



Community Development Department / Planning Division
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Beaverton, OR 97076
General Information: 503-526-2222 V/TDD
www.BeavertonOregon.gov

MEMORANDUM

TO: Planning Commission
FROM: Lina Smith, Associate Planner
DATE: February 6, 2023
SUBJECT: Floor & Décor (DR2022-0078 / PD2022-0006) – Additional Public Comments and Oregon Department of Transportation (ODOT) Comments
ATTACHMENTS:
Exhibit 2.2 Public Comments from Randy McCourt
Exhibit 4.1 ODOT Comments

This memorandum addresses additional public comments that were received after the staff report was published on February 1, 2023, and incorporates comments from the Oregon Department of Transportation (ODOT) that were not initially attached to the staff report.

Summary of Public Comment:

The attached public comments from Randy McCourt were received on February 3, 2023, and February 6, 2023. Staff notes that pages 5 – 8 of the comments pertain to the Phase 1 Allen Redevelopment project and are outside the scope of review for the current applications (Floor & Décor DR2022-0078 / PD2022-0006). The comments that are specific to the Floor & Décor project include concerns about the project's building orientation, parking lot design, pedestrian pathways and circulation, accessibility, and connection to the Fanno Creek Greenway trail. The comments also included a recommendation for the Floor & Décor site to provide a future shared access with the adjacent Peppertree Inn site to the west (10720 SW Allen Boulevard; Tax Lot 00300 on Washington County Tax Assessor's Map 1S122AA).

Staff Analysis:

The February 1, 2023, staff report details how the applicant's proposal complies, or can be conditioned to comply with, the applicable Building Design and Orientation Guidelines in Section 60.05.35, Circulation and Parking Design Guidelines in Section 60.05.40, and pedestrian circulation standards in Section 60.55.25.10.B. The applicant will be required to meet all Americans with Disabilities Act (ADA) accessibility standards at the time of site development permit and building permit submittal. The applicant's site circulation plan (Sheet C3.2) shows how the pedestrian walkway along the eastern edge of the Floor & Décor parking lot will provide a north-south connection from the Fanno Creek Greenway trail to an approved walkway on

the Phase 1 Allen Redevelopment site, which will terminate at the public sidewalk on SW Allen Boulevard. The Peppertree Inn property is not proposing to redevelop at this time and is not included in the Floor & Décor proposal; therefore, the applicant is not required to design a shared access with the Peppertree Inn site for this application.

Therefore, no additional design considerations or conditions of approval are recommended by staff.

Summary of ODOT Comments:

Staff mistakenly did not attach comments from ODOT to the February 1, 2023, staff report. ODOT reviewed the applicant's Traffic Impact Analysis (TIA) and other materials and concluded that no further mitigation is required for the project to satisfy ODOT mobility or safety requirements. The agency's full comments are attached to this memorandum.

From: Randy McCourt <503.randy.mccourt@gmail.com>
Sent: Monday, February 6, 2023 2:46 PM
To: Lina Smith
Cc: Jabra Khasho
Subject: Re: [EXTERNAL] Floor & Decor DP 2022-78 Comments
Attachments: Floor & Decor Comments.docx

Hi Lina -

I spoke with Jabra as you mentioned. I wanted to be sure that my written comments were shared with the planning commission as ways to promote walking, micromobility and bicycling while improving the pedestrian accessibility, function and safety of the site. The missing trail link along the northern edge of the water quality facility/lake should be addressed now during the time of approval such that all four sides of the water quality feature are accessible to pedestrians as a loop around the lake. Walking in a parking lot, out of direction to get to the new THPRD trail is an inadequate substitute for an appropriately sized pedestrian walkway - no family or lunch time walker wants to tangle with cars in a parking lot. Similarly, the shared access to the Peppertree Inn site should be addressed now as the new site development will create an attractive nuisance if connections are not built as a part of this site plan. I attached the comments here again for your reference. Thank you. Take care and be safe.

