South Cooper Mountain Heights Planned Development

Beaverton, Oregon

Request for Approval

Modification of a Decision of approved Conditional Use – PUD, LD – Preliminary Partition to create three (3) lots, and Land Division, Tree Plan 2 for the removal of four trees, and- Preliminary Subdivision to add ten (10) additional lots

Prepared for

West Hills Development

Prepared by

Otak, Inc.

Project No. 16985

May 3, 2017

Revised July 12, 2017

2nd Revision July 19, 2017

3rd Revision November 15, 2017

4th Revision February 28, 2018

REQUESTS

Major Modification to a Decision - Conditional Use - Planned Unit Development, Preliminary Partition, and Preliminary Subdivision approval is requested for the South Cooper Mountain Heights subdivision. The changes include:

- The Phase 2 portion of the South Cooper Mountain Heights subdivision was approved with 156 lots for detached single-family homes is now proposed for modification to add 10 additional lots for detached single-family homes
- Modifications to the phasing of development and the affected Conditions of Approval
- Modifications to the Tree Plan related to removal of 4 trees
- Requested relief for building height in phase 5
- Modification to setback standards decreasing side and rear yard setback minimums
- Modification to the grading plan to remove slope in the rear yard of 11 single-family lots.

INVOLVED PROPERTIES/OWNERSHIP

SUBJECT PROPERTIES:	Tax lots 100, 200 and 103 of Washington County Tax Map 2S1W 6. The subject property is located on the north side of SW Scholls Ferry Road, east of SW 175th Avenue The land is within the following City of Beaverton ordinances: CU2015-0006, LD2015-0013, and TP2015-0008
ZONING:	The property lies within the South Cooper Mountain Community Plan area. The following zoning designations are present: R1, R2, R4, R5 and R7
OWNERS:	**Owner of tax lot 103:** Dyches Family, LLC c/o West Hills Development 3330 NW Yeon Avenue, Suite 200 Portland, OR 97210 **Owners of tax lot 100:** Crescent Grove Cemetery Association c/o West Hills Development 3330 NW Yeon Ave Portland, OR 97210 **Owners of tax lot 200:** West Hills Development 3330 NW Yeon Ave Portland, OR 97210 Contact: Dan Grimberg 503.641.7342 dgrimberg@arborhomes.com

PROJECT DEVELOPMENT TEAM

APPLICANT:	West Hills Development 3330 NW Yeon Avenue, Suite 200 Portland, OR 97210 Contact: Dan Grimberg 503.641.7342 dgrimberg@arborhomes.com
ENGINEER/ PLANNER:	Otak, Inc. 800 SW Third Avenue, Suite 300 Portland, OR 970204 Contacts: Glen Bolen - Senior Planner 503.415.2375 glen.bolen@otak.com Mike Peebles, PE – Civil Engineer 503.415.2354 mike.peebles@otak.com
TRAFFIC ENGINEER:	Kittelson and Associates 610 SW Alder, Suite 700 Portland, OR 97205 Contact: Marc Butorec, PE 503.228.5230

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D. Conditions of Approval

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B. Preliminary Drainage Report dated December 2, 2015 by Otak, Inc.

X. Plan Sets

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Sheet P2.0r — Preliminary Site Layout Plan

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Sheet LTP.1r — Tree Plan

Sheet LTP.8r — Tree Plan

Sheet LTP.11r — Tree Data Table

Note: All Civil/Landscape/Illumination plan sheets are also separately bound in a larger format (22"x34") than within the development application narrative.

Typical Building Plans and Elevations

Sheet 1 through Sheet 25 — Not Used

Sheet 26 — Detached Sylvan AMERICAN

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Sheet 30 — Detached Arlington (daylight) AMERICAN

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Sheet61 — Detached Plan 3213D FRENCH REVIVAL

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Sheet63 — Detached Plan 5A ENGLISH REVIVAL
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Sheet74 — Detached Plan 5B (Daylight) AMERICAN MODERN
Sheet75 — Detached Plan 5D (Daylight) FRENCH REVIVAL
Sheet76 — Detached Plan 5D (Daylight) FRENCH REVIVAL

I. REQUESTS

Approval is requested for four distinct, but related items:

- **Conditional Use – Minor Modification** for the Phase 2 area of the South Cooper Mountain Heights subdivision **(CU2015-0006)** for the purpose of adding ten single-family lots, height and setback and grading adjustments and adjusting a phasing boundary
- **Land Division – Preliminary Partition** to divide tax lot 103 of Washington County Assessors Map 2S1W 6 into three parcels.
- **Modification to Land Division** - Preliminary **Subdivision (LD2015-0013)** for the purpose of modifying conditions of approval
- **Tree Plan 2** – for the purpose of removing four trees

The Preliminary Site Plan for the proposed development is included as Sheet P2.0. The Preliminary Site Layout plan is Sheets P2.0 through P2.10 and the Preliminary Subdivision Plat plan if Sheets P3.1 through P3.2.

II. PROJECT DESCRIPTION

The South Cooper Mountain Heights subdivision was approved, with conditions, as described as follows: the Portion of the South Cooper Mountain Annexation Area and Lowlands located lands east of SW 175th Avenue and north of Scholl Ferry Road. The development will provide for fulfillment of the land use program described for this area in the South Cooper Mountain Community Plan. The land use designations for the site include multiple residential categories. The zoning for the site was designated through the approved ZMA 2015-0006. Four components of the project are proposed for modification.

Modification of a Decision

This application requests a modification to several conditions to respond to development activity that has taken place since approval of the PUD in 2015. These conditions, E.55 E. 56 and E.72 require certain improvements prior to final plat approval for the western portion of the project area. Namely, construction of pedestrian facilities along SW 175th Ave and the development and construction of Collector Road 6C including a bridge crossing of the environmentally sensitive area that roughly bisects the project site to the intersection of Road P. Since the original PUD approval, Washington County has hired a contractor to construct the otherwise required facilities along SW 175th Ave. Accordingly, condition E. 56 is no longer applicable. The approved subdivision included four phases of development. The applicant has re-evaluated the planned phasing, resulting in a differing than expected first development effort and limiting the development to the western of the two properties comprising the project site. The completion of the full western portion of Road 6C was to provide a connection to SW 175th Avenue for residents of the eastern side of the project. The new proposed phasing postpones development in this area. Accordingly, Road 6C is needed of conveyance only of residents within the west side of the development. The crossing of the sensitive area has been completed. However, as per agreement reached with City of Beaverton Staff, the paved road surface is not

needed at this point in time. The applicant requests that the condition be modified to allow for construction of the crossing minus the pavement and sidewalks as a requirement for final plat of the western portion of the project. This narrative is accompanied by the proposed revisions to the Conditions of Approval.

Preliminary Partition approval is requested to divide tax lot 103 of Washington County Assessors Map 2S1W 6 into three parcels. The proposed configuration of the property is described below.

Tax lot 103 is an existing 54.43-acre parcel located in the City of Beaverton. This partition proposal request that the lot be divided along these phase boundaries, resulting in a total of three lots. The proposed lot lines are coordinated with the preliminary plat of the SCMH PUD, following cleanly the proposed phasing boundaries. The resulting preliminary partition would result in three new parcels:

Parcel I

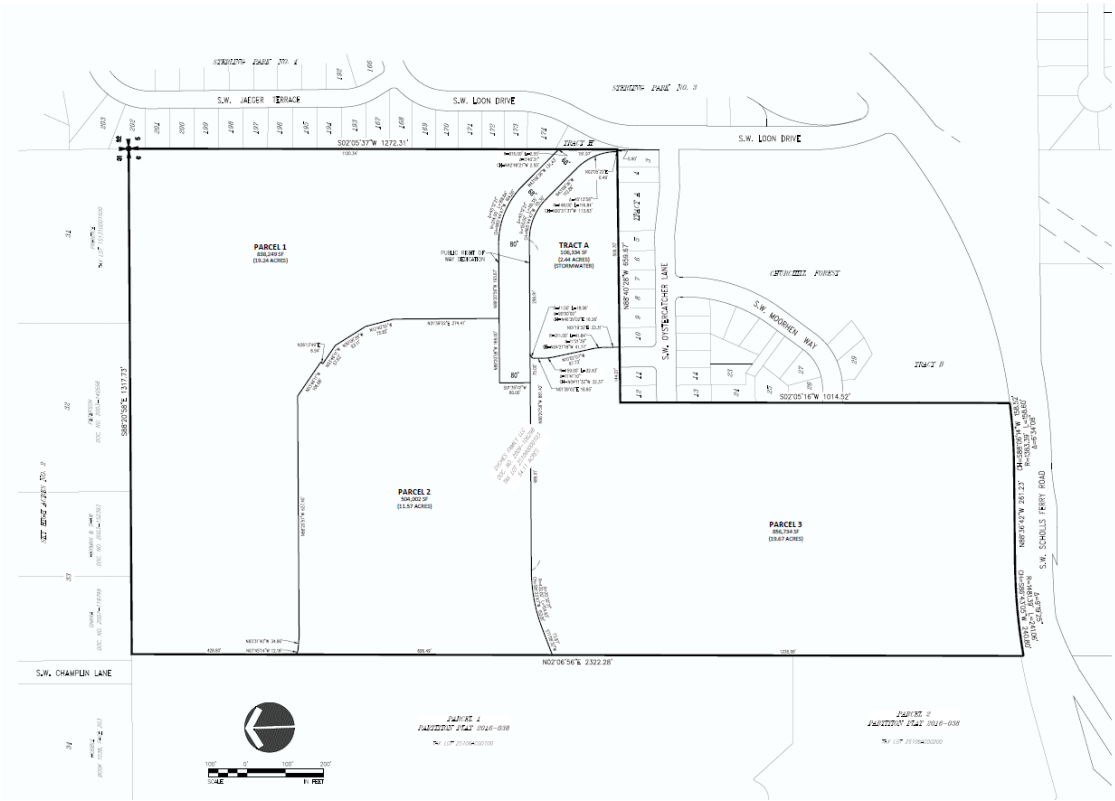
This area, also referred to as Phase 2a measures 19.24 acres. Proposed parcel I, is designated for standard density residential housing by the South Cooper Mountain Heights PD, is zoned R7 and is planned for detached single-family housing. The dividing line between Phases is the rear/southern lot line of properties fronting on Street N.

Parcel II

The area within Parcel II measures 11.57 acres and is designated for standard density residential housing by the South Cooper Mountain Heights PD, zoned R7, and is planned for detached single-family housing. The parcel is bounded on the south by Road 6C, from the lot at the northeast corner of Street O and Road 6C to the sensitive area crossing to the west.

