



Community Development Department  
Current Planning Division  
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**MEMORANDUM**

City of Beaverton  
Community Development Department

**To:** Interested Parties  
**From:** City of Beaverton Planning Division  
**Date:** November 22, 2019  
**Subject:** **PTF2019-001 / SDM2019-0002 / TP2019-002 Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)**

Please find attached the Notice of Decision for **PTF2019-001 / SDM2019-0002 / TP2019-002 Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)**. Pursuant to Section 50.40.11.E of the Beaverton Development Code, the decisions for PTF2019-001 / SDM2019-0002 / TP2019-002 Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>), is final, unless appealed within twelve (12) calendar days following the date of the decision. The procedures for appeal of a Type 2 Decision are specified in Section 50.65 of the Beaverton Development Code. The appeal shall include the following in order for it to be accepted by the Director:

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

***The appeal closing date for PTF2019-001 / SDM2019-0002 / TP2019-002 Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>), is 4:30 p.m., December 4, 2019.***

The complete case files including findings, conclusions, and conditions of approval, if any, are available for review. The case files may be reviewed at the Beaverton Planning Division, Community Development Department, 4<sup>th</sup> Floor, Beaverton Building/City Hall; 12725 SW Millikan Way between 7:30 a.m. and 4:30 p.m., Monday through Friday, except holidays. For more information about the case file, please contact Sambo Kirkman, Senior Planner, at (503) 526-2557.


***Accessibility information:*** *This information can be made available in large print or audio tape upon request. Assistive listening devices, sign language interpreters, or qualified bilingual interpreters can be made available at any public meeting or program with 72 hours advance notice. To request these services, contact Sambo Kirkman by calling 711 503-526-2557 or email [skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)*



## Staff Report

DATE: November 22, 2019

TO: Interested Parties

FROM: Sambo Kirkman, Senior Planner 

PROPOSAL: **NW Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)  
PTF2019-0001 / SDM2019-0002 / TP2019-0002**

LOCATION: NW Walker Road between NW 173<sup>rd</sup> and NW 185<sup>th</sup>.

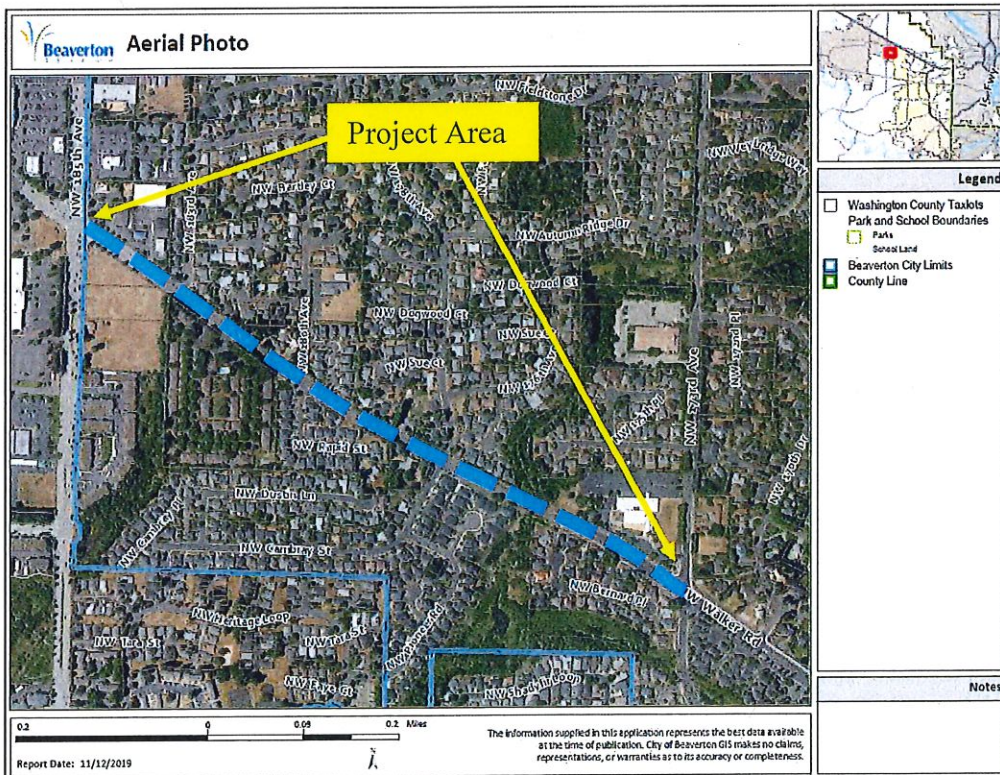
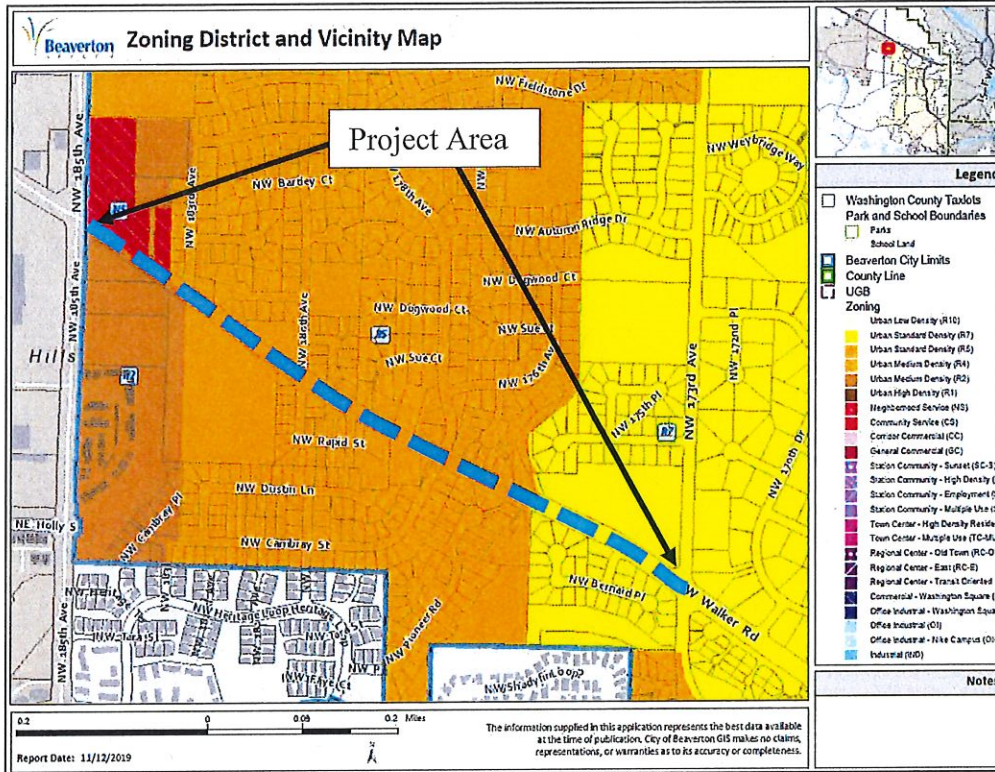
SUMMARY: Washington County is seeking approval of a Public Transportation Facility for a project to improve SW Walker Road from SW 173<sup>rd</sup> Avenue to SW 185<sup>th</sup> Avenue. The applicant proposes to widen the road to provide two travel lanes in each direction, along with center turn lanes as needed. While the project will install buffered bike lanes, planter areas, and sidewalks, the project includes a Sidewalk Design Modification request to reduce the standard widths of the planter areas and sidewalks. Some trees will be removed as part of the proposed road improvement to be approved through a Tree Plan Two application.

APPLICANT: Washington County  
Attn: Matthew Costigan  
1400 Walnut St., MS # 18  
Hillsboro, OR 97123

DECISION: **APPROVAL of PTF2019-0001 / SDM2019-0002 / TP2019-0002  
NW Walker road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>), subject  
to conditions identified at the end of this report.**



### ZONING/VICINITY/AERIAL MAP



## BACKGROUND FACTS

### Key Application Dates

Application	Submittal Date	Deemed Complete*	120-Day with Continuance	365-Day**
PTF2019-0001	April 22, 2019	August 26, 2019	Feb. 24, 2020	August 25, 2020
SDM2019-0002	April 22, 2019	August 26, 2019	Feb. 24, 2020	August 25, 2020
TP2019-0002	April 22, 2019	August 26, 2019	Feb. 24, 2020	August 25, 2020

\* Applicant requested the applications be accepted as complete upon submittal.

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

### Existing Conditions Table

<b>Zoning</b>	Residential Urban Medium Density (R-2) Residential Urban Standard Density (R-5 and R-7) Neighborhood Service (NS)	
<b>Current Development</b>	The project area includes the existing roadway and with adjacent parcels containing existing residential and developments with and a few vacant parcels.	
<b>Site Size &amp; Location</b>	The project area covers SW Walker Road between SW 173 <sup>rd</sup> Avenue to SW 185 <sup>th</sup> Avenue	
<b>NAC</b>	Five Oaks-Triple Creek NAC	
<b>Surrounding Uses</b>	<p><b>Zoning:</b></p> <p><u>North:</u> R-2, R-5, R-7, NS</p> <p><u>South:</u> R-2, R-5, R-7</p> <p><u>East:</u> R-5, R-7</p> <p><u>West:</u> Washington County</p>	<p><b>Uses:</b></p> <p><u>North:</u> Residential, Commercial, Religious Institution, Vacant Lands, SNRA</p> <p><u>South:</u> Residential, SNRA, Vacant Parcel</p> <p><u>East:</u> Residential</p> <p><u>West:</u> Washington County</p>



## DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

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<b><u>Attachment A:</u></b> Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR6
<b><u>Attachment B:</u></b> PTF2019-0001 <i>Public Transportation Facility</i>	PTF1-PTF3
<b><u>Attachment C:</u></b> SDM2019-0002 <i>Sidewalk Design Modification</i>	SDM1-SDM3
<b><u>Attachment D:</u></b> TP2019-0002 <i>Tree Plan Two</i>	TP1-TP5
<b><u>Attachment E:</u></b> <i>Conditions of Approval</i>	COA1-COA3

### Exhibits

#### **Exhibit 1. Materials submitted by Staff**

- Exhibit 1.1 Vicinity Map (page SR-2 of this report)
- Exhibit 1.2 Aerial Map (page SR-2 of this report)

#### **Exhibit 2. Public Comment**

- Exhibit 2.1 Email from James R, dated 9/20/19
- Exhibit 2.2 Email from Joe Graziano, dated 9/20/19
- Exhibit 2.3 Email from Joe Graziano, dated 9/25/19
- Exhibit 2.4 Letter from Glenna Grossen, dated 9/26/19
- Exhibit 2.5 Letter from Jonathan Karr, dated 10/5/19
- Exhibit 2.6 Email from Cathy Lee, dated 10/7/19
- Exhibit 2.7 Email from Jonathan Karr, dated 10/7/19
- Exhibit 2.8 Letter from Gloria Bernard, dated 10/7/19
- Exhibit 2.9 Email from Lori Austin, dated 10/8/19
- Exhibit 2.10 Regina Siemon, dated 10/9/19

#### **Exhibit 3. Materials submitted by the Applicant**

- Exhibit 3.1 Submittal Package including plans (available at City Hall)
- Exhibit 3.2 Applicant's email response to public comments, dated 10/7/19
- Exhibit 3.3 Applicant's response to public comments dated 10/15/19

**FACILITIES REVIEW COMMITTEE DRAFT  
TECHNICAL REVIEW AND RECOMMENDATIONS  
NW Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)  
PTF2019-0001 / SDM2019-0002 / TP2019-0002**

**Section 40.03 Facilities Review Committee:**

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

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

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

**Section 40.03.2**

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

The applicant states that the proposed modifications to NW Walker Road, an Arterial Street on the City and County Transportation System Plans, is to improve the segment between NW 173<sup>rd</sup> and NW 185<sup>th</sup> Avenue. The proposed changes will provide the standard 5-lane cross-section for the Arterial Street, with modified sidewalks and planter strips along the corridor. The proposed project addresses the improvements identified in both the City's TSP as an action project as well as the County Major Streets Transportation Improvement Program (MSTIP). NW Walker road is under the jurisdiction of Washington County, however this portion of NW Walker road is within the city limits of Beaverton.