Randy

Ransford S. McCourt, PE, PTOE | OR, WA, CA, ID-R, TX

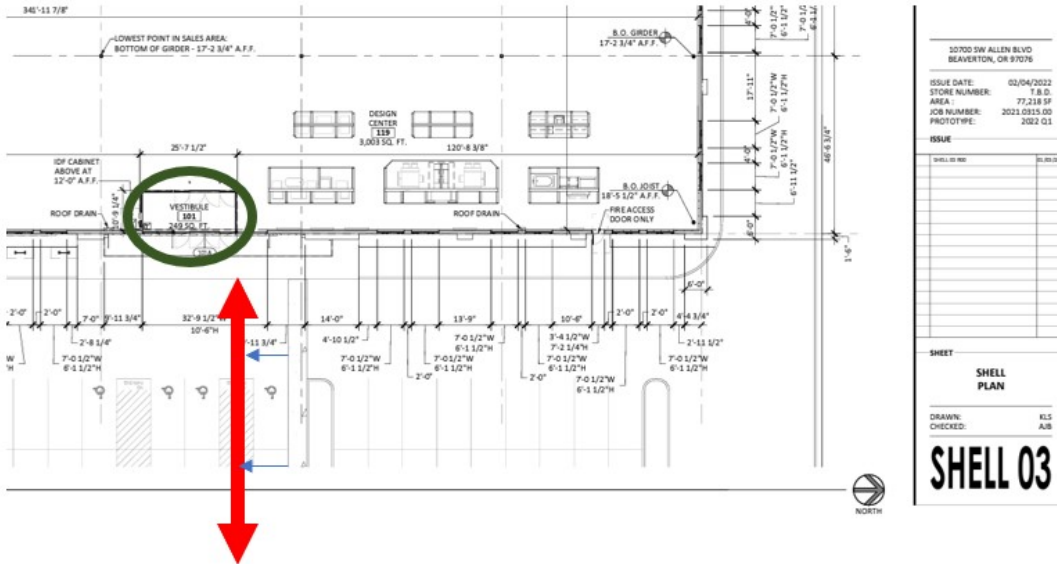
Cell: (503) 753-8996 | 503.randy.mccourt@gmail.com | Portland, OR | Calendar: [Availability](#)



On Mon, Feb 6, 2023 at 12:39 PM Randy McCourt <503.randy.mccourt@gmail.com> wrote:

Hi Lina -

Here is the point I was trying to make on the phone. They have not aligned the pedestrian paths they are creating with the doorways of the building. People walk in straight lines - the attached sketch shows for the one vestibule shown on the plans - lining up the pedestrian path - blue arrows show the shift to sharing the accessible parking accessway. They may use the old path for landscape. This path can lead to raised pedestrian crossings of the parking aisles - requiring good drainage design to be sure that the route is accessible and drains away from the crossing (either by making the crossing the high point (ridge in the flow shed) or placing catch basins properly.



It should be noted that it is not clear for the southwest corner of the building where the doorway to the building is that the pedestrian path leads to - this should be clarified in their final plans.

Take care and be safe.
Randy

Ransford S. McCourt, PE, PTOE | OR, WA, CA, ID-R, TX

Cell: (503) 753-8996 | 503.randy.mccourt@gmail.com | Portland, OR | Calendar: [Availability](#)



On Mon, Feb 6, 2023 at 11:43 AM Lina Smith <lsmith@beavertonoregon.gov> wrote:

Hi Randy,

Thank you for the phone call. Here is a link to the public hearing agenda, where you can find copies of the applicant's materials: https://beaverton.granicus.com/GeneratedAgendaViewer.php?view_id=3&event_id=2066

And please contact our City Transportation Engineer Jabra Khasho for questions/comments regarding transportation or access: jkhasho@BeavertonOregon.gov or 503-526-2221.

Thank you,

Lina Smith

Associate Planner | Community Development Department

City of Beaverton | P.O. Box 4755 | Beaverton, OR 97076-4755

Mobile: (971) 313-4244 | lsmith@beavertonoregon.gov

NEW Electronic Permitting System is now live!

Effective November 7, 2022, all **new Building Permits must be submitted through [Home - CIVICS \(buildinginbeaverton.org\)](http://buildinginbeaverton.org)** that includes 24/7 access to an online portal. For more information, including instructions, visit: [Electronic Permitting System | Beaverton, OR - Official Website \(beavertonoregon.gov\)](http://beavertonoregon.gov/electronic-permitting-system)

From: Lina Smith
Sent: Monday, February 6, 2023 8:11 AM
To: Randy McCourt <503.randy.mccourt@gmail.com>
Cc: Brittany Gada <bgada@beavertonoregon.gov>
Subject: RE: [EXTERNAL] Floor & Decor DP 2022-78 Comments

Good morning Randy,

Thank you for your e-mail. I will forward your comments, including your question about the trail, to the Planning Commission.