Parcel III

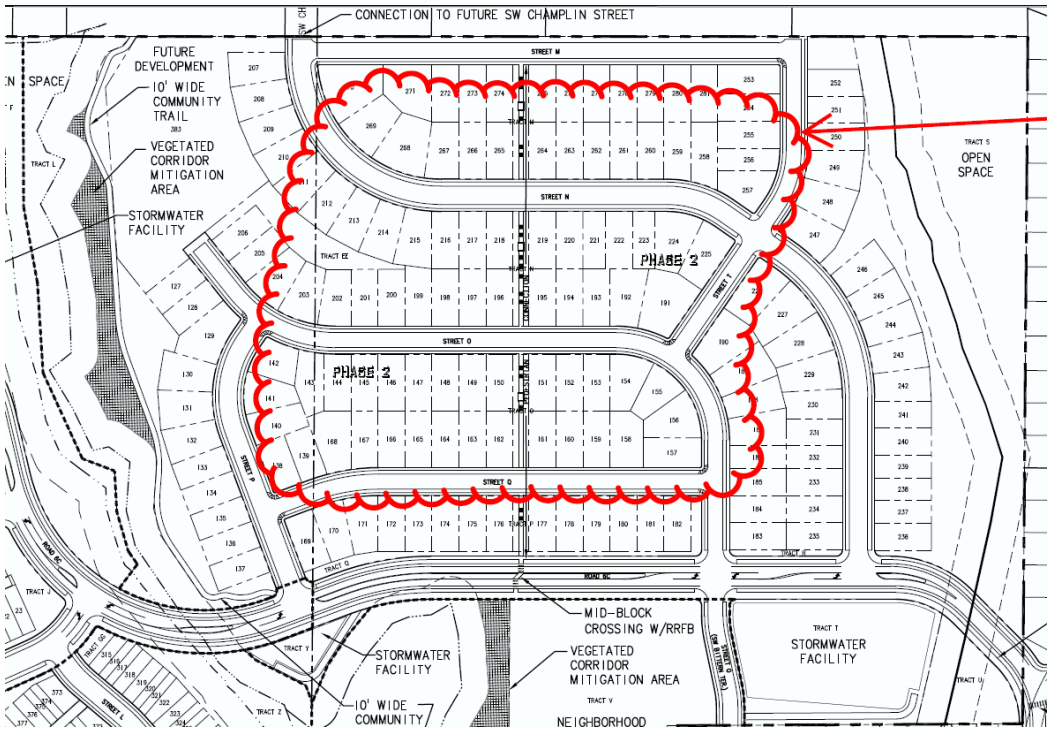
The area within Parcel III measures 19.67 acres and is designated for medium density residential housing by the South Cooper Mountain Heights PD, zoned R5, and is planned for detached single-family housing and a community park. The parcel is bounded on the north by Road 6C, to the easy by the existing development known as the Oystercatcher subdivision, the south by SW Schools Ferry Rd and the west by protected sensitive lands.



Lot 103 Minor Modification to a Conditional Use and Phasing Adjustment

A Minor Modification of the Conditional Use Planned Unit Development and Land Division - Preliminary Subdivision for the area noted as Phase 2 is also requested through this application. The Phase two area is currently planned for 156 lots, each with the zoning designation of R7. The current PUD includes a number of lots with a width of fifty (50) feet. The proposal is to reduce a number of these lot's widths to forty (40) feet, creating room for an additional ten (10) lots within the phase.

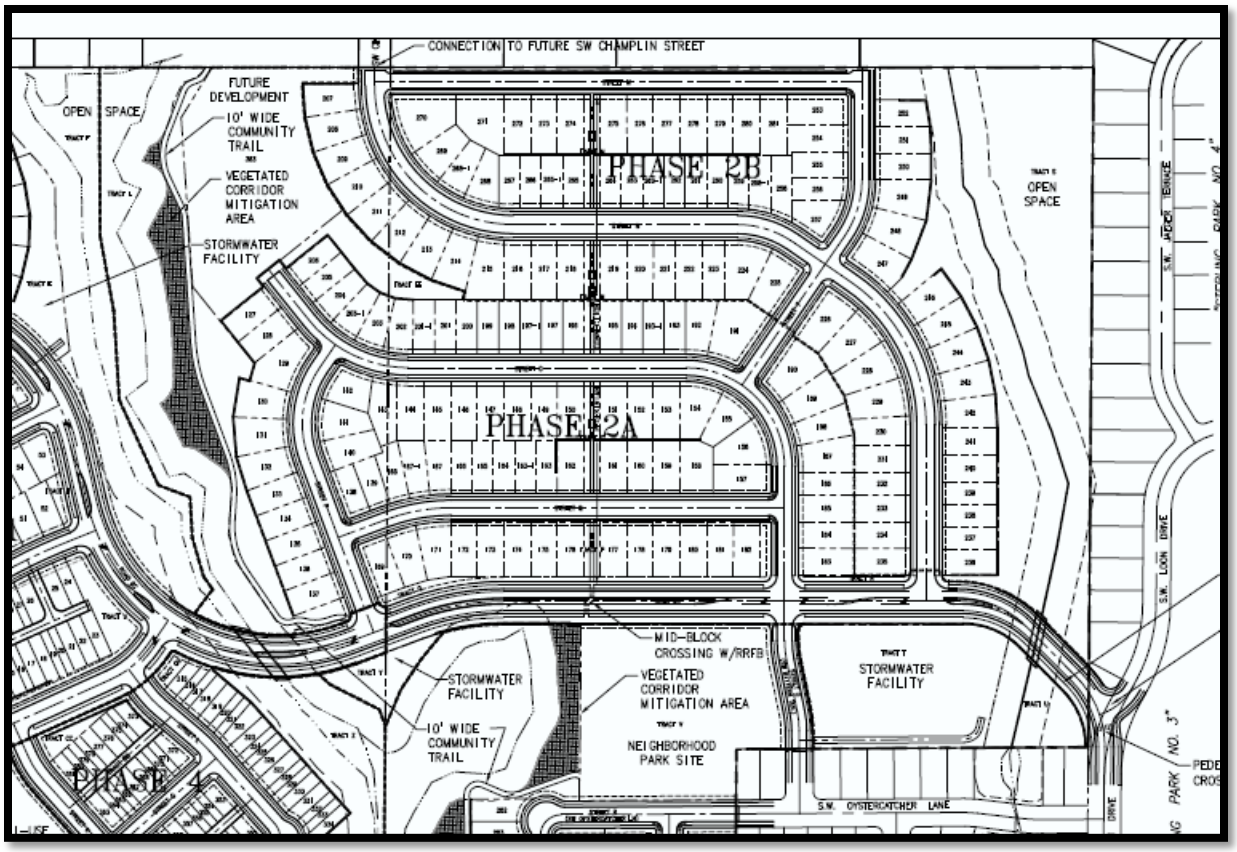
Along with the proposed reduction of width and subsequent addition of 10 lots is a request to modify the previously approved setbacks. For all detached single-family lots within the project a side yard setback reduction from five (5) feet to three (3) feet is proposed. Additionally, a number of lots have rear lot lines abutting expansive natural areas, many of which slope away from the lots in question. A shorter rear setback of five (5) feet is proposed for lots matching this description to allow decks to be constructed closer to the rear lot line.



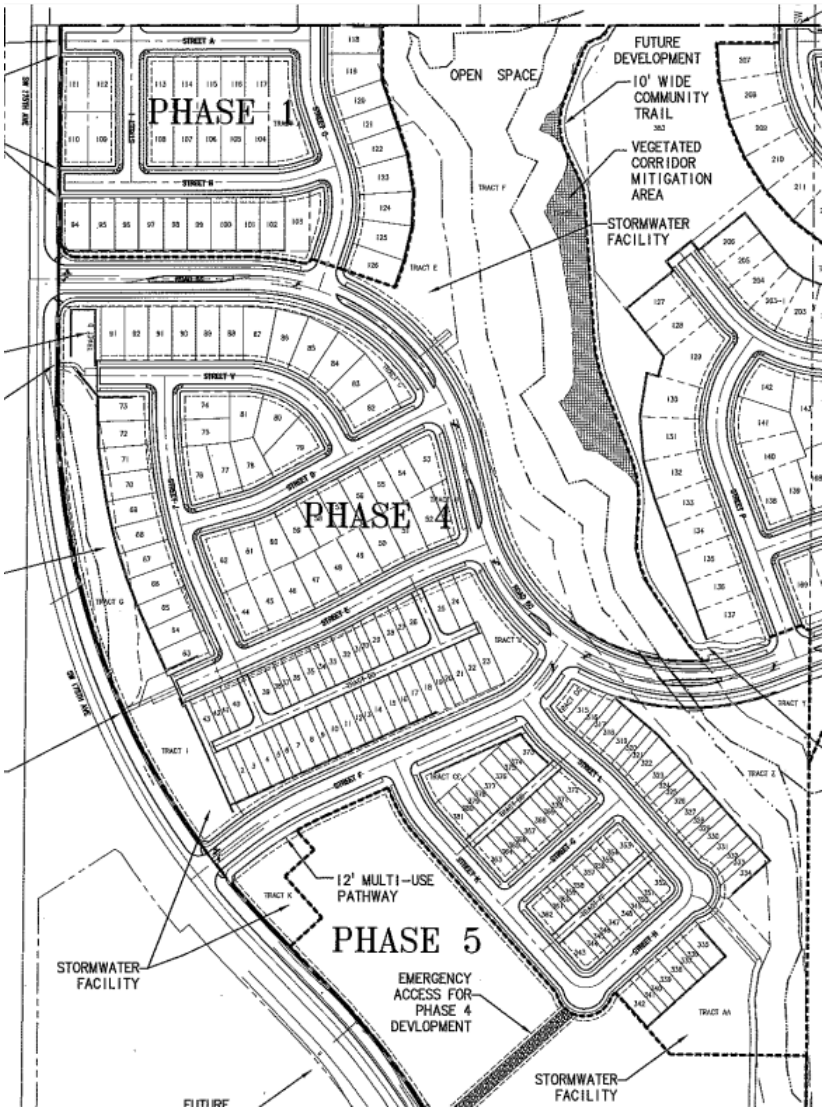
The proposed development change of adding ten lots fall within the interior of Phase 2 as shown by the red border on the map above.

Phase two is planned to be served by a network of neighborhood streets that connect with a new East-West collector street (Connecting SW 175th Avenue to SW Loon Lane) through the middle of the larger development as is called for by the South Cooper Mountain Community Plan.