The applicant's narrative states the proposed design will require Sidewalk Design Modification approval as the design does not meet the City's Engineering Standard Drawings for Arterial Street widths. The proposed cross-section will vary, but provide a minimum of 7.5-foot buffered bike lanes, 5-foot sidewalks, and a 1-foot right-of-way maintenance buffer area with planter areas provided in some sections of the roadway project. The City Engineer in review of this proposal has determined that by meeting the conditions of approval at the end of this report, this proposal conforms to the Transportation System Plan.

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



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

The applicant states the goal of the project is to make needed multimodal safety and traffic capacity improvements within the project boundaries. The applicant further states the project will provide efficient circulation and capacity for motor vehicles with a consistent 5-lane cross section and provide continuous bike facilities and sidewalks on both sides of the road.

For vehicles, the proposal widens the roadway to provide two travel lanes in each direction, and center lanes where needed. For bicycles, the proposal adds 5-foot bike lanes buffered by two feet of pavement striping.

The presence of street trees between the sidewalk and the vehicle lanes would improve the pedestrian experience. Six-foot wide sidewalks are the required minimum along an Arterial Street. Providing the 6-foot minimum would improve the pedestrian experience. Having a separation between the sidewalk and the travel lanes would also improve the pedestrian experience. According to Metro's Regional Active Transportation Plan, "adding buffers of landscaping and trees along walking and bicycling routes helps clean the air, reduce noise pollution and make the experience more pleasant." For pedestrians, the cross-section varies throughout the corridor between curb-tight sidewalks and sidewalks buffered by a planter area. There are street trees proposed with the project where a planter strip is proposed. The width of the sidewalk ranges from four feet to eight feet. In areas in which the proposed sidewalks are less than six feet additional discussions through the Sidewalk Design Modification are warranted to determine if adequate pedestrian circulation is provided. Areas where landscaping is proposed at the back of the sidewalk also warrant further discussion with staff through the Sidewalk Design Modification application. Therefore a condition of approval requires that prior to issuance of the Site Development Permit, approval of the Sidewalk Design Modification is required. Street lighting will be installed to meet Washington County illumination standards.

**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 60 (Special Requirements) and all improvements, dedications, or both required by the applicable provisions of Chapter 60 (Special Requirements) are in place.***

The applicant states that the proposed development is consistent with all applicable provisions of Chapter 60. Staff provide additional findings below.

## **Section 60.10 Development in Floodway**

The applicant states that work within the floodway of Willow Creek include the replacement of an existing undersized culvert to help reduce the 100-year flood elevation. Pursuant to Section 60.10.15 of the development code, the proposal falls into one of the exceptions to the prohibition of development in the floodway. As a condition of approval, the applicant shall provide a final engineering analysis of the grading and construction within the 100-year floodplain and the applicant's engineer shall certify in writing that the project as designed will meet the applicable City and Clean Water Services regulations concerning the floodplain.

## **Section 60.55 Transportation Facilities**

### Street, Bicycle, and Pedestrian Connection Requirements

The improvements includes vehicle connections via two travel lanes in each direction, bicycle connections via a buffered bike lane in each direction, and pedestrian connectivity via new sidewalks on each side of the street. The proposal includes one new traffic-controlled intersection to provide safe crossing for bicycles and pedestrian located at 178<sup>th</sup>/Cambray Street. Two additional pedestrian crossing are proposed at 180<sup>th</sup> and 183<sup>rd</sup> Avenues.

### Street Width

The applicant states the design improvements for the roadway will meet the requirements of Washington County, while the requirements for the sidewalk and planter areas, improvements outside the roadway, addresses the City requirements. The applicant has requested a Sidewalk Design Modification to address the variation of the project to the City's minimum standards for planter and sidewalk widths through portions of the corridor. Staff recommend that prior to issuance of the Site Development Permit, the applicant obtain Sidewalk Design Modification approval to the proposed changes to City standards.

## **Section 60.60 Trees and Vegetation**

A portion of the corridor is located within a Significant Natural Resource Area (SNRA) and requires removal of 16 protected trees. The proposal also include the removal of 132 community trees of which 90 are exempt from review since they are located in the public right-of-way. Review and mitigation for the removal of these trees are addressed with the Tree Plan Two application. Staff recommend condition of approval that prior to issuance of the Site Development Permit, approval of a Tree Plan Two application is obtained to ensure all tree protection and removal standards are met.

Public comments were received regarding trees removed between NW Cambray Court and NW 173<sup>rd</sup> Avenue. The applicant has stated that the proposed roadway will require removal of some trees to accommodate the roadway improvement but it also includes improved sidewalk and a landscape planter area with new street trees proposed along this section of the roadway and in some areas additional landscaping between the sidewalk and the some abutting properties.

## **Section 60.65 Utility Undergrounding**

The applicant states that while fiber optic and interconnected cables may be installed, the proposed Washington County funded roadway project is exempt from this requirement



pursuant to Section 60.65.15.1 of the Development Code.

**Section 60.67 Significant Natural Resources**

The applicant states a SNRA is located within the corridor of the project, but the project limits are 70 feet from the creek and outside the vegetated corridor and floodplain. The project includes a wetland delineation report addressing the work to be done in this sensitive area and compliance of the project with both City and Clean Water Services (CWS) standards. The applicant has obtained a Service Provider Letter for their proposal.

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

- D. Adequate means are provided or proposed to be provided in a satisfactory manner, to ensure continued periodic maintenance and replacement of the following, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities.***

The applicant states Washington County will maintain the roadway, street lighting, traffic signals, retaining walls, sound walls and slopes. Drainage piping and facilities within the City of Beaverton will be maintained by City staff. The proposal includes the use of storm filters for the catch basins located along the western portion of the roadway project. City Staff has determined that the use of these filters can be onerous and provide potential hazards to crews maintaining this system. Staff recommend further coordination between city and county staff to address maintenance issues with the proposed system. Staff finds that by meeting the conditions of approval, the proposed improvements will be maintained by the applicable jurisdiction or responsible party.

Public comment was raised concerning existing private property drainage connections to the public systems, the applicant indicated that required connections will be provided.

Public comment was also received about the type of plants to be installed adjacent to the concrete sound walls and to not use grass due to the maintenance issues (weeds, watering, mowing). The applicant has stated the proposal is to use groundcover adjacent to the wall and ivy for the wall.

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

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

The applicant states that the proposed improvements are designed to match the existing roadway section for Walker Road and provide safer travel through the corridor.

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

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

The applicant states the proposed modifications will improve traffic movement thereby providing better access for emergency vehicles along the project area. The wider roadway will allow emergency vehicles to more easily navigate the street.

The applicant states that the lighting updates will be spaced to meet the County's lighting standards to provide adequate lighting to the project area to provide safe access for all modes of transportation as well as crime prevention while minimizing light pollution to the adjacent properties.

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

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

The applicant states the grading for the street improvements will primarily occur within the existing road prism. The proposed grade is to be less than 3:1 with the exception of eight areas in which retaining walls are proposed to minimize disturbance to adjacent properties. To ensure adequate mitigation has been provided for adjacent neighboring properties from grading and contouring associated with this application, staff recommends conditions of approval requiring coordination between City, County, and CWS to create an efficient and functional storm drainage system with the proposal.

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

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

The applicant states the project is designed to comply with American with Disabilities Act (ADA) requirements with new ADA accessible sidewalks and upgrading sections of the existing sidewalks, where possible. The applicant states all intersection corners that will be modified to accommodate new roadway widths will be provided new sidewalks and new ramps meeting ADA requirements. For some intersections that are not being altered with the project, sidewalk ramps will be corrected to meet ADA standards.

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



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

The application was initially submitted on February 28, 2019 and was deemed complete on August 26, 2019, at the request of the applicant. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

**PTF2019-0001  
ANALYSIS AND FINDINGS FOR  
PUBLIC TRANSPORTATION FACILITY APPROVAL**

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

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

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

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

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

The applicant's proposal for the widening of NW Walker Road meets the following thresholds for a Public Transportation Facility application:

- 2. The work includes construction activities outside a public right-of-way or easement, including contractor staging areas and stockpiling of materials.*
- 3. The work involves the acquisition of new right-of-way.*

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

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

The applicant paid the required fees for a Public Transportation Facility application.

**Therefore, staff finds that the criterion is met.**

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

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

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

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

The proposal is to improve NW Walker Road between NW 173<sup>rd</sup> and NW 185<sup>th</sup> Avenue in which the maintenance and operation of the roadway is under the jurisdiction of Washington County. The applicant has designed the project to meet applicable County standards for the roadway, but has proposed an alternative design for the sidewalks and planter areas that do not meet the City's standards. The applicant has applied for a Sidewalk Design Modification to alter the minimum width requirements for the planter areas and in some cases removed the planter strip called for in the City's street design standards. Staff recommend a condition of approval requiring the Sidewalk Design Modification be approved prior to issuance of a Site Development Permit to address the proposed modification to City Standards related to the sidewalk and planter area.

The proposal includes eight new sound walls to mitigate for the expansion of the roadway. Multiple public comments were received asking if additional sound walls through the project area are needed. The applicant stated a traffic noise impact analysis has been completed identifying areas in which a sound wall is required. The applicant clarified that the County's policy does not require mitigation for traffic related noise impacts for residential development after a roadway is classified an Arterial. The applicant further states Walker Road was designated an Arterial in 1988 and some of the subdivisions were constructed in the late 1990's and early 2000's. Staff defers to the County's noise policy and the findings from the County's noise study to determine the necessary mitigation for the proposed roadway improvement project. City standards do not require sound walls.

**Therefore, staff finds that by meeting the conditions of approval, the proposal will meet 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 proposed widening project is consistent with the general alignment of the NW Walker Road and is consistent with the Comprehensive Plan.

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

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

The applicant states that the proposed roadway improvements will result in improvement to NW Walker Road with of five vehicle travel lanes, bike lanes and sidewalks at the ultimate standard width. No interim improvements have been included in this proposal.

**Therefore, staff finds that this criterion for approval does not apply.**

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

The applicant has submitted a Sidewalk Design Modification and a Tree Plan Two applications associated with this proposal which are being processed concurrently with this Public Transportation Facility request. No additional applications or documents are needed at this time. Staff recommends a condition requiring approval of the associated Sidewalk Design Modification and Tree Plan Two applications prior to issuance of the Site Development application as the proposal is dependent upon the approval of these applications.

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

**RECOMMENDATION:** Based on the facts and findings presented, staff can recommend approval of **PTF2019-0001 NW Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)**, subject to the conditions of approval found in Attachment E at the end of this report.



**SD2019-0002  
ANALYSIS AND FINDINGS FOR  
SIDEWALK DESIGN MODIFICATION APPROVAL**

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

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

**Section 40.58.15.C. Approval Criteria**

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

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

Section 40.58.15.A.1 Threshold: *An application for Sidewalk Design Modification shall be required when the following threshold applies:*

1. The sidewalk width, planter strip width, or both minimum standards specified in the Engineering Design Manual are proposed to be modified.
2. The dimensions or location of street tree wells specified in the Engineering Design Manual are proposed to be modified.

The applicant's submittal modifies the sidewalk width and planter strip width to vary from what would be required by the City of Beaverton's Engineering Design Manual (EDM) standards for an Arterial Street.

In order to fit the five-lane cross-section into the existing urban landscape, the street will, in portions of the project, have sidewalks that lack the planter strip and street trees. Additionally, where the EDM requires curb-tight sidewalks along Arterial Streets to be at least 6 feet in width, the applicant has proposed to construct 5-foot sidewalks in areas where adequate right-of-way is not available and where the roadway improvement projects transitions into existing sidewalks. Table 3 (pp 24-25) of the applicant's narrative (Exhibit 3.1) provides a summary of the proposed modification to the standard street and planter area design.

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

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

The applicant paid the required fees for a 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 the sidewalk design modification are at the following six locations along the project length as shown on Table 3 of the applicant's Narrative (Exhibit 3.1). The modifications range from reduced sidewalk widths to five feet, reduced planter areas, and in some cases no planter areas with narrow curb-tight sidewalks. The applicant identified the following reasons for these modifications:

- The proposed modifications are to tie into the existing sidewalks (*Criterion b.i*).
- Reduce steep grades and impacts to driveway connections along the project corridor (*Criterion a.i*).
- Minimize impacts on adjacent residential properties where right-of-way acquisitions are required (*Criterion d*).
- Minimize slope impacts to properties adjacent to the proposed improvements (*Criterion a.i*).
- Minimize impact to the Willow Creek stream corridor (*Criterion c*).

