



Public Works Alternative Review Decision Form



Review Number: 24 - 033852 - PW

Original Requirement: 22 - 175025 - EA

Date Reviewed: 05 / 01 / 2024

Decision Expires: 05 / 23 / 2025

PROJECT INFORMATION

Associated PW Permit No.: TB0169 EP747 publicworkspermitting@portlandoregon.gov to be notified of decision.

Project Description: Raleigh Crest Planned Development. 130 lots for attached houses. 139 lots for detached houses. Tracts for a park, open space, and resource protection.

Site Address or Property ID (e.g. R123456) (list all taxlots): R329033, R329035, R991180202

PUBLIC WORKS ALTERNATIVE REVIEW COMMITTEE DECISION

A decision has been made for this review and the submitted proposal will not receive further consideration as a Public Works Alternative Review. Please read this decision carefully and take any needed actions such as correcting a building permit plan set or contacting the affected reviewers assigned to an active land use review. Public Works Alternatives remain in effect for one year from the approval date and expire at the close of business on the date indicated above. If expired, the applicant is required to submit a new Public Works Alternative request.

This decision can be appealed through the Public Works Appeals program. **NOTE: The applicant must receive a final decision from the City, in the form of either a Land Use decision from PBOT or a Building Permit checksheet, prior to proceeding with any appeal beyond the Public Works Alternative Review.** Please visit <http://www.portlandoregon.gov/transportation/PublicWorksAppeal> for more information on the appeal process.

Approved as proposed Approved with Conditions Denied

The committee would like to note the purpose of this review. The Public Works Alternative Review is part of the Public Works Permit process (TRN 1.27). The purpose is to evaluate unique development conditions that could preclude full standard frontage improvements. This decision gives permission for a non-standard design to be reviewed under City public works permitting processes. This process does not alter the zoning code (Title 33) requirements and is not intended to pre-judge a land use review. Alternative Review Committee decisions do not substitute for land use approval where required.

For this planned development, all of the newly-created streets are proposed to meet full City of Portland standards. The alternative review is limited to existing streets on the perimeter of the site and the proposed cross sections for the existing rights-of-way.

Traffic control, pedestrian crossing treatments, and offsite mitigation are outside of the scope of this review. Those items are being reviewed through the Transportation Impact Study required as part of the land use review.

Requirements and Code Authority: Per 17.88.020, alterations which increase the number of occupants of a site are required to provide a standard full width improvement, including sidewalks, and may require dedication to allow the full width improvement to be constructed. The proposal will result in an increase in trips to the site. The following improvements would be needed to provide full standard improvements on all frontages which touch the subject site:

SW Shattuck Rd: Additional roadway pavement as needed to provide a buffered bicycle lane with the curb set 9-ft from the existing fog line. The required pedestrian corridor is a 0.5-ft curb, 8-ft stormwater facility, 6-ft sidewalk, and 1.5-ft frontage zone.

SW Vermont St: Additional roadway pavement as needed to provide a buffered bicycle lane with the curb set 9-ft from the existing fog line. The required pedestrian corridor is a 0.5-ft curb, 8-ft stormwater facility, 6-ft sidewalk, and 1.5-ft frontage zone.

SW Pendleton Ct: A ½ street improvement is required include 20-ft of paved roadway with the curb set 13-ft from centerline. The required pedestrian corridor is a 0.5-ft curb, 8-ft stormwater facility, 6-ft sidewalk, and 0.5-ft frontage zone.

SW Dover St. A pedestrian corridor is required behind the existing curb configured as a 0.5-ft curb, 4-ft furnishing zone, 6-ft sidewalk, and 0.5-ft frontage zone.

SW Flower St. and SW 61st Court are existing unimproved “paper” rights-of-way in an area proposed to be set aside as a permanent environmental conservation tract. No improvement to either of these rights-of-way is required.