Feel free to reach out if you have any questions.

Lina Smith

Associate Planner | Community Development Department

City of Beaverton | P.O. Box 4755 | Beaverton, OR 97076-4755

Mobile: (971) 313-4244 | lsmith@beavertonoregon.gov

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From: Randy McCourt <503.randy.mccourt@gmail.com>
Sent: Friday, February 3, 2023 6:35 PM
To: Lina Smith <lsmith@beavertonoregon.gov>
Cc: Brittany Gada <bgada@beavertonoregon.gov>
Subject: [EXTERNAL] Floor & Decor DP 2022-78 Comments

CAUTION: This email originated from outside the City of Beaverton. Exercise caution when opening attachments or clicking links from unknown senders.

Hi Lina -

Hope you are doing well. I wanted to offer the following comments to the Floor & Decor application for your consideration and designers' inclusion in building plans. These are related to ADA needs, pedestrian access and safety. Let me know if you have any questions.

One additional question - is there any way to include a trail from the note #7 shown in my comment to the east along the detention lake creating a looping walkway? Is it possible the City of Beaverton trail work could provide that (with the property owner agreement) immediately south of the parking lot drainage swale a direct path the the hotel front doors.

Thank you for your consideration

Take care and be safe.

Randy

Ransford S. McCourt, PE, PTOE | OR, WA, CA, ID-R, TX

Cell: (503) 753-8996 | 503.randy.mccourt@gmail.com | Portland, OR | Calendar: [Availability](#)



Oregon Worsted Allen Boulevard Redevelopment



Randy McCourt <503.randy.mccourt@gmail.com>

to jenniferr

Hi Jennifer -

Hope you are doing well. I came across your name on the plans submitted to the City of Beaverton on LD2022-0021 for the Oregon Worsted Allen Boulevard Redevelopment Project. On the concept plans for the agency review, there were several details that distinguish between a project and one that is great and can be used by everyone which improves accessibility for the long term. I have shared these with the City of Beaverton, but figured it might be best to share them with you directly as you migrate from concept plans to more detailed site plans and engineering. Most of these are minor refinements that if picked up - make a big difference for the users of the site into the future. Since some of this may be unclear, feel free to reach out to me if you desire any clarifications. My goal is a great site for all users for many years to come. Thank you for your consideration.

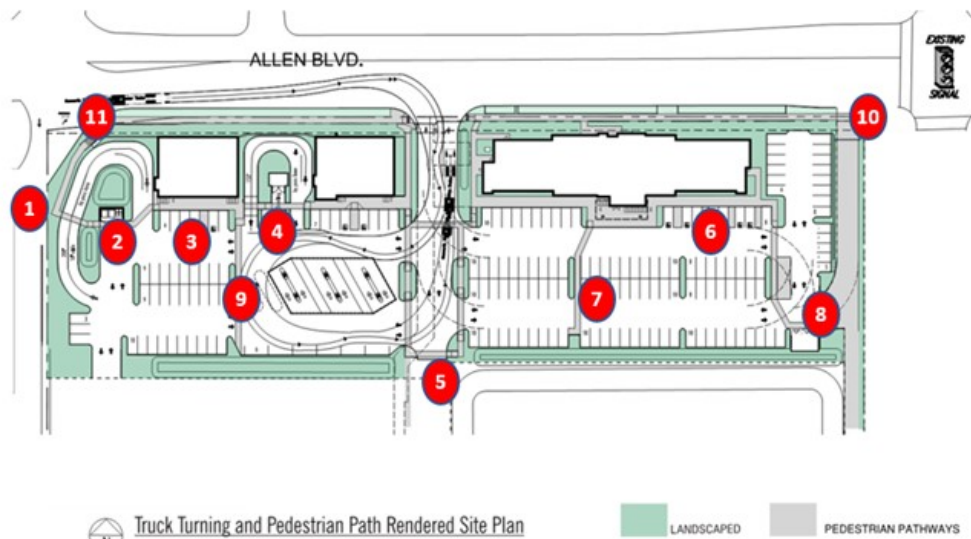
Take care and be safe.

