



MEMORANDUM

TO: Planning Commission
FROM: Lauren Russell, Associate Planner
DATE: July 14, 2021
SUBJECT: Herzog Meier Expansion (CU2020-0006 / DR2020-0079 / LO2020-0003 / PD2020-0005 / SDM2020-0007 / TP2020-0005)

This memorandum is intended to supplement the staff report dated July 7, 2021, for the proposed Herzog Meier Expansion (CU2020-0006 / DR2020-0079 / LO2020-0003 / PD2020-0005 / SDM2020-0007 / TP2020-0005). This memorandum provides suggested revisions to the recommended conditions of approval (new text is underlined, removed text has a ~~strike through~~).

Design Review Three (DR2020-0079)

COA 18

As it is currently written, this condition of approval refers to Stormfilter vaults and manholes, which are not part of the applicant's proposal. The recommended revised condition of approval reads as follows:

"Provide plans showing ~~a Stormfilter system for treatment of the site's piped surface water runoff~~ a pre-treatment system upstream from any stormwater management system. Plans shall also show ~~a trash capture water quality pre-treatment unit located directly upstream from any Stormfilter vaults or manholes~~ and show a high flow bypass system to bypass surface water runoff high flows. (Site Development Div./SAS)"

COA 23

As it is currently written, this condition of approval appears to require the placement of underground utility lines along street frontages, regardless of whether the existing utility pole along existing street frontages must be moved to accommodate the proposed improvements. For clarity, the recommended revised condition of approval reads as follows:

"Provide plans for the placement of underground utility lines ~~along street frontages~~, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./SAS)"

COA 27

As it is currently written, this condition of approval does not reference the Sidewalk Design Modification application, of which staff is recommending approval as conditioned. The recommended revised condition of approval reads as follows:

“Deed approximately four feet of right of way to the Oregon Department of Transportation along the site’s frontage to SW Tualatin Valley Highway as necessary to accommodate the planned cross-section. The deeded right of way shall be sufficient for the required six-foot bike lane, 13-foot right turn lane, 7’-6” planter strip including standard six-inch curb, six-foot sidewalk, and one-foot maintenance buffer behind the sidewalk, except as modified by the Sidewalk Design Modification application. The deed must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the transfer. ODOT shall provide verification to the local jurisdiction that this requirement has been fulfilled. The property owner must be the signatory for the deed and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department. Note: it may take up to three months to transfer ownership of property to ODOT. (Transportation/KM and ODOT/MD)”

COA 39

On page 47 of the staff report, the findings for Design Standard 60.05.20.4 specify the location of the perimeter parking lot landscaping to which this standard applies but this locational information was omitted from the language of the recommended condition of approval. For clarity, the recommended revised condition of approval reads as follows:

“Submit a revised landscape plan showing shrub species that will form an evergreen hedge between 30 and 36 inches in height within the perimeter parking lot landscaping planter strip located between the proposed employee parking area and SW Whitney Way. (Planning/LR)”

COA 51

This condition of approval contains a typographical error. The recommended revised condition of approval reads as follows:

“Install signage near the entrance of the ~~eastern-most~~ northern-most driveway on SW 139th Way to restrict access into this driveway for employees and loading activities only (BDC 60.55.10.2). (Transportation/KM)”

COA 54

As it is currently written, this condition of approval appears to reference the Sidewalk Design Modification application in relation to the street lighting instead of the width of the sidewalk and planter strip. For clarity, the recommended revised condition of approval reads as follows:

"Reconstruct sidewalks along the site's SW Whitney Way frontage to be consistent with the Engineering Design Manual's Standard Cross-section for a Local Street consisting of a 6'-6" planter strip including standard six-inch curb and a five-foot sidewalk, except as modified by the Sidewalk Design Modification application. Sidewalk improvements also require constructing ADA-compliant curb ramps at the corner of SW Whitney Way and SW 139th Way, as well as installing required street lighting, as shown on the applicant's site plans, ~~except as modified by the Sidewalk Design Modification application~~ (BDC 60.55.10.1, 2, and 4). (Transportation/KM)"