Also included with this application is a map depicting new phase boundaries. The phase boundaries do not conflict with, or affect the prior conditions of approval. The request includes splitting phase 2 into two portions (2A and 2B) and to enlarge the Phase 4 area by transferring a number of lots from phase 1 to Phase 4. The following map illustrates the division of Phases 2A and 2B.



The revised Phase 1 shrinks to include only detached single family lots numbered 94 through 126. All of said lots are located north of Road 6c, with frontages on Streets A, B, I and O. Phase 4, originally comprising the attached single-family lots south of Street F grows to include the attached and detached lots located north of Street F, up to and including Road 6c where it forms the southern boundary of the revised Phase 1. The revisions are shown on the following map.



The network of local streets will be developed through the development to provide access to the proposed subdivision lots and provide for on-street parking of vehicles.

Utility infrastructure will be provided by extension of the existing City of Beaverton water main located within SW Scholls Ferry Road at SW 175th Avenue, connection to an existing sewer main in SW Scholls Ferry Road, and construction of regional storm water ponds and LIDA facilities in accordance with the Clean Water Services LIDA Handbook.

Proposed Lots and Housing Types for the modified phase 2

Development Phase (Not representative of sequencing)	Approved Detached Single Family Lots	Proposed Detached Single Family Lots
2	155	165

The land within Phase 2 generally slopes from its high ground on the north, south towards SW Scholls Ferry Rd. All of the houses within Phase 2 are single-family detached in nature. Four types of lots are proposed, with numerous house models included so as to avoid repetition.

Lot Type	House Name	Style
C	Haverton Waterton Plan 3210 Plan 3213	American and Euro/English American and Euro/English A, B, and D A, B, and D
D	Sylvan Arlington Plan 5	American American and English A, B, and D
E	Arlington Plan 5 (DL)	American and English A, B, and D
F	Briarwood Coralwood	American American

The requested setbacks are within the range and are generally consistent with the City of Beaverton's zoning district. The maximum building height also generally matches the zoning districts with the exception of a number of lots with sloping profiles and the Phase 5 multi-family component; height allowances are requested. Due to the slopes, buildings whose height is compliant with standards of a flat lot are calculated taller than the standard provisions for certain slope conditions. Accordingly, approved CU2015-0006 provided allowances for flexibility on a number of lots. With the proposed addition of ten new lots the requested lots now include:

Lot Numbers	Zoning	Plan Sheet
138 – 139 143 – 155 158 – 182 192 – 225 258 – 269 272 – 281	R7	P2.3 and P2.4
382	R1	P2.0r

Requested height allowances therefore are:

Zone	Standard Height Maximum	Requested Height Maximum
R7	35'	40' (As approved by CU2015-0006)
R1	60'	65'

The proposed lots within South Cooper Mountain Heights have been sized to accommodate detached or attached single-family residences, as appropriate, generally consistent with the requested setback standards. The plan sheets demonstrate that the single-family homes are selected to fit on the lots as planned. As noted above, a 3 foot side setback is requested for all phases in order to provide flexibility at time of development in response to site conditions such as grading and

driveway locations.

Streets

Sheets P2.1r illustrates proposed street cross sections for all of the proposed streets internal to the South Cooper Mountain Heights Planned Development/Subdivision Phase 2 for which the addition of ten lots is requested.

The South Cooper Mountain Community Plan calls for a collector street running east to west though the property connecting SW Loon Drive with SW 175 Avenue. Said street, as approved in CU2015-0006 and labeled as Road 6C in the exhibits accomplishes this need. From a connection to SW Loon Drive it begins heading northwest for approximately 200 feet, and then due west until crossing the site's north-south oriented natural feature and then due west again to connect with SW 175th Avenue. The collector road will consist of a curb to curb distance of 71 feet with one lane in each direction and a turn lane or median where relevant required. It forms the southern border of Phase two.

A network of local streets will be developed through the development. Local through streets within the subdivision will include 50 foot of rights-of-way, pavement width of 28-feet, curbs, planter strips, sidewalks, street trees and other street improvements. The local street cross sections are illustrated on the Street Cross Sections plan. Parking will be allowed on all local streets.

Locations on the proposed local streets relating to the proposed cross sections are illustrated on the Preliminary Site Plan, Sheets P2.2 through P2.7. Relating the locations of the cross section areas to the street cross sections illustrated on Sheet P2.1 will indicate where parking is proposed. The approved South Cooper Mountain Heights PUD, Phase 2 included room for parking 67 cars on the public streets. The addition of ten more driveways coupled with a revised methodology for counting spaces in according with City standards, results in an additional capacity with a new total of 69 spaces. All required parking is accommodated off-street. These on-street spaces are to compliment the neighborhood with visitor parking.

Two stubbed streets, Streets N and P, are proposed to provide access to properties to the north at such time as they are inside the UGB and developed.

Utilities

South Cooper Mountain Heights is located within Basin 2 SCMAA as defined in the South Cooper Mountain Community Plans Sanitary Sewer Future Needs Memorandum (DEA, June 10, 2013, amended October 23, 2013).

Basin 2 SCMAA: This basin is bounded by SW 175th Avenue to the west, SW Alvord Lane to the north, SW Scholls Ferry Road to the south, and the study area boundary to the east. It includes a contribution area of approximately 100 acres. The anticipated sanitary sewer infrastructure in this basin will include a network of small diameter gravity sewer pipes and manholes located within future roadways and easements. Potential connections can be made in SW Scholls Ferry Road City MH "E1" or MH "A9" as identified in the Sanitary Sewer Existing Conditions Memo that accompanied the approved CU2015-0006. A City of Beaverton/CWS project is proposed to upsize the existing sewer main to the east in Scholls Ferry Road. This project is expected to be constructed in the summer of 2017, with the final connection to the trunkline pending final permits and

construction schedule within the allowable in-water window. Until the connection is made, capacity may be limited for development within Basin 2 SCMAA, with capacity assigned at the time building permits are issued.

The South Cooper Mountain Heights gravity sewer mains will be stubbed to the north at a size and depth to accommodate upstream/adjacent flows from future development in the urban reserves north of the South Cooper Mountain Community Plan's East Neighborhood.

Public water supply for the subdivision will be provided by the City of Beaverton. 24-inch water transmission mains will be extended within SW Scholls Ferry Road and SW 175th Avenue as required for development within South Cooper Mountain Community Plan Area. The South Cooper Mountain Heights project will connect to this transmission main in one location and will provide a 12-inch public water main line within the proposed public streets (Road 6C). The water main will be stubbed to the south to provide for future connection to adjacent development. Fire hydrants will be installed as directed by City of Beaverton and the Tualatin Valley Fire and Rescue District. A new higher pressure line will connect to the northern edge of Phase 2. Phase 2B is expected to be developed following such time when said higher pressure water line becomes available.

Storm drainage collection and treatment for this area is the responsibility of City of Beaverton. A Preliminary Stormwater Management Plan for the project is included as in the Impact Assessment section of this report. This Preliminary Stormwater Management Plan outlines compliance with the Clean Water Services' (CWS) Design & Construction Standards (Clean Water Services 2007 and Clean Water Services 2009). Storm drainage will be collected by a system of storm sewers within the public streets within and adjacent to the site. Lots will, in general, be graded to direct surface flows to the adjacent streets and be served by laterals from the public storm sewers. The storm sewers within the development will direct storm water to regional storm water management treatment and detention facilities located within proposed tracts D, E, IO, K, T, X, Y, and AA. Discharge from these stormwater facilities will be directed to the existing drainage to the south. Public stormwater management easements will be provided.

III. COMPLIANCE WITH CHAPTER 50 PROCEDURES – MODIFICATION OF A DECISION 50.95

1. An applicant or successor in interest may file with the Director an application to modify a prior decision that was the subject of a Type 1, Type 2 or Type 3 procedure. In addition to other requirements, such an application to modify a prior decision shall describe the nature of the proposed change to the original decision and the basis for that change, including the applicable facts and law, together with the fee prescribed for that application type necessary to modify the prior decision. Such an application to modify a prior decision shall be subject to the approval criteria and development regulations in effect when the Director receives a complete application for the modification.

Response: The request is for a modification to a decision that was derived through a Type 3 Procedure. The proposed modification is to Conditions of Approval (COA) E.55, E.56 and E.72 which require that prior to final plat approval for the western portion of the project area, the Collector Road 6C be constructed, including a bridge crossing of the projected environmentally sensitive area that roughly bisects the project site.

2. An application for modification is subject to pre-application conference and completeness review; provided, the Director shall only require an application for modification to contain information that is relevant or necessary to address the requested change or the facts and regulations on which it is based. An application for modification is not subject to the neighborhood review meeting requirement.

Response: The applicant has met with the City of Beaverton staff on December 7, 2016 prior to development of this application. Staff presented the applicant with the procedures for a Modification of Decision, for the modification to COA E.55, E.72 , adjusting height within the R-1 district from 60 to 65 feet, the addition of 10 additional lots to the phase 2 portion of the project and modification to proposed setbacks.

***

4. Only a decision that approves or conditionally approves an application can be modified. A decision denying an application cannot be modified. Refer to Section 50.99.

Response: The decision at the focus of this request is a conditionally approved Land Division known as the South Cooper Mountain Heights.

5. An application for modification shall be subject to a Type 1, Type 2, or Type 3 procedure as determined by the Director.

Response: Due to modification of a condition of approval this application is submitted as Type 3 procedure.

6. The process type for an application to modify a decision shall be based upon the thresholds for the appropriate application listed in Chapter 40. In all cases, regardless of the thresholds listed in Chapter 40, when a proposed modification involves a condition of approval, that condition of approval can be modified or removed only by the same decision making authority that issued the original decision and through the same procedure that was followed to establish the condition to be modified. Modification or removal of a condition of approval shall only be granted if the decision making authority determines any one of the following:

A. The applicant or owner has demonstrated that a mistake of law or fact occurred, and that the mistake was substantial enough to warrant modification or removal of the condition to correct the mistake.

B. The condition could not be implemented for reasons beyond the control of the applicant and the modification will not require a significant modification of the original decision.

C. The circumstances have changed to the extent that the condition is no longer needed or warranted.

D. A new or modified condition would better accomplish the purpose of the original condition.

Response: The decision making body for the approved Land Division was the Beaverton Planning Commission. In accordance with item C above, circumstances have changed. This application requests a modification to condition E.55, E.56 and E.72.