The applicant states that the reason for the modification is to minimize the impacts of the proposed roadway improvement project to the surrounding area. By not requiring additional land to meet the City's minimum standards planter and sidewalk areas, impacts to the existing topography, SNRA and adjacent property owners are minimized.

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

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

The applicant states that with the approval of the sidewalk design modification application, the proposed street widening project will meet the intent of the provision of Section 60.55.25 *Street, Bicycle and Pedestrian Connections* and 60.55.30 *Minimum Street Widths*.

**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 a Public Transportation Facility and a Tree Plan Two application associated with this proposal that is being processed concurrently with this Sidewalk Design Modification request. Staff recommends a condition requiring approval of the associated Public Transportation Facility and Tree Plan Two applications prior to issuance of the Site Development application as the proposal is dependent upon the approval of these applications.

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

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

Staff cite the findings prepared herein in response to the Facilities Review approval criteria as adequate for supportive findings in response to this criterion.

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of **SDM2019-0002 NW Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)** subject to the applicable conditions identified in Attachment E.

TP2019-0002  
ANALYSIS AND FINDINGS FOR  
TREE PLAN TWO

**Section 40.90.05 Tree Plan Applications; Purpose**

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

**Section 40.90.15.2.C Approval Criteria**

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

**1. The proposal satisfies the threshold requirements for a Tree Plan Two application.**

The applicant proposes to remove approximately 150 total trees over the entire scope of the project. Only 16 of these trees are within the Significant Grove or the Significant Natural Resource Area (SNRA). There are 132 Community Trees identified in the project area, with 90 of those trees exempt from review as they are located within the public right-of-way pursuant to Section 40.90.10.12 of the Development Code. Removal of 16 trees within the SNRA and 42 community trees meet the following thresholds:

- 1. Removal of five (5) or more Community Trees, or more than 10% of the number of Community Trees on the site, whichever is greater, within a one (1) calendar year period...*
- 3. Removal of up to and including 75% of the total DBH of non-exempt surveyed trees found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services.*

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

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

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

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



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

The trees are not proposed for removal to observe good forestry practices, but are proposed to accommodate the widening of the road.

**Therefore, staff finds that this criterion for approval does not apply.**

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

The applicant states the removal of the trees are necessary to accommodate the proposed improvements to Walker Road and that the proposed improvements will remove the fewest number of trees necessary to construct the project. An Arborist Report dated August 4, 2019 (See Exhibit 3.1) has been provided inventorying the trees on the subject site and the trees to be removed with this roadway project. The applicant has requested Sidewalk Design Modification approval to reduce the widths of the sidewalk and planter areas. These reductions help to minimize the number of trees to be removed along portions of the project area.

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

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

While the Arborist Report identified 18 nuisance species trees within the project area, property damage or other nuisances are not the reason the trees are being removed. Trees are being removed to facilitate construction of the wider road.

**Therefore, staff finds that this criterion for approval does not apply.**

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

The applicant states that the proposed removal of trees within the project area are to accommodate improvements to Walker Road. Staff concurs that the roadway improvements necessitate the removal of the trees for a public purpose.

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

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

The removal of the trees with the proposed project is to accommodate the widening of Walker Road and is not necessary to enhance the health of the tree grove nor to eliminate conflicts. However, the applicant identifies the retention of community trees along the project area. To ensure the remaining trees are not impacted by the roadway project, staff recommend the tree protection standards applied to protected trees applies to the community trees to remain.

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

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

The proposal is the removal of 16 trees with the significant grove and vast majority of the trees. The SNRA determination is based on the associated wetland and riparian area. Nothing in this proposal will reverse the original determinations of significance.

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

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

The applicant states the removal of the trees are required to accommodate the roadway and the remaining trees in the grove will continue to provide adequate protection against windthrow.

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

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

The applicant states that the proposal is consistent with all applicable provisions of Sections 60.60 and 60.67 of the Development Code. Staff cite the analysis chart at the end of this attachment as applicable to this criterion and recommend conditions of approval identified in the analysis report to ensure adequate protection is provided to the trees remaining in the project area.

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

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

The applicant states that grading and contouring of the site is designed to accommodate the proposed road, and to mitigate adverse effects on neighboring properties, utility systems, and drainage areas.

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

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

The applicant submitted the applications on April 22, 2019, and resubmitted them on October 10, 2017. The submittal package was deemed complete on August 26, 2019. In reviewing the submitted materials, staff find that all applicable application submittal requirements, identified in Section 50.25.1, are contained within this proposal.

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

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

The applicant has submitted this Tree Plan Two application and the associated Public Transportation Facility and Sidewalk Design Modification applications for this project to be reviewed concurrently. Staff recommends a condition requiring approval of the associated Public Transportation Facility and Sidewalk Design Modification applications prior to issuance of the Site Development application as the proposal is dependent upon the approval of these applications

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

### **Recommendation**

Based on the facts and findings presented, staff recommend **APPROVAL** of TP2019-0002 (NW Walker Road Improvements) subject to the applicable conditions identified in Attachment E.

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

<b>60.60.20 Tree Protection Standards During Development</b>			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	Tree fencing will be constructed consistent city requirement for trees identified for preservation. Staff recommends a condition of approval requiring that a certified arborist be on-site for any site work within root zones of any preserved trees and standards for tree protection are met pursuant to Section 60.60.20.	<b>YES w/ COA</b>
<b>60.60.25 Mitigation Requirements</b>			
60.60.25.1-8	Standards for removal of Significant Trees and Groves	The proposal includes the removal of approximately 40% of trees within the SNRA within the project site for a total DBH of 199 inches. Pursuant to Section 60.25, the project will not require mitigation as the proposal removes less than 50% of the trees within the SNRA.	<b>YES</b>
60.60.25.9	Landscape Tree Mitigation	No landscape trees are proposed for removal.	<b>N/A</b>
<b>60.67 Significant Natural Resources</b>			
60.67.05.1-	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	The applicant has provided a wetland delineation report for the subject site as well as a CWS service provider letter thereby addressing the requirements found in Chapter 50.	<b>YES</b>
60.67.05.2	For sites identified in the Local Wetland Inventory notice of the proposed development shall be provided to DSL.	The applicant has provided a wetland delineation report for the subject site as well as a CWS service provider letter. Additional state or federal approvals required will be conditioned to be submitted prior to issuance of the Site Development Permit to meet the requirements of this standard.	<b>YES w/ COA</b>
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	The applicant has provided a wetland delineation report for the subject site as well as a CWS service provider letter thereby addressing the requirements found in Chapter 50.	<b>YES</b>



**CONDITIONS OF APPROVAL**  
**Walker Road Improvements (NW 173<sup>rd</sup> to NW 185<sup>th</sup>)**

**PTF2019-0004 Public Transportation Facility**

- A. Prior to issuance of the site development permit, the applicant shall:**
1. Obtain Sidewalk Design Modification to the proposed sidewalk and planter area design. (Planning/SK)
  2. Obtain Tree Plan Two Approval for the removal of community and protected trees associated with this proposal. (Planning/SK)
  3. Provide a revised plan, approved by the City Engineer, showing an updated stormwater facility at the western edge of the roadway project. (Planning/SK)
  4. 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/TDM)
  5. 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 2017, Resolution and Ordinance 2017-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development/TDM)
  6. 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 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/TDM)
  7. Submit a letter documenting that the County guarantees the CWS vegetative corridor enhancements, plantings, and the proposed project improvements for which the City will ultimately be responsible to maintain, are to be constructed to City standard and that upon project completion copies of the as-built drawings (both mylar and electronic) for the project will be supplied to the City all as per Ordinance 4542 mandates. (Site Development/TDM)
  8. Submit any required easements, and the SPL-required new CWS-sensitive area and vegetated-corridor easement, 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/TDM)

9. Submit a copy of issued permits or other approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (for work within or affecting a jurisdictional wetland). (Site Development/TDM)
10. 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/TDM)
11. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development/TDM)
12. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the standard plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (Site Development/TDM)
13. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report, demonstrating compliance with CWS Resolution and Order 2017-05 in regard to water quality treatment and City of Beaverton 2019 Engineering Design Manual Chapter 5 detention requirements. (Site Development/TDM)
14. Provide plans that delineate all areas 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/TDM)
15. The site plans shall clearly show any mapped FEMA floodplains and floodways. If applicable, the base flood conveyance from off-site and flood storage within the site at each 1-foot contour must be preserved or enhanced with a zero-rise certification by a registered professional engineer. (Site Development/JY)

**B. Prior to final acceptance of the project by the City, the applicant shall:**

1. 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/TDM)
2. Provide evidence of a post-construction cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer's recommendations for the proprietary storm water treatment systems by a CONTECH qualified maintenance provider or other method of maintenance as determined by the City Engineer. (Site Development/TDM)

### **SDM2019-0002 Sidewalk Design Modification**

1. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period. (Planning/SK)

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

1. Obtain Public Transportation Facility plan to the proposed roadway design (Planning / SK)
2. Obtain Tree Plan Two Approval for the removal of community and protected trees associated with this proposal. (Planning / SK)

### **TP2019-0002 Tree Plan Two**

1. Final decision shall expire automatically two (2) years from the effective date of decision unless the approval is enacted either through construction or establishment of use within the two (2) year time period. (Planning/SK)

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

1. Obtain Public Transportation Facility plan to the proposed roadway design (Planning/SK)
2. Obtain Sidewalk Design Modification to the proposed sidewalk and planter area design. (Planning/SK)
3. Tree protection fencing shall be installed prior to tree removal and construction. Please call the project planner to inspect protection fencing for all remaining trees before site work begins. (Planning/SK)
4. Within the protected root zone the following shall not be permitted: construction or placement of new buildings, grade change cut or fill except where hand excavation is approved, new impervious surfaces, trenching, staging, storing, and vehicle maneuvering or parking. (Planning/SK)
5. All grading and construction with the root zones of trees identified for preservation shall be done using hand tools and under the direct supervision of the project arborist. (Planning/SK)

**Sambo Kirkman**

---

**From:** James <jamesreb360@gmail.com>  
**Sent:** Friday, September 20, 2019 7:08 PM  
**To:** Sambo Kirkman  
**Subject:** SW Walker Rd Improvements // APPROVED!

I bought a house last year just west of 185th. As part of the car sharing/transit riding community, I recently walked along Walker Rd. on the north side going eastward from 185th and discovered it was a little dicey with no protection or sidewalks.

Glad for these improvements!

James



**Sambo Kirkman**

---

**From:** joe graziano <casanostra2296@gmail.com>  
**Sent:** Friday, September 20, 2019 6:54 PM  
**To:** Sambo Kirkman  
**Subject:** Project name S.W. Walker Road Improvements [S.W. 173 to S.W. 185 Case file #PTF2019-0001/SDM2019-0002/TP2019-0002

Going west on Walker @ 174 terrace the left turn lane should have a barrier of some kind to prevent head on crash with vehicles going east on walker and wanting to make a left turn north on 173. Currently there have been close calls while trying to make a left onto 174 terrace.

For maintenance purposes river rock should be used not grass [weeds] This would not have to be cut and watered and we would not have the current weed problem. This is the area abutting the concrete sound walls south side of walker rd 173 to 174 terrace.

Thank you,  
Joe Graziano  
17540 N.W. Bernard pl.  
503-705-7906

**Sambo Kirkman**

---

**From:** joe graziano <casanostra2296@gmail.com>  
**Sent:** Wednesday, September 25, 2019 3:20 PM  
**To:** Sambo Kirkman  
**Subject:** Re: Project name S.W. Walker Road Improvements [S.W. 173 to S.W. 185 Case file #PTF2019-0001/SDM2019-0002/TP2019-0002

thanks for the project info. I think a concrete curb or divider is needed on the left hand turn lane into 174 terrace.  
I would also like to see river rock in the landscaping next to the sidewalks. this would have no maintenance.  
thank you  
joe graziano  
17540 nw bernard pl  
503 705 7906

On Wed, Sep 25, 2019 at 3:14 PM joe graziano <[casanostra2296@gmail.com](mailto:casanostra2296@gmail.com)> wrote:

On Wed, Sep 25, 2019 at 11:50 AM Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)> wrote:

Here is the link to the plan sheet that we talked about feel free to call me to discuss any questions you may have futher.