Randy

Ransford S. McCourt, PE, PTOE | OR, WA, CA, ID-R, TX

Cell: (503) 753-8996 | 503.randy.mccourt@gmail.com | Portland, OR | Calendar: [Availability](#)





1. Access to the Peppertree Inn. This existing site represents a customer base to your proposed pads. Yet the sidewalk link in the plans stops adjacent to the drive-thru. Extending the sidewalk 5-10 feet to the Peppertree parking lot opposite their porte-cochere would accommodate this. There is an existing asphalt trail around their site just north of that point., A curb ramp connection along their fire lane curb would serve this need. Secondly, there is likelihood in the future that the Peppertree Inn driveway will be limited to right-in/right-out only access as it is too close (only 250') to the OR 217 NB/Allen off-ramp to meet OAR 734-051-4020(8) which specifies 750 feet spacing to full access points from interchange off-ramps. Because of this, the grade in the area just north of the three parking spaces next to the drive thru lane should be set to allow a future potential shared access point (24 feet). This shared access could be established now or later when criteria demand the change.

2. Pedestrian Path. Having the pedestrian path go behind the screened dumpsters rather than in front of them is a better experience for the users. The dumpsters will still have access to the enclosure via the parking lot. This would result in a more direct pedestrian path, adjacent to the drainage feature. Also, consideration of raising the pedestrian path across the two drive through road points would assure slow speeds and better pedestrian access (flat). With the drainage feature adjacent, drainage should be straight forward.

3. Pedestrian Protection/ADA Access. The plan does not show a curb ramp to the accessible parking - indicating a curbsless environment - good for pedestrian access. However, if wheel stops were being considered - these create tripping hazards, not good for elderly users and contrary to ASTM F1636-21. They have been removed from ADA sample plans. Better is the application of bollards which can double as sign posts for accessible parking spaces and for pedestrian protection from vehicle encroachment strikes near entryways (which unfortunately is not uncommon). The bollards can be designed to meet ASTM 20 mph encroachments using 6" schedule 80 pipe, 36" above ground, 48" below ground in a 18" drilled shaft in front of each parking space (with a durable

plastic sleeve - see below). A proper use of wheel stops is where pedestrians are not allowed to walk - as shown (potentially) on the southern side of the parking lot opposite the hotel as a border condition, draining into a swale area that does not permit pedestrian passage.



4. Minimum Sidewalk. Minimum sidewalk width should be 6 feet .This does not appear to be the case here. Particularly behind the curb ramp shown. If the 6' sidewalk cannot be maintained, flush sidewalk/parking with bollards might be considered.

5. Sidewalk to Parcel C (south): The transition of sidewalk spaces heading south to parcel C (5.3 acre area to the south of the sketch) are not clear - they should stub and stop at the southern parcel line as either curb tight or buffered (preferred) sidewalks to the circulation roadway within the parking lot. This sidewalk should eventually extend and connect to the existing Fanno Creek trail stub in the SE corner of parcel 3. Parcel 3 will need this link so their folks can access the trail - as well as folks from parcel 1.

6. Pedestrian Protection/ADA Access. Same as #3 above.

7. Pedestrian Path Alignment with Destination. The pedestrian path through parking should align with the front door of the building and the landscaped parking spaces should move with them (shift ~30' west to align directly). If the front door is curb high, a raised pedestrian crossing (3-6") should be considered in the parking lot for this path to act as traffic calming.

8. THPRD Trail Connection. The pedestrian link to the THPRD trail link is not clear - this should be a sidewalk connection. A direct connection should be considered from the face of the future hotel extending the sidewalk across the dead end parking lot aisle in line to the trail. If a fire/maintenance access to the trail is provided - it will likely be gated and not conducive to pedestrian access and not the direct path to the business customers that the sidewalk, in-line would provide. The planter island could be shifted to straddle the sidewalk.

9. Pedestrian Path in Parking Lot. If this pedestrian way is a sidewalk (should be) it should have raised pedestrian crossings to keep vehicle speeds down in the parking aisles (could be 3" high and configured with adequate drainage).

10. Link to Allen/Bus Barn Signal Pedestrian Crossing. The detail of how the sidewalk along the south side of Allen Blvd connects to the trail and how it connects to the adjoining property to the east and the traffic signal are not clear.

While some of this may be addressed with the THPRD Trail work, the stubbing to the connection should be set up. That would mean a 12' asphalt trail behind the bus stop to the SW corner of the Allen/Bus Barn signal. Maybe it is just arrows or maybe it is this work - but either way, acknowledging the connection is key so it flows between plans.