COA E.55. The applicant shall construct and dedicate the new east/west collector, (Road 6C) between SW 175th Avenue and Street P along with the corresponding segment of the multi-use pathway between Street F and Street P, prior to the final plat Approval of Phase 1 of the development. The multi-use pathway shall have a paved width of at least 12 feet and shall be separated by at least 7.5-foot planter strip (measured from the face of the curb to the front of the sidewalk) wherever practicable. (Transportation / KR)
COA E,56. The applicant shall construct a 6-foot sidewalk along the SW 175th Avenue frontage, with a buffered bike lane, from SW Scholls Ferry Road to Street A in the ultimate location, as shown on the Washington County and City of Beaverton Transportation System Plans, which matches the SW 175th Avenue cross-sections shown on the applicant's submitted plans. (Transportation / KR)

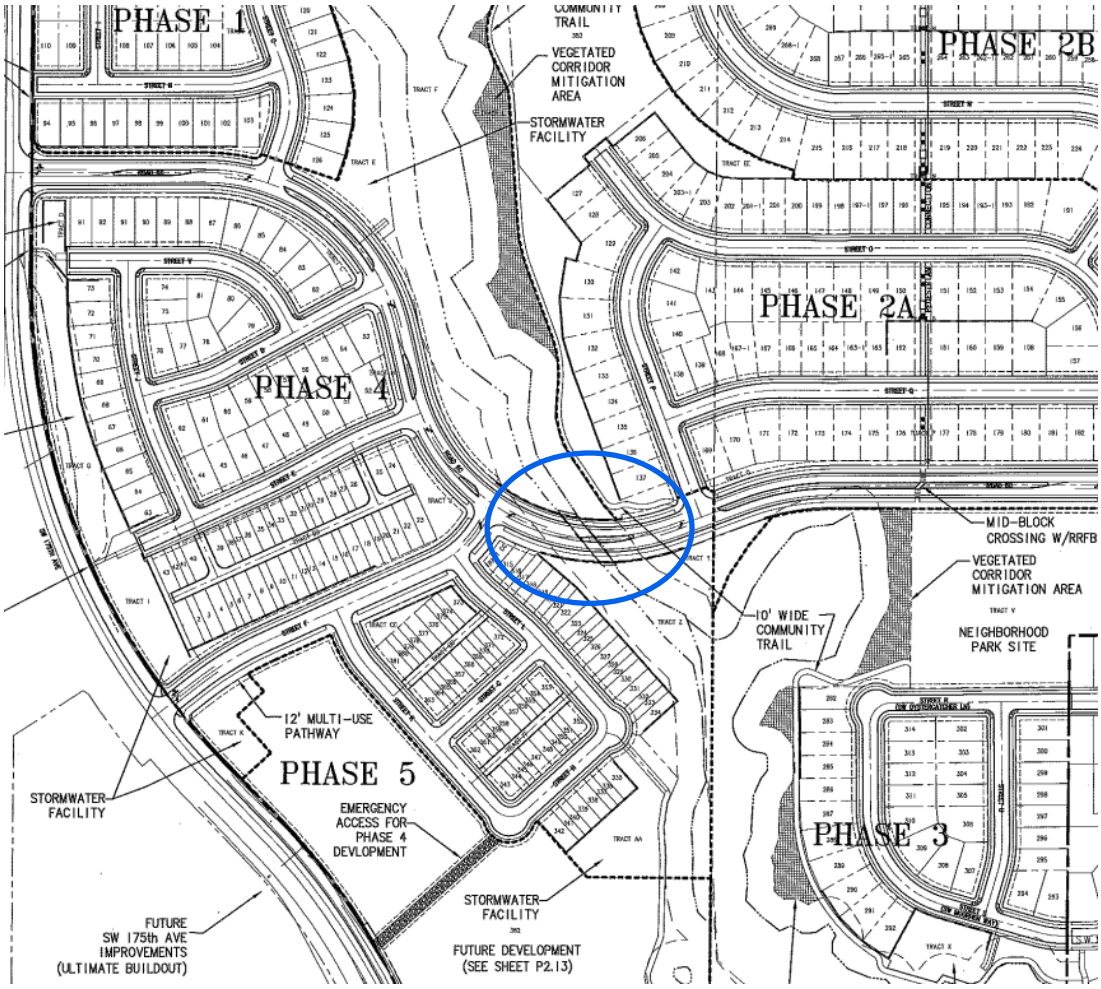
COA E.72. The applicant shall be responsible for the completion of the following improvements prior to final plat approval for the first subdivision:

a. All utilities shall be stubbed to the property line(s) of Taxlot 2S1060000200 or its successors (Crescent Grove Cemetery property);

b. The east/west collector road (identified as Road 6C on plan sheet P2.0) shall be constructed to the east property line(s) of Taxlot 2S1060000200 or its successors (Map 2S106 TL 200 Crescent Grove property), including crossing the wetland area. (Planning Division / SLF)

Together these conditions require that prior to final plat approval for the western portion of the project area, Tax Lot 100, a successor of lot 200, public utilities and the Collector Road 6C be constructed, including a bridge crossing, with a 12 foot shared-use path, of the projected environmentally sensitive area that roughly bisects the overall South Cooper Mountain Subdivision site and for the development of non-auto facilities along SW 175th Avenue.

The approved subdivision included five phases of development. Said phases were not listed in chronological order. In response to seasonal conditions, an active marketplace, and permit timing, the applicant has re-evaluated the planned phasing, resulting limiting the earliest development to the western of the two properties of the project site where site grading commenced prior to the onslaught of a very wet, wet season. The completion of the full western portion of Road 6C, with utilities and a shared-use path, were to provide a connection to public utilities and access to SW 175th Avenue for residents of the eastern side of the project. The new proposed phasing postpones development in this area. Accordingly, Road 6C is needed of conveyance only of residents within the west side of the development only. As such, while the crossing of the sensitive area and provision of utilities is provided, a roadway surface on said crossing is not needed at this point in time. The applicant requests that the condition be modified to allow for the current level of construction of the crossing as a requirement for final plat of the western portion of the project.
The area in question is highlighted with the blue polygon on the map below.



The proposal for developing land at this time is to first develop the land within the mapped Phase 4 area. Street F would be constructed with this first piece of development. Additionally, a temporary road would be constructed to connect SW 175th with Street H. Road 6C would be constructed from Street F to the western boundary of the sensitive area crossing, and under development from the intersection of Street F, westward to the connection to SW 175th Ave. The connections of both Street F and the temporary emergency route to SW 175th Ave. will facilitate ingress and egress for the development within the developed portions of Phase 4 within Lot 200. Phase 4 also includes the connection of Road 6C to SW 175th Avenue. At such a time that Phases 2 or 3 are developed, the crossing, if not already provided during construction of Phase 4, would be completed. This will facilitate a connection from SW Loon Drive to SW 175th that will be needed to accommodate the traffic expected from development on Lot 103, covered predominately by phases 2 and 3.

Proposed modifications to the Conditions of Approval are attached to this application as: Appendix D Conditions of Approval.

Adjustments to a Phase Boundary

Phases 2 and 3 are planned to accommodate some development following completion of at least a portion of the land within Phases 1, 4, or 5. The phasing boundary described in the approved CU2015-0006 bisected the project with a north-south axis comprised of the sensitive area corridor and, on the east, utilized Road 6C as the dividing line between phases. This application requests a modification of the boundary between these phases. Under this scenario, Phase 2

would be split into two pieces. Phase 2B would encompass the lands from Road 6C north to include lots that border on the north and east side of Street O. Phase 2A could be built at the same time as Phase 3 which would also facilitate development of the community trail connections all the way from SW Scholls Ferry Road up to the northern boundary of the South Cooper Mountain Subdivision. Having this active recreation amenity online sooner will be of benefit to the community at large, plus the houses formerly in Phase 2 that were planned for development prior to their completion. Phase 2B would include the lots beginning at one lot south of Street N and continuing north to Street M. Phase 2B would be developed following connection of anticipated water supply line from the lands north of the PUD.

The revised phasing also proposes that Phase 1 shrinks to include only detached single family lots numbered 94 through 126. All of said lots are located north of Road 6c, with frontages on Streets A, B, I and O. Phase 4, originally comprising the attached single-family lots south of Street F will grow to include the attached and detached lots located north of Street F, up to and including Road 6c where it forms the southern boundary of the revised Phase 1.

IV. Compliance with Chapter 20 Land Uses

20.05.10. Purpose.
****

R7 Residential Urban Standard Density District (7,000)
The R7 District is intended to establish standard density residential developments where a minimum land area of 7,000 square feet is available for each dwelling unit.
****

20.05.15 Site Development Standards
****

Response: The table at Subsection 20.05.15 provides Site Development Standards for the residential zoning districts. The proposed subdivision is designed to contain lots with the zoning designation referred to as R7.

This application is for property residing within the South Cooper Mountain Community Plan area. As such it relies on the density standards proscribed by that plan, as described in 20.25.15. While the densities are compliant with the densities listed in Table 2 of the South Cooper Mountain Community Plan, a number of lots are smaller than the minimum specified by the chart within 20.05.15. Following is a breakdown of the lots:

Zone	Standard Min. Width	Proposed Min. Width	Standard Min. Depth	Proposed Min. Depth
R2	14'/20' (corner)	NA	NA	NA
R4	24 detached/ 40 attached	NA	80'	74.95' (Shallowest is Lot #80)
R5	NA	NA	NA	NA
R7	65'/70'(corner)	47.39' (Narrowest is Lot #143)	90'	NA

*Numbers represent area in square footage.

Accordingly, this application requests continued relief from the minimum lot size standards, as allowed under the PUD standards within the Beaverton Development Code.

Minimum lot width and depth:
The zoning designations have lot dimensions proscribed by 20.05.15. Following is the pertinent information related to compliance embedded within the table describing the requested allowances for the proposed minimum lot widths and depths within the South Cooper Mountain Heights subdivision.

Zone	Standard Min. Width	Proposed Min. Width	Standard Min. Depth	Proposed Min. Depth
R7	65'/70'(corner)	40'	90'	NA

Minimum setback standards:
All lots are configured so that detached single-family homes will be able to be constructed consistent with modern quality practices. Due to varying lot sizes, within the subdivision, front,

rear and side setbacks will vary. Following is a description of the setback standards proposed within each building type.

Condition / Product	Front loaded townhomes	Front loaded single family detached	Single family detached w/ Rear Abutting Open Space Tracts*	Rear loaded townhomes without driveway parking	Rear loaded townhomes with driveway parking
Zone	R2	R4, R5, R7	R4, R5, R7	R2	R2
Front building setback	12’	12’	12’	10’	10’
Front garage setback	20’	20’	20’	NA	NA
Porch setback	10’	10’	10’	NA	NA
Side building setback	0’ (5’ for end lots)	3’ (6’ for corner lots)	3’ (6’ for corner lots)	0’ (5’ for end lots)	0’ (5’ for end lots)
Rear building setback	15’	15’	5’ For Rear Decks	4’	20’
Rear garage setback	NA	NA	NA	4’	20’

* Affected lots include: 118 – 126, 127 – 137, 207 – 214, 236 – 252, 282 – 292, and 315 – 334.