<https://studio.bluebeam.com/share/drvxvy>

Regards,

**Sambo Kirkman, AICP**

503.526.2557

**From:** joe graziano <[casanostra2296@gmail.com](mailto:casanostra2296@gmail.com)>  
**Sent:** Friday, September 20, 2019 6:54 PM  
**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>  
**Subject:** Project name S.W. Walker Road Improvements [S.W. 173 to S.W. 185 Case file #PTF2019-0001/SDM2019-0002/TP2019-0002

Going west on Walker @ 174 terrace the left turn lane should have a barrier of some kind to prevent head on crash with vehicles going east on walker and wanting to make a left turn north on 173. Currently there have been close calls while trying to make a left onto 174 terrace.

For maintenance purposes river rock should be used not grass [weeds] This would not have to be cut and watered and we would not have the current weed problem. This is the area abutting the concrete sound walls south side of walker rd 173 to 174 terrace.

Thank you,

Joe Graziano

17540 N.W. Bernard pl.

503-705-7906

#### PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

Sambo Kirkland  
City of Beaverton Planning Div.  
P.O. Box 4755  
Beaverton, OR 97076

Case File No.: PTF2019-0001/SMD2019-0002/TP2019-0002

Project Name: SW Walker Road Improvements (SW 173rd to SW 185<sup>th</sup>)

#### Planting Strip

Appears there is no planting strip to section 1. Is the strip also eliminated in sections 2 and 3, where abutment to structures built prior to those in section 1, will be within mere feet of the encroachment? Eliminate the planting strip and it's decades of maintenance, where encroaching onto the longest established properties within mere feet of the structures. My great aunt donated her land, now know as Eichler Park, any chance of mitigation value to save a bit of our yards?

#### Tree Removal

Two of nine giant Sequoias are tagged. They are in a row along new development behind me who wishes to remove four from the other end, Walker Road Subdivision staff report dated May 4, 2015 (LD2015-0024 FS2015-0016 TP2016-0002 SDM2016-0004 Walker Road Subdivision) found (pg TP-2) that removal of four will have significant impact. It goes further to require an arborist report to consider construction or improvements within the root zone of this row of trees (pg FR10, FR11).

My largest concern is having something in place where, if only some trees are left standing in the middle at some point in time, that my home will not be in danger, I will not incur expenses, and my property will remain readily insurable. The developer's new survey moves the lot line 7-9' indicating ownership of those remaining trees to me, I should have zero liability due to the destabilization of these two construction projects and I would like to see the survey marker where our properties meet at Walker.

#### Drainage Outfall

The outfall for my roof drainage is collected with Walker Road runoff. My property will need to be joined within the new Walker drainage plan, include a feature to the wall for outfall, or compensation made for plumbing and any charges incurred as it must be rerouted underground.

#### Sound Wall

Sound walls are needed to protect long established neighborhoods. This fact is addressed and substantiated in the Technical Noise Analysis prepared for Washington County.

Unshielded residential properties will meet and exceed noise mitigation criteria level. Properties built before the 1988 designation will be critically affected with this originally unplanned increase to proximity of traffic and amenities (in addition to losing property, landscaping, mature producing

walnut, apple and pear trees to the project).

Sincerely,

Glenna Grossen  
17888 NW Sue Court  
Beaverton, OR 97006



EXHIBIT 2.5

*Via First Class Mail and Email*

RECEIVED

October 5, 2019

OCT 11 2019

Ms. Sambo Kirkman  
City of Beaverton Planning Division  
P.O. Box 4755  
Beaverton, OR 97076

City of Beaverton  
Planning Services

Re: SW Walker Road Improvements (SW 173<sup>rd</sup> to SW 185<sup>th</sup>)  
Case File Number: PTF2019-0001/SDM2019-0002/ TP2019-0002

Dear Ms. Kirkman,

I hereby refer to the Notice of Proposed Development Project dated September 19, 2019 for the case file number referenced above. I have concerns since this Notice makes no mention of installing sound barrier walls as part of the road improvement project.

My house located at 17540 NW Woodmere Ct. Beaverton, OR 97006, faces south into NW Walker Road. My property line borders the Willow Creek at the southwestern corner.

I have previously attended the town meetings and heard Matthew Costigan discuss the design plans. I learned that the widening of Walker Rd. between NW 173<sup>rd</sup> and NW 185<sup>th</sup> as well as the replacement of the culvert in the Willow Creek would increase the grade in this section of Walker Road from its current position thereby making the cars traveling on Walker Road more visible from my house. Increasing the car lanes to 5 lanes as well as adding bike lanes and pedestrian side walk means that the geographical buffer that currently exists by way of greenspace between NW Walker Road and my property lines will be next to none. Consequentially, this translates to increase in traffic volume and noise, which will now be moved physically closer to our property.

Many attendees of the meetings, whose houses are located directly off or near Walker Road voiced the need for 10-12 feet tall sound barrier walls that would aid in minimizing the traffic noise and loss of privacy. An example of such sound barrier walls would be those that were used for Phase 2 of Walker Road Improvements took place between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave. These sound walls believed to be about 10-12 feet tall, which would be a necessity for those who live directly off or near Walker Road. I believe the sound barrier walls should start from the Youngrak Korean Church at corner of Walker Road & NW 173<sup>rd</sup> Avenue and continue down to the end of this phase of NW 185<sup>th</sup> Avenue, much like the wall that exists between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.

I hope this letter relays the needs of the residents living off of Walker Road who will be most impacted by the improvement. If you have further comments or wish to contact me, I can be reached by mail at the below address:

RECEIVED  
CITY OF BEAVERTON  
OCT 10 2019

COMMUNITY DEVELOPMENT



Jonathan Eli Karr  
17540 NW Woodmere Ct.  
Beaverton, OR 97006

Sincerely,



Jonathan Eli Karr

J. ELI KARR  
17540 NW WOODMERE CT.  
BEAVERTON, OR 97006

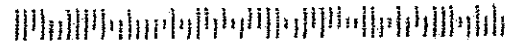
PORTLAND OR 972

08 OCT 2019 PM 2 1



ATTN: SAMBO KIRKMAN  
CITY OF BEAVERTON PLANNING DIV  
P.O. BOX 4755  
BEAVERTON, OR ~~97006~~ 97076

97076-47555



**Sambo Kirkman**

---

**From:** Cathy Lee <shl3608@gmail.com>  
**Sent:** Monday, October 7, 2019 9:17 AM  
**To:** Sambo Kirkman  
**Subject:** Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Re: SW Walker Road Improvements (SW 173<sup>rd</sup> to SW 185<sup>th</sup>)

Dear Ms. Kirkman,

I hereby refer to the Notice of Proposed Development Project dated September 19, 2019 for the case file number referenced above. I have concerns since this Notice makes no mention of installing sound barrier walls as part of the road improvement project.

My house located at 17540 NW Woodmere Ct. Beaverton, OR 97006, faces south into NW Walker Road. My property line borders the Willow Creek at the southwestern corner.

I have previously attended the town meetings and heard Matthew Costigan discuss the design plans. I learned that the widening of Walker Rd. between NW 173<sup>rd</sup> and NW 185<sup>th</sup> as well as the replacement of the culvert in the Willow Creek would increase the grade in this section of Walker Road from its current position thereby making the cars traveling on Walker Road more visible from my house. Increasing the car lanes to 5 lanes as well as adding bike lanes and pedestrian side walk means that the geographical buffer that currently exists by way of greenspace between NW Walker Road and my property lines will be next to none. Consequentially, this translates to increase in traffic volume and noise, which will now be moved physically closer to our property.

Many attendees of the meetings, whose houses are located directly off or near Walker Road voiced the need for 10-12 feet tall sound barrier walls that would aid in minimizing the traffic noise and loss of privacy. An example of such sound barrier walls would be those that were used for Phase 2 of Walker Road Improvements took place between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.

These sound walls believed to be about 10-12 feet tall, which would be a necessity for those who live directly off or near Walker Road. I believe the sound barrier walls should start from the Youngrak Korean Church at corner of Walker Road & NW 173<sup>rd</sup> Avenue and continue down to the end of this phase of NW 185<sup>th</sup> Avenue, much like the wall that exists between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.

I hope this letter relays the needs of the residents living off of Walker Road who will be most impacted by the improvement. If you have further comments or wish to contact me, I can be reached by return e-mail to this e-mail address or by mail at the below address:

Cathy Lee Karr  
17540 NW Woodmere Ct.  
Beaverton, OR 97006

Sincerely,



Sambo Kirkman

From: Jonathan Karr <jkarr505@gmail.com>  
 Sent: Monday, October 7, 2019 6:11 PM  
 To: Sambo Kirkman; Matthew\_Costigan@co.washington.or.us  
 Cc: Cathy Lee  
 Subject: Re: FW: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Hi Sambo and Matt,

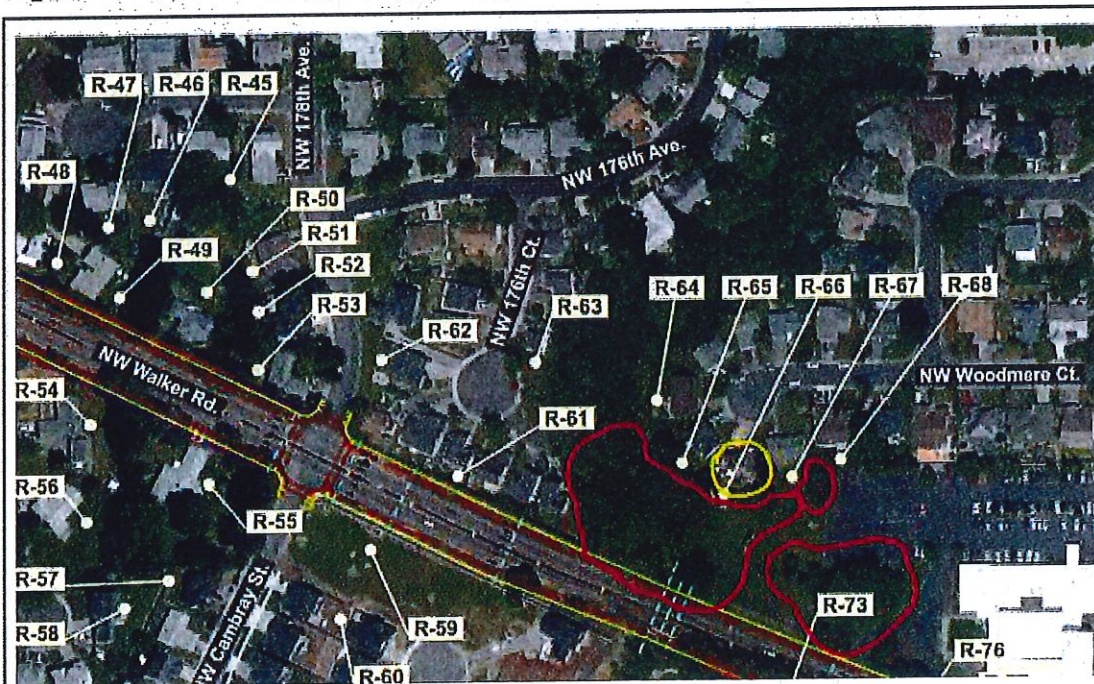
My name is Jonathan Karr. Cathy is my wife and forwarded me your information.

Thank you for providing the noise analysis. I read through the entire document and feel two distinct problems were not addressed that are specific to the Woodmere Court and the cul-de-sac where the receivers were placed:

1. The recording was done in September. This means all the trees, their leaves and seasonal brush between Walker road and our cul-de-sac were present. Having lived here several years once Fall hits and the leaves drop the noise volume from Walker basically doubles. I do not feel this was accurately measured given the time the recording/monitoring was done. Considering close to half the year those leaves that insulate us from Walker are not present this seems like additional analysis is needed.

I've circled our house in yellow and all the trees in red between us and Walker.

Figure 7. Noise Modeling Locations (2 of 2)



Below is a picture looking towards walker today 10/07/2019. Notice you can barely see Walker. Once we hit Fall and the leaves drop Walker is completely visible. This means all the leaves reflecting and insulating the cul-de-sac from noise are not there. Post Fall when the leaves are gone is when noise levels need to be captured to make an accurate assessment.





