cross-section. (EDM 210.15 G, and Standard Drawing 200-4) (Transportation / KM)
5. Submit plans that verify the minimum required sight distance is met for the newly extended SW 133rd Avenue where it intersects with SW Bluebell Lane. (Transportation / KM)
6. Submit plans that verify the minimum required sight distance is met for both (a) the new driveway and (b) the new intersection with SW 133rd Avenue on SW Davies Road. (Transportation / KM)
7. Submit plans that verify the minimum required sight distance is met for the new shared driveway that provide access to Lots 1, 2, and 3. (Transportation / KM)
8. Submit plans that show building and driveway footprints for all lots, and to ensure that the future homes Lots 1, 2, and 3 would be able safely turn and maneuver the shared access into any proposed driveways and/or garages. (Transportation / KM)
9. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./SS)
10. 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 4542 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (April 2019, Resolution and Ordinance 2019-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./SS)
11. 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 and 4010+rev., and Resolution 4542; 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./SS)

12. Have the ownership of the subject property guarantee all public improvements, site grading, stormwater management facilities, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./SS)
13. Submit any required 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./SS)
14. Submit the Tualatin Valley Fire and Rescue District Service Provider Letter showing the Fire Marshal's approval of the site development plans. (Site Development Div./SS)
15. Submit a City of Beaverton Water Service Provider Letter showing adequate service is available for the development. (Site Development Div./SS)
16. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./SS)
17. 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 plan format per requirements for sites between 1 and 4.99 acres adopted by DEQ and Clean Water Services. (Site Development Div./SS)
18. Provide final construction plans and a final drainage report demonstrating compliance with CWS Resolution and Order 2019-05 regarding water quality, quantity, and hydromodification and City of Beaverton Engineering Design Manual Section 530 requirements for surface water management. (Site Development Div./SS)
19. Provide plans that delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development Div./SS)

20. 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 at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities. The overflow elevation and one-foot-higher minimum finished floor elevation shall be established and clearly documented on all building and site development plan sheets that include elevations and/or contours. (Site Development Div./SS)
21. When or as required, have obtained the City Building Official's courtesy review approval of the proposed site utility plan for private plumbing needed to serve the development including private fire suppression systems, backflow prevention measures, and regulated utility service locations outside the proposed building pads. (Site Development Div./SS)
22. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. Any extra-capacity water, sanitary, and storm water facility improvements, as defined and determined by the City Utilities Engineer, shall be eligible for system development charge credits to be assigned to lots within the subdivision. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div./SS)
23. Submit to the City a certified impervious surface determination of the proposed project prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces on the site. In addition, specific types of impervious area totals, in square feet, shall be given for roofs, sidewalks, pedestrian areas, and any gravel or pervious pavement surfaces. Calculations shall also indicate the square footage of pre-existing impervious surfaces, modified existing impervious, the new impervious surface area created, and total final impervious surface area on the entire site after completion. (Site Development Div./SS)
24. Pay storm water system development charges (overall system conveyance) for any net new impervious area. The storm water quality, quantity, and hydromodification development charges will be determined with the final impervious surface determination for net new impervious area not being managed by a CWS approved storm water facility. Per the preliminary storm drainage report, basins 2 and 5 will not be managed by

a storm water facility and will instead pay a fee-in-lieu of quantity control, quality treatment, and hydromodification. The final City Storm Water SDC shall also be determined with the final impervious surface determination. (Site Development Div./SS)