The applicable rear area standards for each lot are illustrated on the Preliminary Site Plans, Sheets P2.2 through P2.5. Accordingly, this application is requesting reduced yard setbacks through the Flexible Setback application contained within 40.30. The plan sheets demonstrate that the single-family homes are selected to fit on the lots as planned. A 3-foot side setback is requested for all phases in order to provide flexibility at time of development in response to site conditions such as grading and driveway locations. Lots with rear abutment to open space tracts are proposed to have a 5-foot setback in order to locate rear decks above 30-inches in height.

Maximum building height: 35 feet for all zones. The maximum building height generally matches the above-referenced zoning districts with the exception of a number of lots with sloping profiles, accordingly height allowances are requested. Due to the slopes, buildings whose height is compliant with standards of a flat lot are calculated taller than the standard provisions for

certain slope conditions. Accordingly, this application requests allowances for flexibility on the following lots:

Lot Numbers	Zoning	Plan Sheet
138 – 139 143 – 155 158 – 182 192 – 225 258 – 269 272 – 281	R7	P2.3 and P2.4
382	R1	Sheet P2.0r

Requested height allowances therefore are:

Zone	Standard Height Maximum	Requested Height Maximum
R7	35'	40'
R1	60'	65'

20.05.20 Land Use
****

Response: Section 20.05.20 specifies that Dwelling Units are a permitted use in each of the proposed zoning categories. This proposal contains detached single-family dwelling units in the R7 zone. No compact housing or other uses are proposed.

20.05.25 Use restrictions

Response: No restricted uses are proposed.

20.10 Commercial Land Use Districts

Response: Application is solely for residential uses. No commercial use districts are proposed or included within this application.

20.15 Employment / Industrial Land Use Districts

Response: Application is solely for residential uses. No commercial use districts are proposed or included within this application.

20.20 Multiple Use Land Use Districts

Response: Application is solely for residential uses. No Multiple Use districts are proposed or included within this application.

20.25.05. Minimum Residential Density.
A. New residential development in all Residential, Commercial, and Multiple Use districts which permit residential development must achieve at least the minimum density for the zoning district in which they are located. Projects proposed at less than the minimum density must demonstrate on a site plan or other means, how, in all aspects, future intensification of the site to the minimum density or greater can be achieved without an adjustment

or variance. If meeting the minimum density will require the submission and approval of an adjustment or variance application(s) above and beyond application(s) for adding new primary dwellings or land division of property, meeting minimum density shall not be required.
***

Response: The tables below demonstrate that the application is compliant with the minimum density standards for each comprehensive plan category and the specific zoning designations that are requested. The tables include the full South Cooper Mountain PUD. The first table describes the process of determining net land from gross. The second table describes the densities on said net lands.

Land Use Designation	Proposed Zoning	Gross Acres	ROW	Open Space	Storm Water	Wetland / Buffers	Private Drive Tracts	Lot for Future Dev.	Net Resid. Acres *
High Density (To be developed through separate application)	R1	11.53	0.16	N/A	0.33	N/A	N/A	N/A	9.224
Medium Density	R2	11.18	2.86	0.55	1.26	1.62	0.5	N/A	4.39
	R4	18.56	6.24	0.61	0.75	3.5	0	N/A	7.46
Standard Density	R5	19.83	1.98	2.63	0.73	11.14	0	N/A	3.35
	R7	46.63	10.45	1.17	1.9	10.58	0	2.26	22.53
Total		107.7							47.0

* The R1 zone has not been fully planned yet. Accordingly, the 80% standard from 20.25.05 has been applied to achieve the net acreage

Land Use Designation	Proposed Zoning	Net Residential Acres*	Maximum Allowable Density (based on Gross)	Minimum Housing Capacity (units)	Proposed Housing Units
High Density (To be developed through separate application)	R1	9.224	502	321	340
Medium Density	R2	4.39	244	76	110
	R4	7.46	202	65	83
Standard Density	R5	3.35	173	23	33
	R7	22.53	290	112	165
Total		47.0	1411	598	731

* The R1 zone has not been fully planned yet. Accordingly, the 80% standard from 20.25.05 has been applied to achieve the net acreage

B. Residential Density Averaging. Within a single land use zone, residential densities may be averaged across a property in order to allow for a variety of housing types, provided that the property is within a single, contiguous ownership, except that within a PUD may be averaged across multiple land use zones provided that the applicant

demonstrates that the proposed development is compatible with existing and planned development on neighboring parcels. For the purposes of this standard, properties within a single, contiguous ownership also include those properties separated only by a street.

Response: This application utilizes the flexible density capabilities inherent in the South Cooper Mountain Community Plan. A PUD approval was sought through the previous application to designate zoning and standards within the subdivision.

C. South Cooper Mountain Community Plan. Within the South Cooper Mountain Community Plan Table 2: Land Use Designations and Capacity Estimates outlines the density capacity expectations for development of land within the South Cooper Mountain Community Plan Area. The Land Use Implementation Policies of the Community Plan include policies that outline application of zoning and deviations from the capacity estimates of Table 2. [ORD 4652; February 2015]

Response: The PUD application utilized the format from Table 2 in the community plan. Following is table that demonstrates compliance with the assumed density mix from Table 2. The policy allows for a plus/minus of up to 10 percent within any category. This application for modification includes the updated table below which includes the slight increase in land occupied by R7 vs R5 lots, from 70/30 to 71/29.

Land Use Designation	Proposed Zoning	Gross Acres	Net Residential Acres*	Assumed mix of zones from Table 2	Proposed mix of zones	Proposed Housing Units
High Density (To be developed through separate application)	R1	11.53	9.224	100% R-1	100% R-1	340
Medium Density	R2	11.18	4.39	30% R-2	38% R-2	110
	R4	18.56	7.46	70% R-4	62% R-4	83
Standard Density	R5	19.83	3.35	30% R-5	29% R-5	33
	R7	46.63	22.53	70% R-7	71% R-7	165
Total		107.7	47.0			731

* The R1 zone has not been fully planned yet. Accordingly, the 80% standard from 20.25.05 has been applied to achieve the net acreage

20.25.10. Floor Area Ratio

A. Floor Area. Floor Area is dependent upon whether residential development is involved or not. Residential only development is governed by minimum and maximum densities. Mixed Use Development (as defined in Chapter 90) and non-residential development are governed by minimum and maximum Floor Area Ratios. Floor Area Ratio (FAR) is the amount of gross floor area in relation to the amount of net site area, expressed in square feet. For Mixed Use Developments, no maximum limitation shall be placed on the number of dwelling units permitted. Multiple use developments with single use residential buildings are governed by residential density and FAR provisions, as calculated by 20.25.10.C, below.

Response: The approved PUD and this application consist solely of attached and detached single-family residential buildings for which density is determined on the number of dwelling units rather than FAR provisions.

***

20.25.15. Density Allowances.

A. Accommodating Residential and Floor Area Density. Residential and Floor Area Density may be accommodated on a site where undevelopable areas cannot practicably allow development. The density allowance may be transferred from undevelopable areas to developable areas. Where higher intensity is proposed greater than the Code allowance, a PUD approval is necessary.

B. Maximum Density. Maximum Residential and Floor Area density is calculated based upon site gross acreage.

Response: This application utilizes the flexible density capabilities inherent in the South Cooper Mountain Community Plan as approved by CU2015-0006. A modification to the Conditional Use PUD approval is sought through this application to designate zoning and standards within the subdivision.

20.25.20. Supplemental Multiple Use Density Standards.

A. Regional Center

Response: Project site is not within a Town Center. Criterion is therefore not applicable

B. Town Center

Response: Project site is not within a Town Center. Criterion is therefore not applicable

V. Compliance with Chapter 40 Applications

Below are the responses to the standards of Chapter 40 that were specified in the City of Beaverton Staff Pre-Application Notes. Other standards of Chapter 40 are assumed not to be applicable to this review.

40.03. Facilities Review Committee

Consistent with Section 10.95.4. (Facilities Review Committee) of this Code, the Facilities Review Committee shall review the following Type 2 and Type 3 land use applications: all Conditional Use, Design Review Two, Design Review Three, Public Transportation Facility Reviews, Street Vacations, and applicable Land Divisions. Applicable land division applications are Replats, Partitions, Subdivisions, Fee Ownership Partitions, and Fee Ownership Subdivisions. In making a recommendation on an application to the decision making authority, the Facilities Review Committee shall base its recommendation on a determination of whether the application satisfies all the following technical criteria. The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B., and all the following criteria have been met, as applicable:

1. All Conditional Use, Design Review Two, Design Review Three, and applicable Land Division applications:

A. All critical facilities and services related to the proposed development have, or can be improved to have, adequate capacity to serve the proposed development at the time of its completion.

Response: As per the pre-application conference notes, item B. "With approval of the proposed modifications to the conditions of approval, and related land use applications, the remainder of Road 6C (from street F towards the eastern property line of Tax Lot 200), including the bridge crossing over the wetlands, must be constructed and completed prior to the issuance of an Occupancy Permit for the first Townhome in Phase 4. The remainder of Road 6c, from SW 175th Avenue, east to the bridge crossing and/or eastern property line of Tax Lot 200 (Crescent Grove Cemetery property), will be required to be constructed prior to Final Plat approval and recordation of Phase 1 – Single-family detached portion of the PUD."

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

Response: As per the approved South Cooper Mountain Heights subdivision all essential facilities and services are either in place or will be at the time of completion of development. This request for modification does not impact said facilities.

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

Response: Following the pre-application conference Beaverton staff provided clear directions on the sections of the development code for which compliance would be necessary. This application demonstrates compliance with the criteria from Chapter 20 within the relevant sections that follow.

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

Response: Following the pre-application conference Beaverton staff provided clear directions on the sections of the development code for which compliance would be necessary. This application demonstrates compliance with the criteria from Chapter 60 within the relevant sections located in section VI.

E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

Response: A Home Owner's Association (HOA) will be created. HOA policies and responsibilities will be established to ensure compliance with this criterion.