2. The road height is changing. My wife and I attended a meeting a while back describing the proposed change. If I am recalling the meeting correctly the total height of the road is increasing to level out crossing the creek and allow more water flow through the culvert. I did not see that brought into the sound equation. In the above picture the black line is approximately how walker flows. From right to left coming from 185th towards 173rd. Walker dips down as it crosses over the creek and then goes uphill as it goes up to 173rd. Leveling Walker out more and raising the height will increase total volume we are exposed to. Is this going to be modeled? This seems like a gap in the analysis.

Thank you,

Jonathan Karr  
17540 NE Woodmere Ct  
Beaverton, OR 97006  
503.477.0189

On Mon, Oct 7, 2019 at 4:46 PM Cathy Lee <[sh13608@gmail.com](mailto:sh13608@gmail.com)> wrote:

----- Forwarded message -----

From: **Sambo Kirkman** <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>

Date: Mon, Oct 7, 2019, 4:37 PM

Subject: FW: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

To: [sh13608@gmail.com](mailto:sh13608@gmail.com) <[sh13608@gmail.com](mailto:sh13608@gmail.com)>

Dear Ms. Karr,



Attached is the response from the County that I wanted to include with this application that will be addressed with staff's findings on these application. I wanted you to give you the opportunity to review their response. Feel free to contact me if you have any additional questions.

Regards,

**Sambo Kirkman, AICP**

503.526.2557

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**From:** Matt Costigan <[Matthew\\_Costigan@co.washington.or.us](mailto:Matthew_Costigan@co.washington.or.us)>  
**Sent:** Monday, October 7, 2019 2:41 PM  
**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>  
**Cc:** 'Mercedes Smith' <[mercedes.smith@3j-consulting.com](mailto:mercedes.smith@3j-consulting.com)>  
**Subject:** RE: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Sambo

We performed a traffic noise impact analysis for the project, a copy of which is attached. The subject property was one on several properties on NW Woodmere Court that was analyzed for traffic noise impacts related to the future road improvement project. Unfortunately, these properties did not meet the County's criteria for noise mitigation. The county looks at noise impacts criteria when levels are at or exceed 66dBA due to road improvements. In this particular case, existing noise levels are in the high 50s (dBA) and with the modelled improvements, would be in the low 60s (dBA) and still below the noise criteria that the County would consider for traffic noise mitigation.

Should you or the property owner have more questions, please call or email.

Matthew Costigan | Sr. Project Manager

Washington County Department of Land Use & Transportation

Capital Project Services

1400 SW Walnut Street, MS 18 | Hillsboro, OR 97123

503-846-7825 direct | 503-519-4262 cell | 503-846-7810 fax

[matthew\\_costigan@co.washington.or.us](mailto:matthew_costigan@co.washington.or.us) | [www.co.washington.or.us/lut](http://www.co.washington.or.us/lut)

Follow [Washington County Roads](#) on [Twitter](#) on [Facebook](#)

Plan Responsibly. Build Safely. Live Well.

---

**From:** Sambo Kirkman [<mailto:skirkman@beavertonoregon.gov>]  
**Sent:** Monday, October 07, 2019 12:17 PM  
**To:** Matt Costigan  
**Cc:** 'Mercedes Smith'  
**Subject:** RE: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

To me and I can forward as needed. Preferably by the end of the week if you wanted included in our staff report.

**Sambo Kirkman, AICP**

503.526.2557

**From:** Matt Costigan <[Matthew\\_Costigan@co.washington.or.us](mailto:Matthew_Costigan@co.washington.or.us)>  
**Sent:** Monday, October 7, 2019 11:20 AM  
**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>; 'Mercedes Smith' <[mercedes.smith@3j-consulting.com](mailto:mercedes.smith@3j-consulting.com)>  
**Subject:** RE: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Who and when do I give the response to?

---

**From:** Sambo Kirkman [<mailto:skirkman@beavertonoregon.gov>]  
**Sent:** Monday, October 07, 2019 10:27 AM  
**To:** Matt Costigan; 'Mercedes Smith'  
**Subject:** FW: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Additional public comment for your review and response.

**Sambo Kirkman, AICP**

503.526.2557

**From:** Cathy Lee <[shl3608@gmail.com](mailto:shl3608@gmail.com)>  
**Sent:** Monday, October 7, 2019 9:17 AM  
**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>  
**Subject:** Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Re: SW Walker Road Improvements (SW 173<sup>rd</sup> to SW 185<sup>th</sup>)

Dear Ms. Kirkman,

I hereby refer to the Notice of Proposed Development Project dated September 19, 2019 for the case file number referenced above. I have concerns since this Notice makes no mention of installing sound barrier walls as part of the road improvement project.

My house located at 17540 NW Woodmere Ct. Beaverton, OR 97006, faces south into NW Walker Road. My property line borders the Willow Creek at the southwestern corner.

I have previously attended the town meetings and heard Matthew Costigan discuss the design plans. I learned that the widening of Walker Rd. between NW 173<sup>rd</sup> and NW 185<sup>th</sup> as well as the replacement of the culvert in the Willow Creek would increase the grade in this section of Walker Road from its current position thereby making the cars traveling on Walker Road more visible from my house. Increasing the car lanes to 5 lanes as well as adding bike lanes and pedestrian side walk means that the geographical buffer that currently exists by way of greenspace between NW Walker Road and my property lines will be next to none. Consequentially, this translates to increase in traffic volume and noise, which will now be moved physically closer to our property.

Many attendees of the meetings, whose houses are located directly off or near Walker Road voiced the need for 10-12 feet tall sound barrier walls that would aid in minimizing the traffic noise and loss of privacy. An example of such sound barrier walls would be those that were used for Phase 2 of Walker Road Improvements took place between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.



These sound walls believed to be about 10-12 feet tall, which would be a necessity for those who live directly off or near Walker Road. I believe the sound barrier walls should start from the Youngrak Korean Church at corner of Walker Road & NW 173<sup>rd</sup> Avenue and continue down to the end of this phase of NW 185<sup>th</sup> Avenue, much like the wall that exists between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.

I hope this letter relays the needs of the residents living off of Walker Road who will be most impacted by the improvement. If you have further comments or wish to contact me, I can be reached by return e-mail to this e-mail address or by mail at the below address:

Cathy Lee Karr

17540 NW Woodmere Ct.

Beaverton, OR 97006

Sincerely,

Cathy Lee Karr

#### PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

EXHIBIT 28

October 7, 2019

RECEIVED

OCT 09 2019

City of Beaverton  
Planning Services

ATTN: Sambo Kirkman  
City of Beaverton  
Planning Division  
P. O. Box 4755  
Beaverton, OR 97076

Reference: Case File #PTF2019-0001/SDM2019-0002/TP2019-0002  
Project Name: SW Walker Road Improvements (SW 173rd to SW 185th)

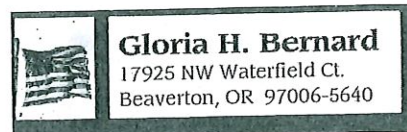
I live at 17925 NW Waterfield Court, Beaverton, OR 97006 in a 13-house subdivision. Our homes are very close to Walker Road. I have expressed before and I want to express now that the retaining wall on Walker Road is inadequate for the noise that will increase when this project is complete and there is more than 100% increase in traffic.

I and my neighbors would hope that you build a solid concrete wall to separate our neighborhood with many children (at least 13) from the noise of Walker Road & 180th.

Thank you for your consideration of this request.

Sincerely,

*Gloria Bernard*



Gloria Bernard  
[globernard2@gmail.com](mailto:globernard2@gmail.com)

RECEIVED  
CITY OF BEAVERTON  
OCT 09 2019

COMMUNITY DEVELOPMENT

ATTN: Sambo  
City of Beaverton  
Planning  
P.O. Box 4  
Beaverton

**Matt Costigan**

**From:** Lori <lla37@yahoo.com>  
**Sent:** Tuesday, October 08, 2019 10:09 AM  
**To:** Matt Costigan  
**Cc:** Ashley  
**Subject:** Fwd: Concerns about Walker Road Widening Phase 3 as well as concerns about no sound wall on Walker and 180th

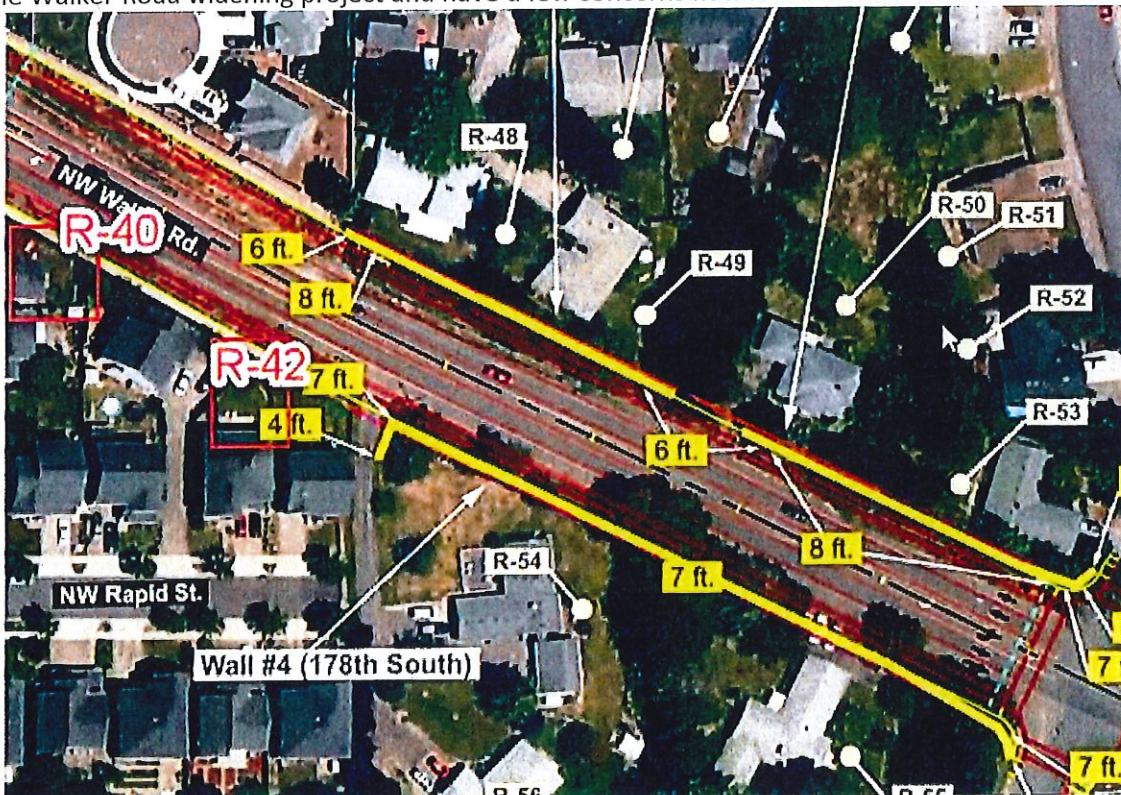
Sent from my iPhone

Begin forwarded message:

**From:** Lori Austin <[Lori.Austin@standard.com](mailto:Lori.Austin@standard.com)>  
**Date:** October 8, 2019 at 9:58:56 AM PDT  
**To:** Lori <[lla37@yahoo.com](mailto:lla37@yahoo.com)>  
**Subject:** Concerns about Walker Road Widening Phase 3 as well as concerns about no sound wall on Walker and 180th

Hello Matthew,

We reside at 795 NW 180<sup>th</sup> Ave and Walker, R-40 was in our yard and we have a few questions regarding the Walker Road widening project and have a few concerns how it will affect our household:



We have discovered that a sound wall will not be placed on the side of our home. Is this a final decision? If not when will the final decision be made and how do we affect the outcome?

We have reviewed the report and question and answer feedback. I assume this is because our house was built after 1988 and the builders had the option to put up sound walls at that time, is this accurate? And if so how is it still decided that some houses get walls and some don't get walls? I don't understand how builders having the option of putting walls up back then would affect decisions being made now on this road for families that has nothing to do with these properties when they were built. This study was done 2 years ago, traffic patterns, and the amount of the people in the area has drastically changed since then, has this been taken into consideration?