25. If needed, submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement, with maintenance plan and all standard exhibits, ready for recording with Washington County Records. (Site Development Div./SS)
26. Provide plans for street lights (Option C unless otherwise approved by the City Public Works Director). For required lighting, provide a photometric analysis that indicates where street lighting will be installed for the new SW 133rd Avenue extension as well as to the site's frontage of SW Davies Road to ensure the minimum technical lighting standards are met per the Engineering Design Manual. (Site Development Div./SS)(Transportation/KM)
27. Submit lighting plans for the shared driveway for Lots 1, 2, and 3 that meet the minimum requirement within the EDM for vehicle circulation areas to be lighted to at least 0.5 foot-candles. (Transportation / KM)
28. Provide plans 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 along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./SS)
29. Submit ODOT standard detail DET1720 showing level of design detail for every sidewalk ramp proposed with this development. Maximum designed ramp slope shall be 7.5%, maximum designed cross slope, flat landing or turning space shall be 1.5%. Two directional ADA ramps shall be provided at all corners of all intersections, regardless of curb type. See ODOT standard drawings RD754, RD155, RD756, RD757, RD758 and RD759 for ramp details. (Site Development Div. / SS)
30. Submit revised site plans that show two ADA-compliant curb ramps at the northwest corner of the SW Davies Road and SW 133rd Avenue intersection to be consistent with EDM Section 210.23.2. Plans also need to show a new receiving ramp at the northeast corner of SW Davies Road and SW 133rd Avenue. (Transportation / KM)
31. Any other Site Development Division permit requests must be approved per

applicable EDM permit requirements. (Site Development Div. / SS)

C. Prior to approval of the final plat, the applicant shall:

32. Dedicate the required 21-feet of right of way to accommodate the new street extension of SW 133rd Avenue. (Transportation / KM)
33. Provide the required easement for the approved sidewalk and planter strip along SW 133rd Avenue. (Transportation / KM)
34. Have commenced construction of the site development improvements to provide minimum critical public services to each proposed lot (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./SS)
35. Show granting of any required on-site easements and tracts on the partition plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development Div./SS)
36. Demonstrate all lots meet ordinance standards for lot size, dimension and frontage, unless otherwise approved by decision making authority. The final plat shall be fully dimensioned and indicate the square footage of each lot. (Planning / ES)
37. Provide written assurance to the Planning Division that each and every lot is buildable without variance under City Ordinances effective as of the date of preliminary plat approval, unless otherwise approved by decision making authority. (Planning / ES)
38. Pay all City liens, taxes and assessments or apportion thereof to individual lots. Any liens, taxes and assessments levied by Washington County shall be paid to them according to their procedures. (Planning / ES)
39. Submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the development will be constructed in accordance with City requirements. (Planning / ES)
40. Submit a Final Land Division Application. In accordance with Section 50.90

of the Development Code, submittal of a complete final land division application shall be made within 24 months after preliminary plat approval, unless a time extension is approved. (Planning / ES)

41. The applicant shall submit a street tree fee of \$200 to the Planning Division for each 30 feet of lineal street frontage. (Planning / ES)
42. Concurrent with the Final Plat record and provide copy of a shared access easement for the shared driveway for Lots 1, 2 and 3. The easement must be consistent with EDM Sections 210.21 J "Joint-Use Agreement for Common Driveways" and K "Maintenance Agreement for Common Driveways". (Transportation / KM)

D. Prior to building permit issuance for a new home, the applicant shall:

43. Have recorded the final plat or have met the requirements of House Bill 2306, as determined by the City Engineer and Planning Director. (Planning / ES)
44. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./SS)
45. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval. (Site Development Div./SS)
46. Submit building plans demonstrating compliance with all applicable Development Standards identified in Chapter 20 of the Beaverton Development Code, unless otherwise approved by FS2019-0016 and/or ADJ2019-0018. (Planning / ES)

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

47. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the house frontage. (Site Development Div./SS)
48. 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./SS)
49. Have substantially completed the site development improvements as

determined by the City Engineer to provide minimum critical public services to each lot and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development Div./SS)

F. Prior to occupancy permit issuance, the applicant shall:

50. Have recorded the final plat. (Planning / ES)
51. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./SS)
52. 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./SS)
53. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./SS)
54. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./SS)
55. Have recorded the final plat in County records and submitted a recorded copy to the City. (Site Development Div./SS)

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

56. 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./SS)
57. Submit any required on-site easements not already dedicated on the subdivision plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site

Development Div./SS)

58. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation as shown on the approved plan within the storm water management facility, any vegetated corridor, and 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./SS)

Tree Plan Two (TP2019-0012)

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

1. Submit plans showing temporary tree fencing for all trees proposed to remain and adjacent off-site trees possibly impacted by site improvements, consistent with Section 60.60.20 Tree Protection Standards during Development. (Planning / ES)