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

Response: Safety, convenience and aesthetics are primary design considerations behind the South Cooper Mountain Heights subdivision. A network of roadways, from a signature east-west collector to friendly neighborhood streets and alleys has been developed to safely move people among destination within the neighborhood and beyond. Some highlights include:

- A school-to-school pathway running along the southern side of the east-west collector will form a walking and biking spine that will eventually extend even beyond the high school to the South Cooper Mountain Main Street district.
- A stairway bisecting phase 2 that provides quick and direct access to the neighborhood park and the school to school trail.

All streets are designed for safety in accordance with the City of Beaverton's Engineering Design Manual and contain the appropriate sidewalks, bike lanes and recreation opportunities befitting a first class community. The multi-modal transportation network that has been planned and designed for the site is described in additional detail in the Traffic Impact Analysis Report.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

Response: As evidenced by the site plan the on-site circulation system provides efficient and pleasing access within the site and beyond. External connections lead to:

- SW 175th Avenue (two, Road 6C) on the west
- SW Loon Drive (via Road 6C) on the east
- SW Oystercatcher Lane (via Street O)
- And four connections available for future connection to the north (Street I, Street C, Street N and Street T)
- There is also one connection from Street N to the future Champlain to the north.

- There are two walking and biking pathways that connect the site to Scholls Ferry Road on the south through phase 5.

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

Response: The subdivision includes a roads and other utility infrastructure designed in accordance with codes and standards that are aimed at preserving human health, safety, and welfare.

I. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from crime and accident, as well as protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Response: All streets and public facilities are designed in accordance with the City of Beaverton's Engineering Design Manual.

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

Response: The subdivision is bounded on the north by vacant farmland, and the majority of the other sides by either a roadway or natural area. The southeast portion of the site abuts the Churchill Forest subdivision. Wherever roads are present the site is proposed to be graded to match current elevations. For the Churchill Forest subdivision this includes SW Oystercatcher Lane, SW Moorhen Way, and SW Bittern Terrace. These roads will extend into and through the South Cooper Mountain Heights subdivision. No significant grading is proposed to extend these facilities; roadways will maintain grade standards matching the city of Beaverton's standards. The existing homes on the western portion of the existing subdivision will become adjacent neighbors to eight new homes. In each instance the new property will be developed to matching grade with the existing. The two properties northwest of the intersection of SW Oystercatcher Lane and SW Bittern Terrace will neighbor a future neighborhood park. No grading is proposed at this time for the land adjacent to these properties. There are six lots north of SW Oystercatcher Lane that will neighbor a future stormwater facility. While there will be no change of grade abutting these properties, the facility will include a sloped bank leading downward to the north.

Grading is also addressed through compliance with 60.15.10 Grading in Section IV Compliance with Chapter 60 (Special Regulations) of this application.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

Response: The street network and facilities are designed in accordance with the City of Beaverton's Engineering Design Manual provide accessibility as required.

L. The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code. [ORD4265; October 2003]

Response: The applicant's project team has reviewed the application submittal requirements for all of the requested applications. This application narrative, supporting reports, and the plan set provide all of the necessary information requested by the application submittal requirements of the various applications.

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40.15.15 Conditional Use – Minor Modifications – Applications

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1. *Minor Modification of a Conditional Use.*
   A. Threshold. An application for Minor Modification of a Conditional Use shall be required when one or more of the following thresholds apply:
   ***
   4. A projected or actual increase in vehicular traffic to and from a site approved for an existing Conditional Use of up to and including 100 vehicle trips per day as determined by using the Institute of Transportation Engineers (ITE) Trip Generation manual or an evaluation by a traffic engineer or civil engineer licensed by the State of Oregon for all properties that are located in a Residential zoning district or within a distance of up to and including 50 feet of a Residential zoning district.

Response: This requested modification, if approved will add no more than 100 vehicle trips per day. Kittelson Associates Inc. has employed the ITE manual's protocols and evaluated that potential trip generation that would result from the addition of ten new housing units. The traffic report concludes that no more than 100 vehicles trips will be added. Accordingly the threshold has been met.

C. Approval Criteria. In order to approve a Minor Modification of a Conditional Use 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 Minor Modification of a Conditional Use application.

Response: As described above, with the proposed addition of 10 lots will not generate more than 100 vehicle trips per day, and that the threshold has been met.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.
Response: The total fees paid to the City of Beaverton for this combined application package include:

Minor Modification – Conditional Use	$2,922
Land Division – Preliminary Subdivision	$43,010

3. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1. of the Development Code. [ORD 4265; October 2003]

Response: Required application materials are included.

4. The existing use has been approved as a Conditional Use as governed by the regulations in place when the use was established and complies with the applicable conditions of the Conditional Use approval. [ORD 4473; March 2008]

Response: The approved conditional use, PUD, includes lots for single-family residential homes – a use allowed both then and now.

5. The proposal will not remove or modify previously established conditions of approval for the prior Conditional Use consistent with Section 50.95.6. of the Development Code. [ORD 4473; March 2008] [ORD 4584; June 2012]

Response: The prior Conditional Use (CU2016-0006) is accompanied by a number of conditions of approval (COA). Said conditions, among other items, address the Phase 1, 2 and 4 areas with a specification that the planned east-west collector be constructed prior to development of the lots. Proposed new conditions of approval are included with this application.

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

Response: Applications subsequent to this request will be provided to the City of Beaverton in the proper sequence.

i. Submission Requirements. An application for a Minor Modification of a Conditional Use shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Minor Modification of a Conditional Use application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Response: This application has been made by Dan Grimberg, the owner's authorized agent using the form supplied by the City of Beaverton. The form contains the required information and is accompanied by this narrative and relevant exhibits as identified through a Pre-Application conference held on March 22, 2017.

E. Conditions of Approval. The decision making authority may impose conditions on the approval of a Minor Modification of a Conditional Use application to ensure compliance with the approval criteria.

Response: The applicant is aware of the City's authority to impose conditions on this application.

40.45.15.4 Preliminary Partition.

A. Threshold. An application for Preliminary Partition shall be required when the following threshold applies:
1. The creation of up to and including three (3) new parcels from at least one (1) lot of record (parent parcel) in one (1) calendar year.

Response: The application requests that one parcel is partitioned into three (3) new parcels. No other partitioning of this lot has occurred within the last one (1) calendar year.

B. Procedure Type. The Type 2 procedure, as described in Section 50.40. of this Code, shall apply to an application for Preliminary Partition. The decision making authority is the Director.

Response: The applicant is aware of the procedural requirements and acknowledges the Director's authority.

C. Approval Criteria. In order to approve a Preliminary Partition 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 application satisfies the threshold requirements for a Preliminary Partition. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47., further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C. have been met.

Response: The application request for the creation of three (3) parcels from one approximately 51 acre parent parcel satisfies the application threshold. Further, the parent parcel is not subject to a Legal Lot Determination as per Section 40.47

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

Response: The applicant has submitted $3,461 dollars in application fees to the City of Beaverton, satisfying this requirement

3. The proposed partition does not conflict with any existing City approval, except the City may modify prior approvals through the partition process to comply with current Code standards and requirements.

Response: The application for a Preliminary Partition is requested as part of implementing the City of Beaverton's South Cooper Mountain Community Plan, and in response to transportation plans and improvements within Washington County. This application is made following approval of the South Cooper Mountain Heights PUD (SCM PUD) (Cases: CU2015-0006, DR2015-0071, LD2015-0013, TP2015-0008 and ZMA2015-0006) which resulted in the creation of the parent parcel along with the R1 zoning designation. As it follows the PUD, it is not in conflict with any existing City Approval.

4. Oversized parcels (oversized lots) resulting from the Partition shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed partition and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.

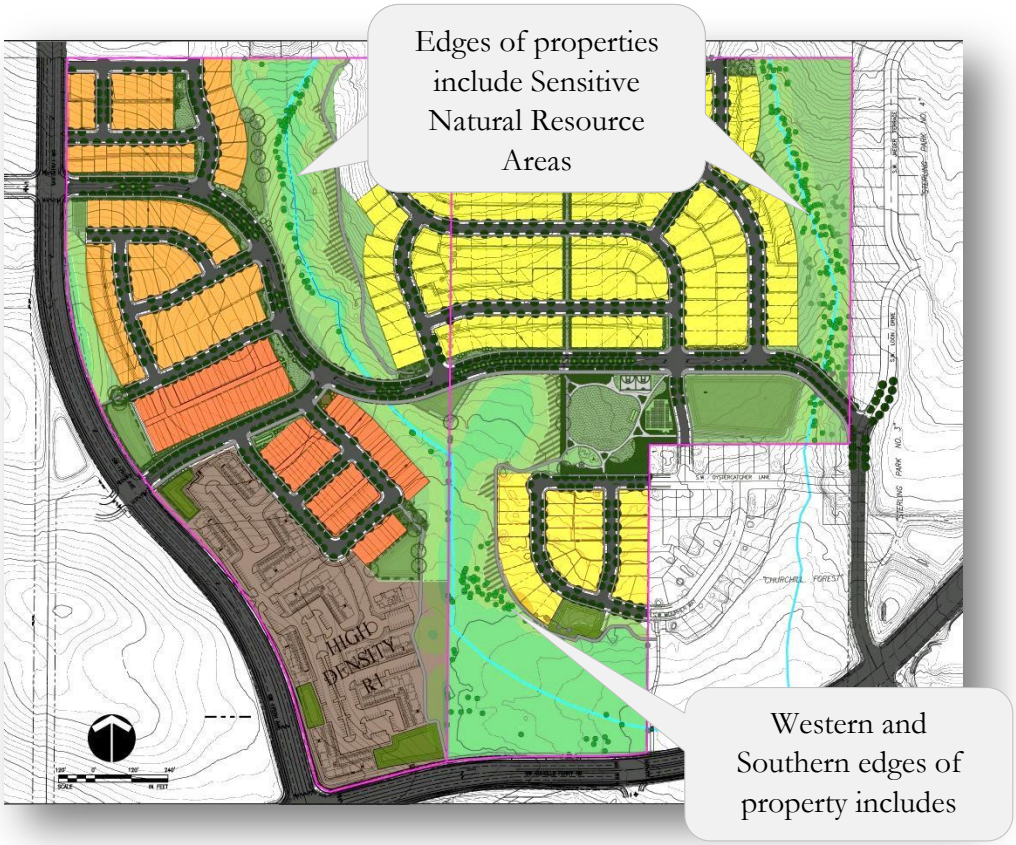
Response: The application will result in three parcels that, at more than twice the minimum size of the zoning, would be considered oversized.

The PUD's lot pattern and right-of-way plan illustrates the full use of the property without creating just one, previously approved lot which would qualify as oversize based on the definition contained within Section 90 Definitions. The approved PUD contained a potential lot pattern for said lot to demonstrate that it could be built at a later date when development to the north of the PUD occurs.

5. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following:

a) Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,

Response: The conceptual design layout has been configured expressly to avoid a Significant Natural Resource Area (SNRA) at the eastern portion of the site. The South Cooper Mountain PUD included a Service Provider Letter (SPL) from Clean Water Services (CWS) that detailed the areas in question and prescribed the enhancement actions to be taken, including removal of a human-placed conveyance and restoration of the stream channel. The development for this project is focused away from the SNRA.



b) Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where street improvements are proposed, provides a standard street cross section with sidewalks.

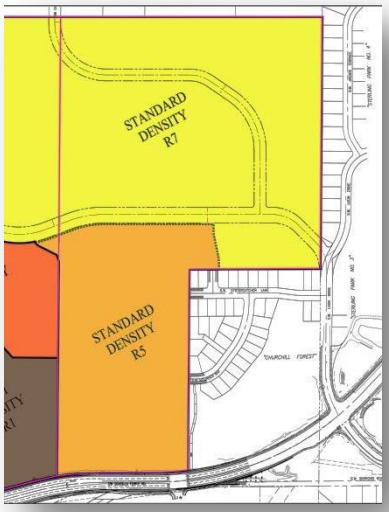
Response: This application does not include development. However, the design concept in the SCM PUD consists of lots for single family homes compliant with both the maximum and minimum density requirements from the Development Code. The Table below depicts the zoning and capacity for Phases 2 and 3 of the South Cooper Mountain Heights subdivision.

Land Use Designation	Zoning	Net Residential Acres*	Maximum Allowable Density (based on Gross)	Minimum Housing Capacity (units)	Planned Housing Units
Standard Density	R5	3.35	173	23	33
	R7	22.53	290	112	165

The approved SCMH PUD project would also include appropriate transitions to the R5 lands to the east. The remaining boundaries are formed by arterials, a collector and an SNRA.

6. Applications that apply the lot area averaging standards of Section 20.05.15.D. do not require further Adjustment or Variance approvals for the Land Division.

Response: No further adjustments or variances are required for the Land Division.



7. The proposal does not create a parcel which will have more than one (1) zoning designation.

Response: The application is intended to separate lot 103 into three parcels. Parcels 1 and 2 are both zoned R7 while the third, being south of Road 6C is zoned R5.

8. Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.

Response: The applicant is aware of the City of Beaverton's procedural requirements; all future applications and documents related to the request will be submitted in the proper sequence

D. Submission Requirements. An application for a Preliminary Partition shall be made by the owner of the subject property or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. Provided, however, where the application is made in conjunction with a Legal Lot Determination under Section 40.47., the City may consider the application even if fewer than all the owners of the existing legal lot or parcel have applied for the approval. The application shall be accompanied by the information required by the application form, and by the information required by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Response: This narrative accompanies an application on the City of Beaverton's form, made by Dam Grimberg of West Hills Development, agent of the owner (Dyches Family LLC) and filed by Glen Bolen of Otak, Inc. The application checklist, as per Section 50.25 has guided the narrative as to criteria for which a response is required or materials provided.

E. Conditions of Approval. The decision making authority may impose conditions on the approval. of a Preliminary Partition application to ensure compliance with the approval criteria.

Response: The applicant recognizes the authority of the director to impose approval conditions.

40.45.15.5.A.1 Land Division– Preliminary Subdivision

Threshold. An application for Preliminary Subdivision shall be required when the following threshold applies:1. The creation of four (4) or more new lots from at least one (1) lot of record in one (1) calendar year.

Response: The proposal requests for creation of ten (10) or more lots from one (1) lot of record, surpassing the minimum threshold. The criterion has been met.

***

C. Approval Criteria. In order to approve a Preliminary Subdivision 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 application satisfies the threshold requirements for a Preliminary Subdivision application. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47., further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C. have been met.

Response: As stated above, the proposal requests for creation of ten (10) or more lots from one (1) lot of record, surpassing the minimum threshold. The criterion has been met.

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

Response: The total fees paid to the City of Beaverton for this application package include:

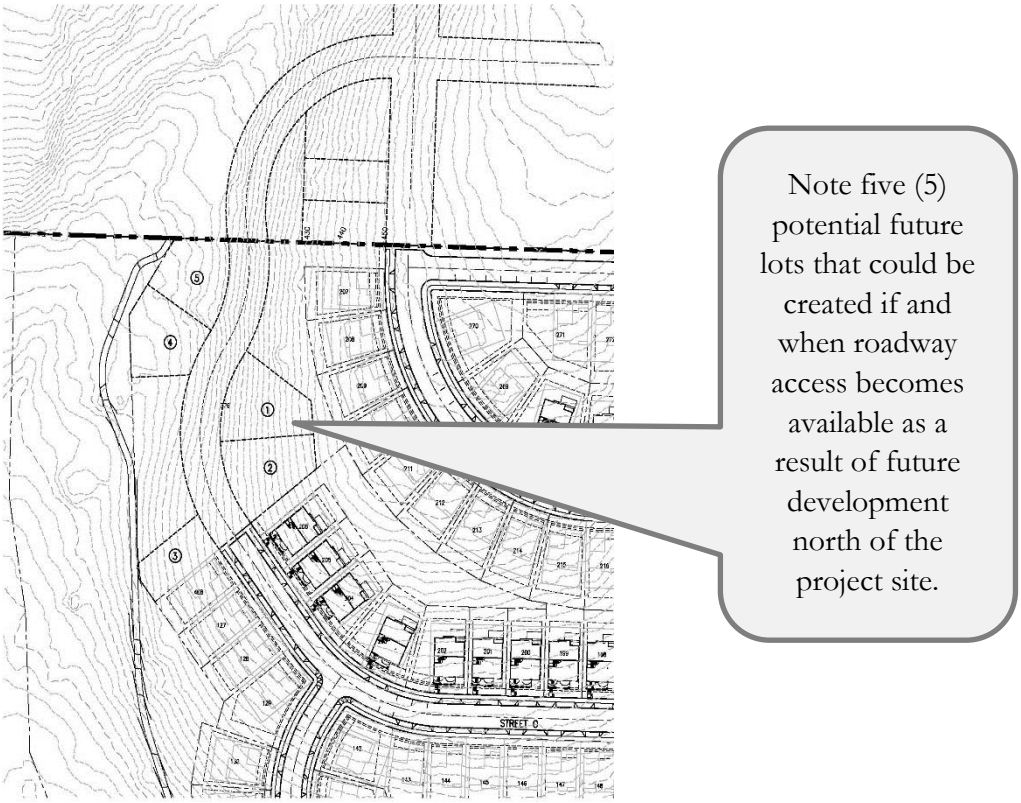
Land Division – Preliminary Partition	$3,641

3. The proposed development does not conflict with any existing City approval, except the City may modify prior approvals through the subdivision process to comply with current Code standards and requirements.

Response: The proposal does not conflict with any existing City approval. Rather, it proposes to implement a portion of the South Cooper Mountain Community Plan.

4. Oversized lots resulting from the subdivision shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed subdivision and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot.

Response: One oversized lot was proposed and is retained. It is intended for potential future use for single-family homes, if and when roadway connections could be made. The topography and proximity to a natural area preclude reasonable roadway connections from within this proposed subdivision. The lot is being planned and reserved to provide the potential for development at such time that the property to the north is developed with roadways that might provide necessary access. The following shadow plat describes the potential layout of homes on the site. At such time when a connecting road could be provided from the northern property the oversized lot could accommodate five (5) residential lots for detached single-family homes plus two (2) potential open space tracts.



5. If phasing is requested by the applicant, the requested phasing plan meets all applicable City standards and provides for necessary public improvements for each phase as the project develops.

Response: Phasing is requested for development of the South Cooper Mountain Heights Subdivision. The subdivision has been planned to enable a phased development approach. All necessary public improvements will be in place before or during time of construction for each phase of the project. This application affects only Phase 2 of the original 5 phase subdivision as it splits it into Phases 2A and 2B. The tentative order of development is, chronologically:

Winter / Spring 2017	*Phase 4*	*110 Attached SFR Lots* *50 Detached SFR Lots*
Spring 2018	*Phase 1*	*33 Dettached SFR Lots*
Spring / Summer 2018	*Phase 2A*	*86 Detached SFR Lots*
	Phase 3	*33 Detached SFR Lots*
Summer / Fall 2018	*Phase 5*	*340 Attached MFR Units*
	Phase 2B	*80 Detached SFR Lots*

6. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following:

a) Preserves a designated Historic Resource or Significant Natural Resource (Tree, Grove, Riparian Area, Wetland, or similar resource); or,

Response: The full South Cooper Mountain Heights subdivision includes 35 acres riparian corridors for which protective buffers were be established and enforced. 3.4 acres of this land fall within Phase 2. The site plans concentrate the development away from these clearly demarked sensitive areas for which buffer protections are established. This proposal is for modification only to the internal development of Phase 2. The previously approved subdivision (CU2016-0006) concluded that this criterion was satisfied.

b) Complies with minimum density requirements of the Development Code, provides appropriate lot size transitions adjacent to differently zoned properties, minimizes grading impacts on adjacent properties, and where a street is proposed provides a standard street cross section with sidewalks.

Response: The densities for detached and attached dwellings within this PUD application are greater than the required minimum net densities, and lower than the maximum allowable densities as evidenced by the table below (repeated in response to 60.35.10).

Land Use Designation	Proposed Zoning	Net Residential Acres*	Minimum Housing Capacity (units)	Proposed Housing Units
High Density (To be developed through separate application)	R1	9.224	321	340
Medium Density	R2	4.39	76	110
	R4	7.46	65	83
Standard Density	R5	3.35	23	33
	R7	22.53	112	165
Total		47.0	598	731

Transitions between lots are facilitated by roadways and sidewalks. Grades are matched with existing adjacent developed properties and roadways. Compliant street cross sections, with sidewalks are provided on Sheet P2.1 — Preliminary Street Cross Sections.

***

8. The proposal does not create a lot which will have more than one (1) zoning designation.

Response: No lots with more than one (1) zoning designation are proposed.

9. Applications and documents related to the request requiring further City approval shall be submitted to the City in the proper sequence.

Response: Future documents and requests will be submitted in the proper sequence.

D. Submission Requirements.

1. An application for a Preliminary Subdivision shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. Provided, however, where the application is made in conjunction with a Legal Lot Determination under Section 40.47., the City may consider the application even if fewer than all the owners of the existing legal lot or parcel have applied for the approval. The Preliminary Subdivision application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.