11. Curb Ramp at Peppertree Driveway. The termination of the Allen Blvd sidewalk at the Peppertree Inn driveway (in public ROW) needs to be ADA accessible. It does not have a tactile warning surface. The plans do not show this detail. The sidewalk fronting Allen Boulevard should be 6 feet wide.

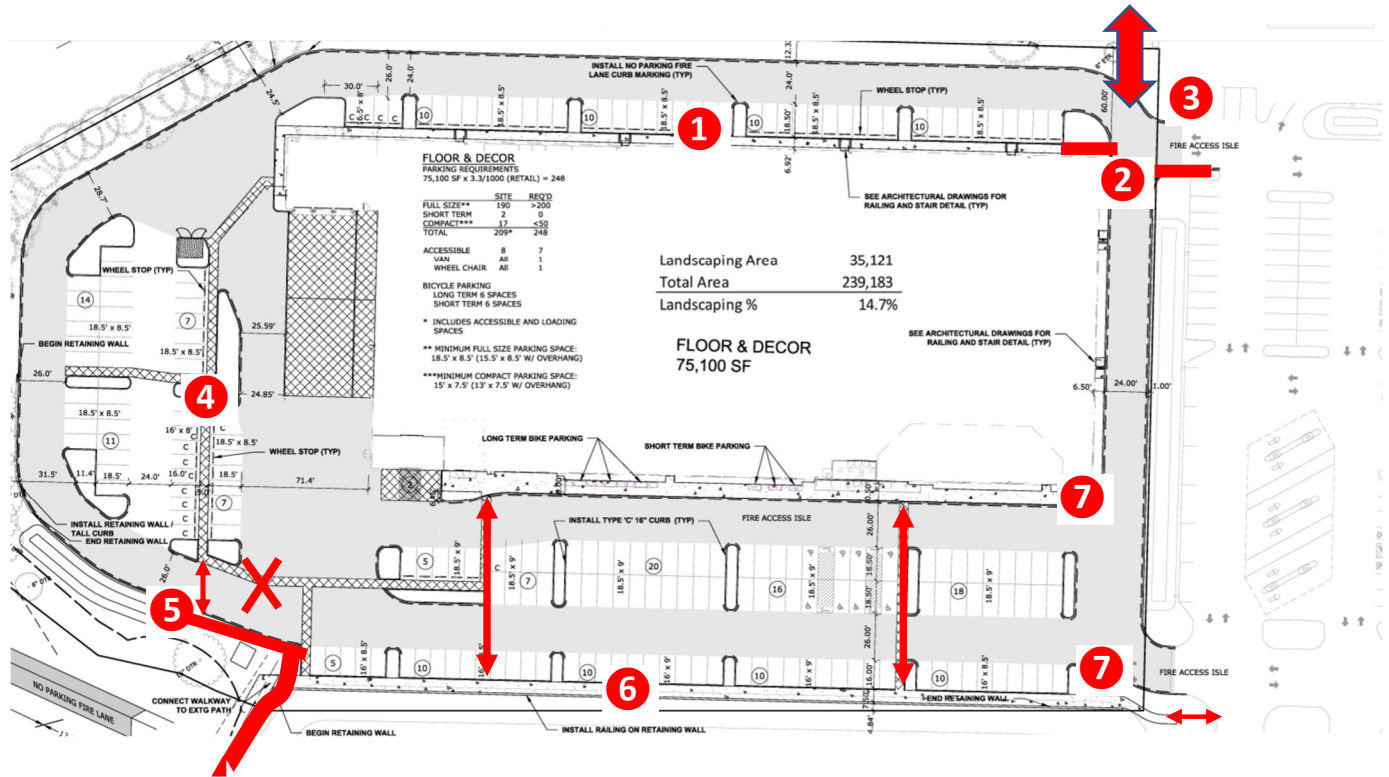


Randy McCourt <503.randy.mccourt@gmail.com>
to mtowle

Hi Mike -

Hope you are doing well. Saw your name on the civil plans on file with the City of Beaverton and figured I would share this with you also, as with Jennifer. One added note on Sheets C3.1/C4.0/C5.0/C6.0/C6.1/C6.2/L1.0, the tactile warning surfaces for curb ramps along Allen do not match your details on sheet C7.4 - which do not allow the tactile warning surface to be set back from the curb (and is missing per note 11 below). Feel free to send a note if you have any questions.