Applicant’s Proposed Alternative: The applicant provided a detailed description with engineered drawings for the proposed alternatives. A very condensed summary is as follows:

SW Shattuck Rd. Retain the existing roadway width. Add a curb, 8-ft furnishing zone, and 17-ft total width multi-use path through the unconstrained segments. The path would be divided into a 10-ft asphalt bikeway for 2-way bicycle travel, a 1-ft buffer, and a 6-ft asphalt sidewalk. A 1.5-ft frontage zone is proposed. In the constrained section at the south of end of the site where protected environmental resources are present, the improvement would narrow to a 0.5-ft curb, 10-ft multi-use path, and a retaining wall with fall protection fencing. Ten feet of dedication is proposed for the full length of the SW Shattuck Rd. frontage.

SW Vermont St. The request is to widen the roadway to have a 3-ft buffer in addition to the standard 9-ft bicycle lane. This is to allow the curb to be set in a location that does not conflict with an existing City of Beaverton owned water distribution main. Ten feet of dedication is proposed for the full length of the SW Vermont St. frontage.

SW Pendleton Ct. Retain the current configuration. No improvements are proposed. Eight-feet of dedication (sufficient to accommodate future standard improvements) is proposed.

SW Dover St: Retain the current configuration. No improvements or dedication are proposed.

Committee Findings:

The applicant team provided a detailed and thorough narrative. The committee generally concurs with the applicant’s determination that alternative improvements are appropriate as requested.

The applicant’s proposal focuses on through connections intended to benefit all modes. SW Vermont St. and SW Shattuck Rd. are collector streets. The applicant’s proposal is to provide more than the required improvement on both of these frontages. The proposed multi-use path on SW Shattuck Rd. will provide a substantial enhancement and provide greater protection for cyclists than the standard single direction in-road bicycle lane would provide. The committee supports protecting water infrastructure and has no objection to the non-standard curb location on SW Vermont St. in order to provide clearance for the existing water distribution main serving the City of Beaverton. The committee notes the over-width bicycle lane may be confused as a vehicle lane by some drivers. This condition will require collaboration during the public works permit review to determine appropriate buffering, striping, and signage treatments.

The proposal to make no changes to SW Pendleton Ct. or SW Dover Lane must be viewed in context with the proposal to construct the Red Electric Trail and the proposed natural resource conservation tracts. As platted, SW Pendleton Ct, SW 61st Ave. and SW Flower St. together connect SW Shattuck Rd. to SW Dover St. These areas contain a stream, slopes, and mature natural resources protected by environmental zoning. Instead of building these streets, the applicant has proposed to set aside all of the land abutting SW Flower St. and SW 61st Ct. as permanent protected natural resource tracts, which makes it extremely unlikely that SW Pendleton Ct. will ever become a through street. As an alternative, the applicant is proposing construction of The Red Electric Trail to provide the through movement.

The Red Electric Trail will be a paved public trail open to pedestrians and cyclists. It will start on the northeast corner of the site near the intersection of SW Shattuck Rd. and SW Pendleton Ct. and connect all the way through the site to the northwest corner close to the intersection of SW Dover St. and SW 65th Ave.

This provides a through movement from SW Shattuck Rd. to SW Dover St. without the need to create a new stream crossing or do substantial grading that would heavily impact the protected natural resources.

Given the slopes, the presence of mature protected natural resources, and the proposal to build the Red Electric Trail as a through pedestrian and bicycle connection, the committee supports the applicant's proposal. Building the paved, public trail through the site instead of building disconnected improvements at the existing right-of-way grade will greatly reduce impacts to natural resources while providing a substantial public benefit for the City's priority modes of walking and cycling.


Conditions:

The request is approved subject to the following conditions:

- This approval is for the overall concepts, not the specific engineering details. The final determination of all elements will be made through the public works permit process.
- Dedication on SW Pendleton Ct. is not required. PBOT has no objection to accepting the proposed dedication. The applicant may choose whether or not to dedicate to SW Pendleton Ct.
- The over width buffer for the bicycle lane on SW Vermont St. will require improvements beyond paint to ensure it does not function as an additional vehicle lane. The buffering treatment will be determined through review of the public works permit.
- The maintenance obligations for both the Red Electric Trail and the MUP have not been finalized and will be addressed during Public Works Permitting.

Tammy Boren-King

Prepared By



Signature, Public Works Alternative Review Committee
Chairperson

Date: 05/29/2024