We are concerned with the amount of traffic this is going to cause going down Walker, it is already hard to turn left out off of 180<sup>th</sup> now, it's going to be even harder doing that when there are 2 lanes to go across and a turn lane to consider with people who are also trying to turn left onto 180<sup>th</sup>.

Lack of a wall is going to cause serious disruption to our household, not to mention bring more dirt, debris and pollution from cars into our home.

How will the construction effect the bus stop our kids use which is on the corner of 180<sup>th</sup> and Walker?

We have people who take public transportation and walk to 185<sup>th</sup> will the construction impede walker, joggers and bike riders there is many of them.

Do you know what entity noise complaints can be sent to by chance?

Any information you can provide will be helpful.

Thank you,



**Sambo Kirkman**

---

**From:** Siemon, Regina <Regina.Siemon@nike.com>  
**Sent:** Wednesday, October 9, 2019 7:14 PM  
**To:** Sambo Kirkman  
**Subject:** Fwd: SW Walker Rd Improvements (SW 173rd to SW 185th) - Case File No PTF2091-0001 / SDM2019-0002 / TP2019-0002

Begin forwarded message:

**From:** "Siemon, Regina" <Regina.Siemon@nike.com>  
**Date:** October 9, 2019 at 4:48:59 PM PDT  
**To:** "skirkman@beaertonOregon.gov" <skirkman@beaertonOregon.gov>  
**Subject:** SW Walker Rd Improvements (SW 173rd to SW 185th) - Case File No PTF2091-0001 / SDM2019-0002 / TP2019-0002

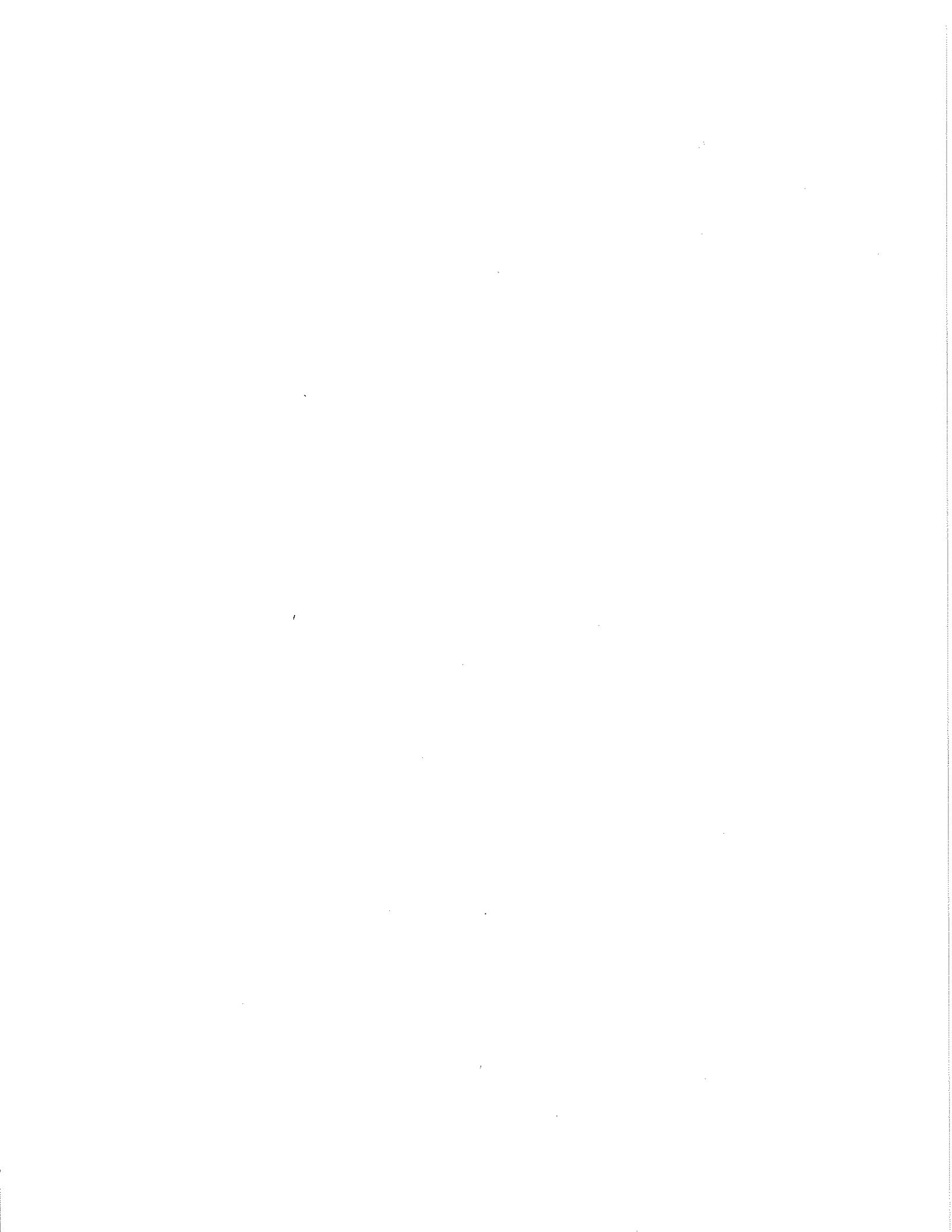
Hello Mr. Kirkman,

This email is in regards to the application for the SW Walker Road Improvements.

I am a home owner adjacent to the site area, at 690 NW Willow Glen Place. My back yard backs up to Walker Rd. Given the adjacency, this project will greatly impact my residence area. Not only will driving cars be closer to my property line, but there are several developed trees that will be removed as part of this project. These tree currently give a visual barrier and likely some sound barrier protection to my property. Although there is a 5 foot wall currently on the property line between me and Walker Rd, this does not provide adequate visual and sound protection alone. There is currently a petition submitted by residents for consideration of a sound wall in this particular stretch of project area.

Please consider these comments for review.

Thank you,  
Regina Siemon



**Sambo Kirkman**

---

**From:** Matt Costigan <Matthew\_Costigan@co.washington.or.us>  
**Sent:** Monday, October 7, 2019 2:41 PM  
**To:** Sambo Kirkman  
**Cc:** 'Mercedes Smith'  
**Subject:** RE: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002  
**Attachments:** Walker 3 Noise Report\_final\_08Dec17.pdf

Sambo

We performed a traffic noise impact analysis for the project, a copy of which is attached. The subject property was one on several properties on NW Woodmere Court that was analyzed for traffic noise impacts related to the future road improvement project. Unfortunately, these properties did not meet the County's criteria for noise mitigation. The county looks at noise impacts criteria when levels are at or exceed 66dBA due to road improvements. In this particular case, existing noise levels are in the high 50s (dBA) and with the modelled improvements, would be in the low 60s (dBA) and still below the noise criteria that the County would consider for traffic noise mitigation.

Should you or the property owner have more questions, please call or email.

Matthew Costigan | Sr. Project Manager  
Washington County Department of Land Use & Transportation  
Capital Project Services  
1400 SW Walnut Street, MS 18 | Hillsboro, OR 97123  
503-846-7825 direct | 503-519-4262 cell | 503-846-7810 fax  
[matthew\\_costigan@co.washington.or.us](mailto:matthew_costigan@co.washington.or.us) | [www.co.washington.or.us/lut](http://www.co.washington.or.us/lut)

Follow [Washington County Roads](#) on [Twitter](#) on [Facebook](#)  
Plan Responsibly. Build Safely. Live Well.

---

**From:** Sambo Kirkman [mailto:skirkman@beavertonoregon.gov]  
**Sent:** Monday, October 07, 2019 12:17 PM  
**To:** Matt Costigan  
**Cc:** 'Mercedes Smith'  
**Subject:** RE: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

To me and I can forward as needed. Preferably by the end of the week if you wanted included in our staff report.

**Sambo Kirkman, AICP**  
503.526.2557

---

**From:** Matt Costigan <Matthew\_Costigan@co.washington.or.us>  
**Sent:** Monday, October 7, 2019 11:20 AM  
**To:** Sambo Kirkman <skirkman@beavertonoregon.gov>; 'Mercedes Smith' <mercedes.smith@3j-consulting.com>  
**Subject:** RE: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Who and when do I give the response to?



---

**From:** Sambo Kirkman [<mailto:skirkman@beavertonoregon.gov>]  
**Sent:** Monday, October 07, 2019 10:27 AM  
**To:** Matt Costigan; 'Mercedes Smith'  
**Subject:** FW: Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

Additional public comment for your review and response.

**Sambo Kirkman, AICP**  
503.526.2557

**From:** Cathy Lee <[shl3608@gmail.com](mailto:shl3608@gmail.com)>  
**Sent:** Monday, October 7, 2019 9:17 AM  
**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>  
**Subject:** Case File Number:PTF2019-0001/SDM2019-0002/TP2019-0002

Re: SW Walker Road Improvements (SW 173<sup>rd</sup> to SW 185<sup>th</sup>)

Dear Ms. Kirkman,

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My house located at 17540 NW Woodmere Ct. Beaverton, OR 97006, faces south into NW Walker Road. My property line borders the Willow Creek at the southwestern corner.

I have previously attended the town meetings and heard Matthew Costigan discuss the design plans. I learned that the widening of Walker Rd. between NW 173<sup>rd</sup> and NW 185<sup>th</sup> as well as the replacement of the culvert in the Willow Creek would increase the grade in this section of Walker Road from its current position thereby making the cars traveling on Walker Road more visible from my house. Increasing the car lanes to 5 lanes as well as adding bike lanes and pedestrian side walk means that the geographical buffer that currently exists by way of greenspace between NW Walker Road and my property lines will be next to none. Consequentially, this translates to increase in traffic volume and noise, which will now be moved physically closer to our property.

Many attendees of the meetings, whose houses are located directly off or near Walker Road voiced the need for 10-12 feet tall sound barrier walls that would aid in minimizing the traffic noise and loss of privacy. An example of such sound barrier walls would be those that were used for Phase 2 of Walker Road Improvements took place between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.

These sound walls believed to be about 10-12 feet tall, which would be a necessity for those who live directly off or near Walker Road. I believe the sound barrier walls should start from the Youngrak Korean Church at corner of Walker Road & NW 173<sup>rd</sup> Avenue and continue down to the end of this phase of NW 185<sup>th</sup> Avenue, much like the wall that exists between NW 158<sup>th</sup> to NW 173<sup>rd</sup> Ave.

I hope this letter relays the needs of the residents living off of Walker Road who will be most impacted by the improvement. If you have further comments or wish to contact me, I can be reached by return e-mail to this e-mail address or by mail at the below address:

Cathy Lee Karr

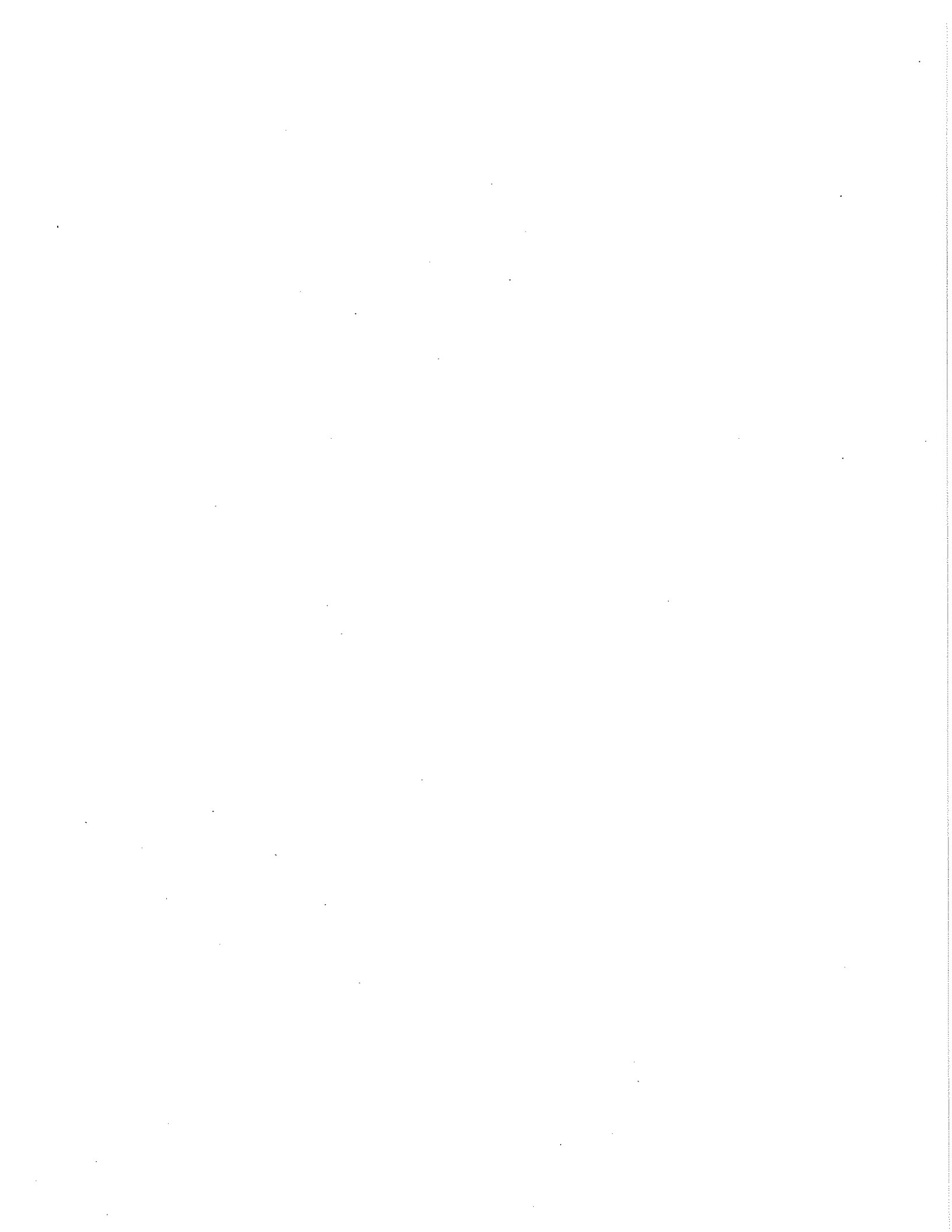
17540 NW Woodmere Ct.  
Beaverton, OR 97006

Sincerely,

Cathy Lee Karr

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**From:** Cathy Lee <[shl3608@gmail.com](mailto:shl3608@gmail.com)>  
**Sent:** Monday, October 7, 2019 9:17 AM  
**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>  
**Subject:** Case File Number:PTF2019-0001/SDM2019-0002/ TP2019-0002

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I hope this letter relays the needs of the residents living off of Walker Road who will be most impacted by the improvement. If you have further comments or wish to contact me, I can be reached by return e-mail to this e-mail address or by mail at the below address:

Cathy Lee Karr  
17540 NW Woodmere Ct.  
Beaverton, OR 97006

Sincerely,

Cathy Lee Karr

**Response:** Washington County performed a traffic noise impact analysis for this project, a copy of which is posted on the project web site (need to verify). The subject property was one of several properties on



improvement project. In the analysis, it was found that while noise levels would increase due to the widening project, the noise levels would still be below levels that the FHWA considers for noise abatement. Therefore, no noise walls were modeled or considered for the Woodmere Court area.

---

**From:** Lori Austin <[Lori.Austin@standard.com](mailto:Lori.Austin@standard.com)>

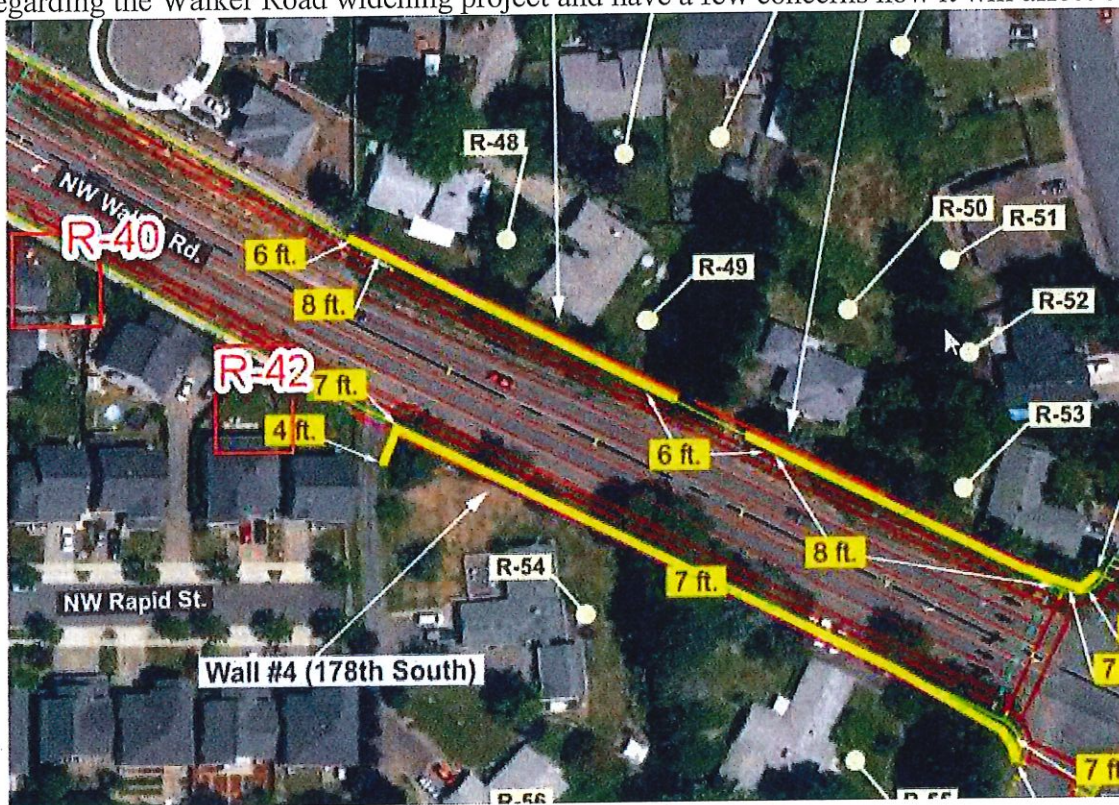
**Date:** October 8, 2019 at 9:58:56 AM PDT

**To:** Lori <[l1a37@yahoo.com](mailto:l1a37@yahoo.com)>

**Subject:** Concerns about Walker Road Widening Phase 3 as well as concerns about no sound wall on Walker and 180th

Hello Matthew,

We reside at 795 NW 180<sup>th</sup> Ave and Walker, R-40 was in our yard and we have a few questions regarding the Walker Road widening project and have a few concerns how it will affect our household:



We have discovered that a sound wall will not be placed on the side of our home. Is this a final decision? If not when will the final decision be made and how do we affect the outcome?

We have reviewed the report and question and answer feedback. I assume this is because our house was built after 1988 and the builders had the option to put up sound walls at that time, is this accurate? And if so how is it still decided that some houses get walls and some don't get walls? I don't understand how builders having the option of putting walls up back then would affect decisions being made now on this road for families that has nothing to do with these properties when they were built. This study was done 2 years ago, traffic patterns, and the amount of the people in the area has drastically changed since then, has this been taken into consideration?

We are concerned with the amount of traffic this is going to cause going down Walker, it is already hard to turn left out off of 180<sup>th</sup> now, it's going to be even harder doing that when there are 2 lanes to go across and a turn lane to consider with people who are also trying to turn left onto 180<sup>th</sup>.



Lack of a wall is going to cause serious disruption to our household, not to mention bring more dirt, debris and pollution from cars into our home.

How will the construction effect the bus stop our kids use which is on the corner of 180<sup>th</sup> and Walker?

We have people who take public transportation and walk to 185<sup>th</sup> will the construction impede walker, joggers and bike riders there is many of them.

Do you know what entity noise complaints can be sent to by chance?

Any information you can provide will be helpful.

Thank you,

**Response:** Washington County performed a traffic noise impact analysis for this project, a copy of which is posted on the project web site (need to verify). The County does not have a formally adopted traffic noise policy, but staff utilizes a draft policy as guidance during the analysis of traffic noise for locally funded road improvement projects. As part of the policy, the County does not mitigate for traffic related noise impacts for residential developments constructed after arterial road classification designation. Walker Road was designated an arterial in 1988 and the residences in your subdivision were constructed in the late -1990s and early 2000s.

When a noise analysis is performed, it does take into account current and future traffic volumes (which use land use and growth models). While you will see a slight increase in traffic volumes, it should not be a significant increase as this project is not adding volume, it is just adding capacity as well as options for other modes of transportations (continuous bike and ped facilities, new and planned bus stops. With a new signal at 178<sup>th</sup>, vehicles exiting 180<sup>th</sup> should be able to find traffic gaps to safely enter onto Walker.

---

**From:** "Siemon, Regina" <[Regina.Siemon@nike.com](mailto:Regina.Siemon@nike.com)>

**Date:** October 9, 2019 at 4:48:59 PM PDT

**To:** "[skirkman@beaertonOregon.gov](mailto:skirkman@beaertonOregon.gov)" <[skirkman@beaertonOregon.gov](mailto:skirkman@beaertonOregon.gov)>

**Subject:** SW Walker Rd Improvements (SW 173rd to SW 185th) - Case File No PTF2091-0001 / SDM2019-0002 / TP2019-0002

Hello Mr. Kirkman,

This email is in regards to the application for the SW Walker Road Improvements.

I am a home owner adjacent to the site area, at 690 NW Willow Glen Place. My back yard backs up to Walker Rd. Given the adjacency, this project will greatly impact my residence area. Not only will driving cars be closer to my property line, but there are several developed trees that will be removed as part of this project. These tree currently give a visual barrier and likely some sound barrier protection to my property. Although there is a 5 foot wall currently on the property line between me and Walker Rd, this does not provide adequate visual and sound protection alone. There is currently a petition submitted by residents for consideration of a sound wall in this particular stretch of project area.

Please consider these comments for review.

Thank you,

**Response:** All of the improvements will be constructed within existing right-of-way. The trees that currently exist will be removed and a planter strip with street trees are proposed adjacent to this property's Walker frontage. As the road moves to the east toward Willow Creek, the new sidewalk moves away from the existing wall creating another opportunity for a landscaped strip.

---

Sambo Kirkland  
City of Beaverton Planning Div.  
P.O. Box 4755  
Beaverton, OR 97076

Case File No.: PTF2019-0001/SMD2019-0002/TP2019-0002

Project Name: SW Walker Road Improvements (SW 173rd to SW 185<sup>1</sup><sub>th</sub>)

#### Planting Strip

Appears there is no planting strip to section 1. Is the strip also eliminated in sections 2 and 3, where abutment to structures built prior to those in section 1, will be within mere feet of the encroachment? Eliminate the planting strip and it's decades of maintenance, where encroaching onto the longest established properties within mere feet of the structures. My great aunt donated her land, now know as Eichler Park, any chance of mitigation value to save a bit of our yards?

#### Tree Removal

Two of nine giant Sequoias antagged. They are in a row along new development behind me who wishes to remove four from the other end, Walker Road Subdivision staff report dated May 4, 2015 (LD2015-0024 FS2015-0016 TP2016-0002 SDM2016-0004 Walker Road Subdivision) found.(pg TP-2) that removal of four will have significant impact. It goes further to require an arborist report to consider construction or improvements within the root zone of this row of trees (pg FR10, FR11).

My largest concern is having something in place where, if only some trees are left standing in the middle at some point in time, that my home will not be in danger, I will not incur expenses, and my property will remain readily insurable. The developer's new survey moves the lot line 7-9' indicating ownership of those remaining trees to me, I should have zero liability due to the destabilization of these two construction projects and I would like to see the survey marker where our properties meet at Walker.

#### Drainage Outfall

The outfall for my roof drainage is collected with Walker Road runoff. My property will need to be joined within the new Walker drainage plan, include a feature to the wall for outfall, or compensation made for plumbing and any charges incurred as it must be rerouted underground.

#### Sound Wall

Sound walls are needed to protect long established neighborhoods. This fact is addressed and substantiated in the Technical Noise Analysis prepared for Washington County.