DR 2022-0078/PD 2022-006: Floor & Décor Comments



- 1 This parking stall should not have wheel stops as they would be in the pedestrian path from cars to sidewalk. Since the area is either paved asphalt or concrete – extend the concrete sidewalk to 8.42' and reduce the parking stall to 16' which accomplished that same outcome with the same pavement without the tripping hazard (not complying with ASTM 1636-21 which says to avoid wheel stops). The wider sidewalk has greater utilize than a longer parking space with a wheel stop in it.
- 2 The sidewalk terminates in an illogical location. The sidewalk should extend north with ADA curb ramps across to the side adjacent to then north where restaurants and retail are being built (noted by red stubs)
- 3 There is likelihood in the future that the Peppertree Inn driveway will be limited to right-in/right-out only access as it is too close (only 250') to the OR 217 NB/Allen off-ramp to meet OAR 734-051-4020(8) which specifies 750 feet spacing to full access points from interchange off-ramps. Because of this, the grade in the area just south of the three parking spaces (on the site immediately north) should be set up to allow a future potential shared access point (24 feet). This shared access could be established now or later when criteria demand the change (depending upon the City and ODOTs consideration).
- 4 The combination of wheel stops in a pedestrian space is a potential tripping hazard. This should be raised sidewalk that consumes the same space as the walkway plus the overhang areas – eliminating the wheel stops. No increased paved area, just concrete sidewalk replacing paved asphalt – with ADA curb ramps at each end point.
- 5 Pedestrian space in the middle of vehicle aisles is not acceptable (take them out – red x). Replace them with crossings (potentially raised pedestrian crossings (3 to 6 inch) with ADA access across the parking area where the three arrows indicate (providing speed management also). A new sidewalk linking to the Fanno Creek Greenway Trail (minimum 6' behind the curb) should be added.
- 6 The vehicle overhang wipes out the pedestrian way. The sidewalk must be 10 feet to address vehicle overhang. This should extend to the site to the north and connect to the ADA curb ramps.
- 7 ADA ramps at corners



Oregon

Kate Brown, Governor

Exhibit 4.1

Department of Transportation

Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

1/4/23:

ODOT #12464

ODOT Response

| | |
|---|--|
| Project Name: Floor & Decor Retail/Warehousing Flooring Store | Applicant: Centerpoint Integrated Solutions |
| Jurisdiction: City of Beaverton | State Highway: OR 217/Allen Blvd |
| Site Address: 10700 SW Allen Blvd, Beaverton, OR | Legal Description: 01S 01W 22AA Tax Lot(s): 00200 |

The site of this proposed land use action is in the vicinity of the OR 217/Allen Blvd interchange. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation.

- ODOT has determined there will be no significant impacts to state highway facilities and no additional state review is required.

COMMENTS/FINDINGS

The applicant proposes to construct a new 75,100-square-foot retail building with associated site improvements. ODOT has review the traffic impact analysis submitted by the applicant and concurs with the findings below from the executive summary:

Sensitivity Analysis – SW Allen Boulevard/Southbound OR 217 Ramps

- As part of the *217 Project*, ODOT plans to construct a frontage road connecting the southbound OR 217/SW Allen Boulevard off-ramp with the southbound OR 217/SW Denney Road on-ramp. Based on the 2023 interim year traffic volumes obtained from ODOT and considering background traffic growth and in-process volumes, we assessed traffic operations and queuing at the intersection under year 2025 background (without Floor & Décor trips) and total (including Floor & Décor trips) traffic conditions assuming the *217 Project* is in place:
 - Based on review and confirmation from ODOT Region 1 Development Review staff, the v/c ratios remain acceptable, and no further mitigation is required to satisfy ODOT mobility or safety requirements related to the proposed Floor & Décor site.
 - Based on the proposed queue lengths shown in the pavement marking plan for the *217 Project* provided by ODOT, the 95th-percentile queue lengths are not forecast to exceed the available storage to be provided by the *217 Project*.

Please send a copy of the Notice of Decision including conditions of approval to:

ODOT_R1_DevRev@odot.oregon.gov

| | |
|---|--|
| Development Review Planner: Marah Danielson | 503.731.8258, marah.b.danielson@odot.oregon.gov |
| Traffic Contact: John Russell, P.E. | 503.731.8282 John.Russell@odot.oregon.gov |