Unshielded residential properties will meet and exceed noise mitigation criteria level. Properties built before the 1988 designation will be critically affected with this originally unplanned increase to proximity of traffic and amenities (in addition to losing property, landscaping, mature producing



walnut, apple and pear trees to the project). Sincerely,

Glenna Grossen  
17888 NW Sue Court  
Beaverton, OR 97006

**Response:** Because there are several questions regarding several topics, I will try and respond in the order that they are presented:

**Planting Strip:** While the County tries to minimize impacts on adjacent property owners, the County is required to design the roads to meet current planning regulations. In those cases where we can't a design exception is submitted for review and approval of the local agency

**Tree Removal:** Two of the sequoias closest to Walker Road will be impacted as a result of this project. I can't speak to the remaining sequoias but they do appear to be on Ms. Grossen's property and not the development to the east. Ms. Grossen should work with a surveyor to confirm exactly where the property line is and whose trees these are.

**Drainage Outfall:** A drainage connection will be required to accommodate for Ms. Grossen's downspouts. Since this is near the high point and there is no drainage system on her side, we may need to just daylight it out thru the curb face (a City of Beaverton plumbing permit will be required).

**Sound Wall:** no comment

---

Hi Sambo and Matt,

My name is Jonathan Karr. Cathy is my wife and forwarded me your information.

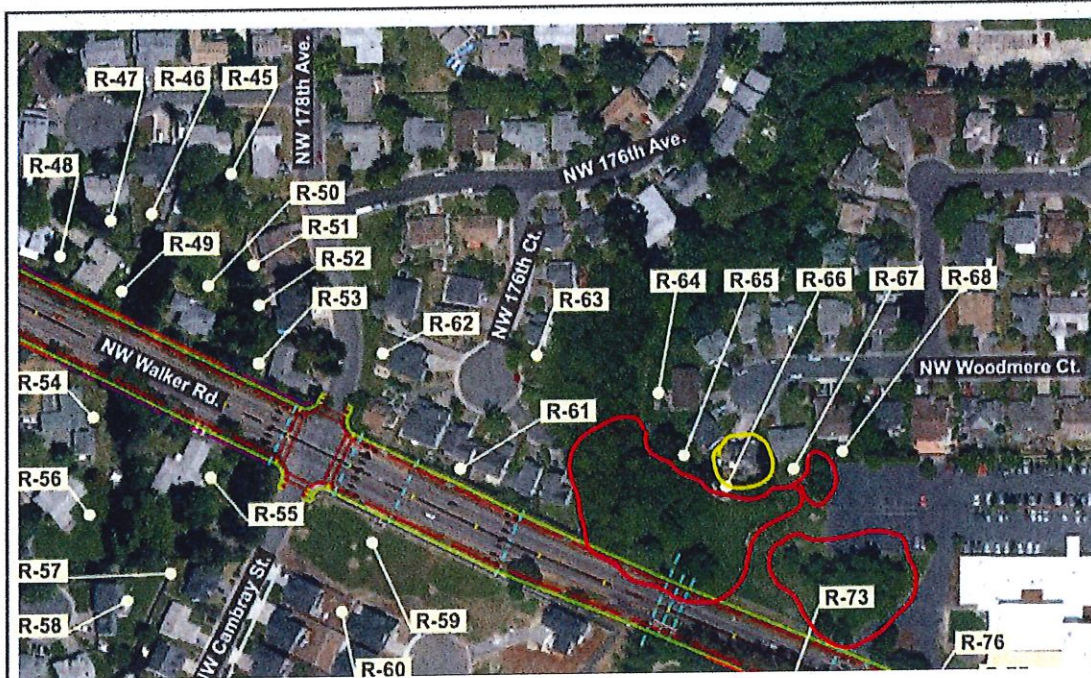
Thank you for providing the noise analysis. I read through the entire document and feel two distinct problems were not addressed that are specific to the Woodmere Court and the cul-de-sac where the receivers were placed:

1. The recording was done in September. This means all the trees, their leaves and seasonal brush between Walker road and our cul-de-sac were present. Having lived here several years once Fall hits and the leaves drop the noise volume from Walker basically doubles. I do not feel this was accurately measured given the time the recording/monitoring was done. Considering close to half the year those leaves that insulate us from Walker are not present this seems like additional analysis is needed.

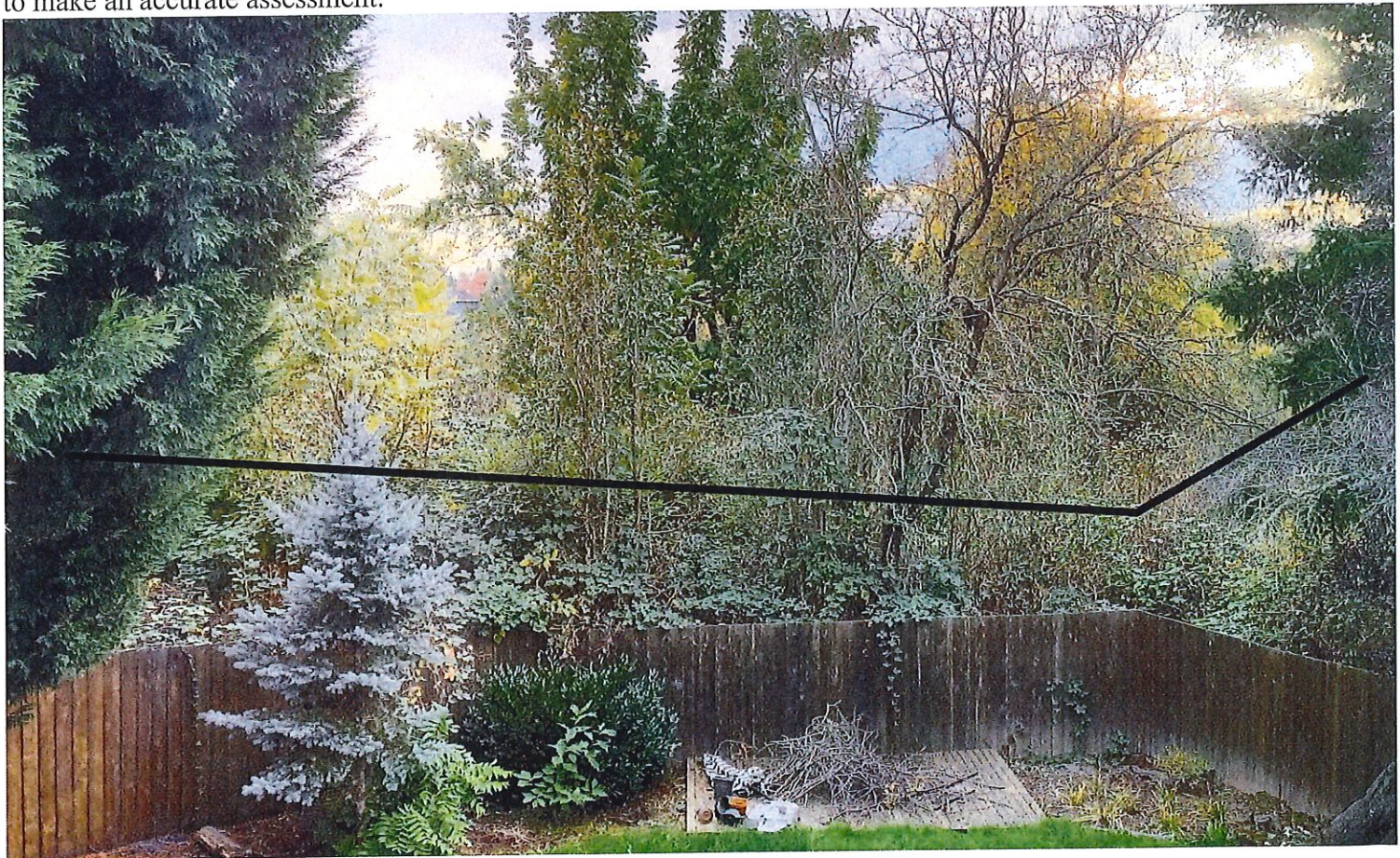
I've circled our house in yellow and all the trees in red between us and Walker.



Figure 7. Noise Modeling Locations (2 of 2)



Below is a picture looking towards walker today 10/07/2019. Notice you can barely see Walker. Once we hit Fall and the leaves drop Walker is completely visible. This means all the leaves reflecting and insulating the cul-de-sac from noise are not there. Post Fall when the leaves are gone is when noise levels need to be captured to make an accurate assessment.



2. The road height is changing. My wife and I attended a meeting a while back describing the proposed change. If I am recalling the meeting correctly the total height of the road is increasing to level out crossing the creek



and allow more water flow through the culvert. I did not see that brought into the sound equation. In the above picture the black line is approximately how walker flows. From right to left coming from 185th towards 173rd. Walker dips down as it crosses over the creek and then goes uphill as it goes up to 173rd. Leveling Walker out more and raising the height will increase total volume we are exposed to. Is this going to be modeled? This seems like a gap in the analysis.

Thank you,

Jonathan Karr  
17540 NE Woodmere Ct  
Beaverton, OR 97006  
503.477.0189

**Response:** Washington County performed a traffic noise impact analysis for this project, a copy of which is posted on the project web site (need to verify). The subject property was one of several properties on Woodmere Court which were analyzed for traffic noise impacts related to the upcoming Walker Road improvement project. In the analysis, it was found that while noise levels would increase due to the widening project, the noise levels would still be below levels that the FHWA considers for noise abatement. Therefore, no noise walls were modeled or considered for the Woodmere Court area.

I would also defer to the response from Michael Minor regarding these comments

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October 7, 2019

ATTN: Sambo Kirkman  
City of Beaverton Planning Division  
P. O. Box 4755  
Beaverton, OR 97076

Reference: Case File #PTF2019-0001/SDM2019-0002!TP2019-0002  
Project Name: SW Walker Road Improvements (SW 173rd to SW 185th)

I live at 17925 NW Waterfield Court, Beaverton, OR 97006 in a 13- house subdivision. Our homes are very close to Walker Road. I have expressed before and I want to express now that the retaining wall on Walker Road is inadequate for the noise that will increase when this project is complete and there is more than 100% increase in traffic.

I and my neighbors would hope that you build a solid concrete wall to separate our neighborhood with many children (at least 13) from the noise of Walker Road & 180th.

Thank you for your consideration of this request.

Sincerely,

Gloria Bernard  
Globernard2@gmail.com

**Response:** Washington County performed a traffic noise impact analysis for this project, a copy of which is posted on the project web site (need to verify). The County does not have a formally adopted traffic noise policy, but staff utilizes a draft policy as guidance during the analysis of traffic noise for locally funded road improvement projects. As part of the policy, the County does not mitigate for traffic related noise impacts for residential developments constructed after arterial road classification designation. Walker Road was designated an arterial in 1988 and the residences in your subdivision were constructed in the late -1990s and early 2000s.

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**From:** joe graziano <[casanostra2296@gmail.com](mailto:casanostra2296@gmail.com)>

**Sent:** Friday, September 20, 2019 6:54 PM

**To:** Sambo Kirkman <[skirkman@beavertonoregon.gov](mailto:skirkman@beavertonoregon.gov)>

**Subject:** Project name S.W. Walker Road Improvements [S.W. 173 to S.W. 185 Case file #PTF2019-0001/SDM2019-0002/TP2019-0002

Going west on Walker @ 174 terrace the left turn lane should have a barrier of some kind to prevent head on crash with vehicles going east on walker and wanting to make a left turn north on 173. Currently there have been close calls while trying to make a left onto 174 terrace.

For maintenance purposes river rock should be used not grass [weeds] This would not have to be cut and watered and we would not have the current weed problem. This is the area abutting the concrete sound walls south side of walker rd 173 to 174 terrace.

Thank you,  
Joe Graziano  
17540 N.W. Bernard pl.  
503-705-7906

**Response:** This issue, from Mr. Graziano, came up at the end of the Walker – Ph 1 project. Drivers turning north on 173<sup>rd</sup> are cheating the striped median creating a safety issue for those vehicles turning into 174<sup>th</sup>. Without installing a raised island median or delineators, we did stripe the median to show that it was a two way turn lane (added a turn arrow for vehicles turning left into 174<sup>th</sup>). An alternative to installing a hard median would be to install plastic tubular delineators to direct eastbound vehicles around the left turn lane into 174<sup>th</sup> Terrace.

As for the landscaping adjacent to the sound walls, I would prefer to put some type of groundcover (kinnickinnick) but still stick with ivy for the walls. Maybe install a weed barrier? I will leave the final design to Mayer-Reed