Response: Application is made by owners authorized agent – Otak Inc. The application is accompanied by the information required as documented through a pre-application conference.

40.90 Tree Plan

****

40.90.15. Application

****

2. Tree Plan Two.

A. Threshold. An application for Tree Plan Two shall be required when none of the actions listed in Section 40.90.10. apply, none of the thresholds listed in Section 40.90.15.1. apply, and one or more of the following thresholds apply:

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, except as allowed in Section 40.90.10.1.

2. Multiple Use zoning district: Removal of up to and including 85% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services.

3. Commercial, Residential, or Industrial zoning district: Removal of up to and including 75% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services.

4. Removal of a Significant Individual Tree(s).

Response: Threshold was met through approved PUD through items #1 and #3 above. Item #1 - More than five (5) Community Trees are proposed for removal within the South Cooper Mountain Heights Subdivision. The amended application adds four additional trees for removal. Item #3 - The site contains SNRA lands upon which trees are proposed for removal. The threshold has therefore been met for requirement of a Tree Plan Two as per 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.

Response: More than five (5) Community Trees are proposed for removal within the South Cooper Mountain Heights Subdivision. The threshold has therefore been met for requirement of a Tree Plan Two as per 40.90.15.2

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

Response: The fees paid to the City of Beaverton for modification to the tree plan totaled $1,055

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.

Response: Tree removal is for the purpose of development of residential lots, roadways, open spaces, stream daylighting and a neighborhood park. Forestry practices are not the influencing factor. Therefore, this criterion is not applicable.

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

Response: Tree removal is for the purpose of development of residential lots, roadways, open spaces and a neighborhood park. Removal is necessary to accommodate the proposed physical development.

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.

Response: Tree removal is for the purpose of development of residential lots, roadways, open spaces and a neighborhood park. Nuisance is not the influencing factor. Therefore, this criterion is not applicable.

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.

Response: Tree removal is for the purpose of development of residential lots, roadways, open spaces, stream daylighting and a neighborhood park. Removal is necessary to accomplish the necessary public purposes. This application for modifying the previously approved tree plan is to accommodate placement of utilities. Of the four trees, two fall within a 50-foot buffer of an SNRA and one within an SNRA. None of these trees match the four species of concern (Western Hemlock, Mountain Hemlock, Pacific Madrone, or Bigleaf Maple)

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.

Response: Tree removal is for the purpose of development of residential lots, roadways, open spaces and a neighborhood park. Two trees were slated for removal in an SNRA for the purpose of daylighting a stream (removing a piped conveyance). Said trees must be removed in order to access the pipe and rehabilitate the stream to a natural condition, which could be deemed a public purpose as the stream corridor functions to clean and cool storm water. This application adds a third tree within an SNRA for the purpose of utility placement. (Sheets LTP-1, LTP-8 and LTP-11) Enhancement of tree or grove health is not a factor. However, removal will facilitate and therefore eliminate conflicts with future vehicles and structures.

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.

Response: Tree removal is limited to areas intended for development, avoiding SNRA locations where practicable. Three trees are slated for removal in an SNRA. One is one Douglas fir tree slated for removal that is located a few feet inside of the Vegetated Corridor with root systems extending beyond to the extent that the tree may not survive the necessary ground activities. Two additional trees are proposed for removal from an SNRA for the purpose of daylighting a stream (removing a piped conveyance). Said trees must be removed in order to access the pipe and rehabilitate the stream to a natural condition. (See sheet LTP-8. This removal will not result in a reversal of the original determination qualifying the area as an SNRA. For all other conditions please refer to the tree plans and tree data tables (Sheets LTP-0 through LTP-11) to review the tree preservation/removal along with a table that identifies each tree, provides the DBH, condition of the tree, and if it is going to be removed.

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.

Response: Tree removal is limited to areas intended for development, or for stream rehab as described above, avoiding SNRA locations to the extent practicable. Removal of these three trees will not damage a significant grove or make other trees vulnerable from winds as there are not in proximity.

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

Response: The proposal is consistent with the applicable provisions of 60.60 and 60.67 – see applications sections IV.G and IV.I for detailed description.

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

Response: Grading and contouring is proposed to accommodate the proposed uses and are matched with existing adjacent developed properties and roadways. See Sheets P4.0 through P4.9 Preliminary Grading Plan for details.

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

Response: Following the pre-application conference Beaverton staff provided clear directions on the sections of the development code for which compliance would be necessary. See Table of Contents for the complete list of submittal components.

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

Response: Future documents and requests will be submitted in the proper sequence.

D. Submission Requirements. An application for a Tree Plan Two shall be made by the owner of the subject property, or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. The Tree Plan Two application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference)

Response: Application is made by owners authorized agent – Otak Inc. The application is accompanied by the information required as documented through a pre-application conference

VI. COMPLIANCE WITH CHAPTER 60 (SPECIAL REGULATIONS)

60.05. Design Review Design Principles, Standards and Guidelines

***

60.05.15. Building Design and Orientation Standards. *Unless otherwise noted, all standards apply in all zoning districts*

Response: Details of proposed buildings for single-family housing within this subdivision are included in Section X Plan Set – Typical Building Plans and Elevations. The assigned locations of these buildings are shown on Sheet P2.9 & P2.10. This map sheet coupled with the building plans are included in this application to assist with demonstration of compliance for the sections 60.05.15 through 60.05.30 of this chapter. Details of expected typical buildings for the remainder of the subdivision are included in Section X Plan Set – Typical Building Plans and Elevations to assist with demonstration of compliance for other sections as relevant.

1. Building articulation and variety.

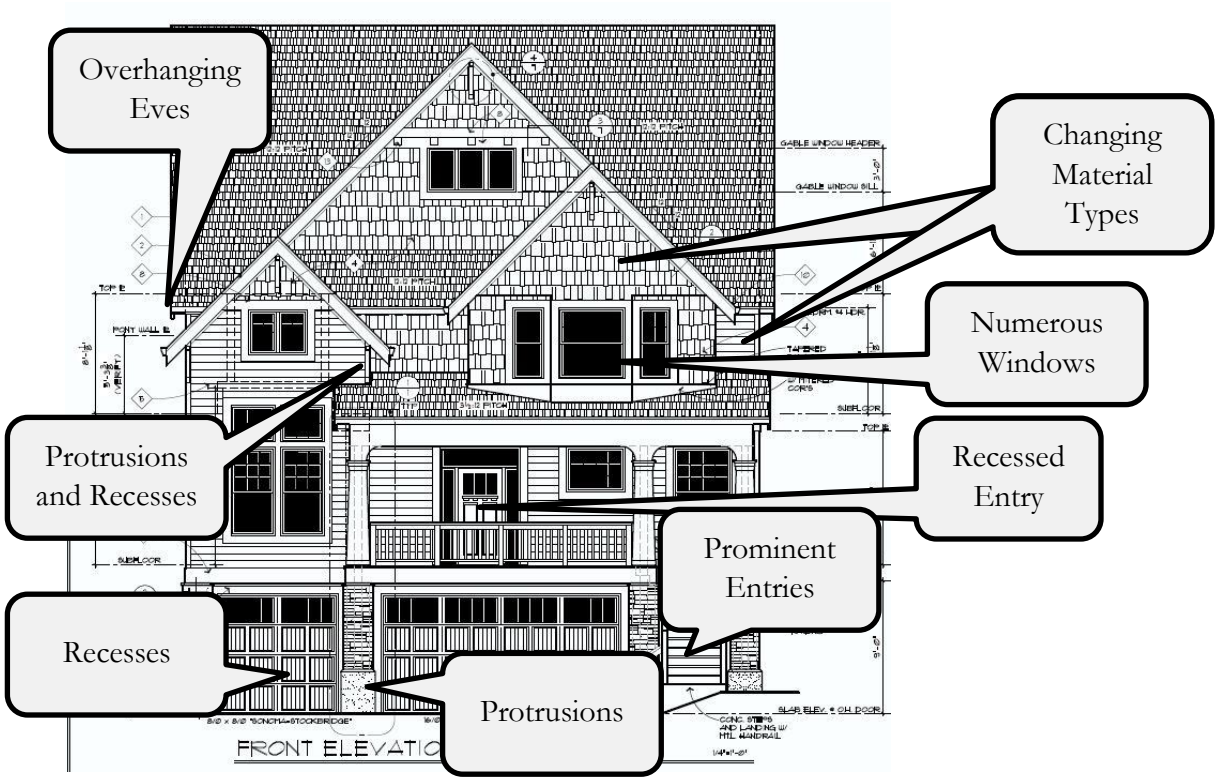
A. Attached residential buildings in Residential zones shall be limited in length to two hundred (200) feet.

Response: The longest proposed single-family attached buildings are less than 100 feet in length.

B. Buildings visible from and within 200 feet of an adjacent public street shall have a minimum portion of the street-facing elevation(s) and the elevation(s) containing a primary building entrance or multiple tenant entrances devoted to permanent architectural features designed to provide articulation and variety. These permanent features include, but are not limited to windows, bays and offsetting walls that extend at least eighteen inches (18"), recessed entrances, loading doors and bays, and changes in material types. Changes in material types shall have a minimum dimension of two feet and minimum area of 25 square feet. The percentage of the total square footage of elevation area is:

1. Thirty (30) percent in Residential zones and all uses in Commercial and Multiple Use zones.

Response: All lots in the subdivision were developed to accommodate buildings with their entrances facing the street and permanent features such as windows, bays and offsetting walls with the requisite extensions, changes in materials and articulation. An example of a proposed product is provided below.



See attached product building elevations included in Section X Plan Set – Typical Building Plans and Elevations for additional details.

***

C. The maximum spacing between permanent architectural features shall be no more than:

1. Forty (40) feet in Residential zones, and all uses in Commercial and Multiple Use zones.

Response: Proposed buildings for this subdivision are included in Section VII Plan Set – Typical Building Plans and Elevations. These images demonstrate that there are no locations with spacing greater than forty (40) feet between permanent architectural features. In fact, all of the housing units proposed are less than forty (40) feet in width. With each unit containing permanent architectural features the standard is easily met.

***

D. In addition to the requirements of Section 60.05.15.1.B. and C, detached and attached residential building elevations facing a street, common green or shared court shall not consist of undifferentiated blank walls greater than 150 square feet in area. Building elevations shall be articulated with architectural features such as windows, dormers, porch details, alcoves, balconies or bays.

Response: Details of proposed buildings are included in Section VII Plan Set – Typical Building Plans and Elevations. These images demonstrate that there are no blank walls that exceed 100 feet in length. Articulation with the features suggested is proposed to provide for visually attractive buildings.

2. Roof forms.

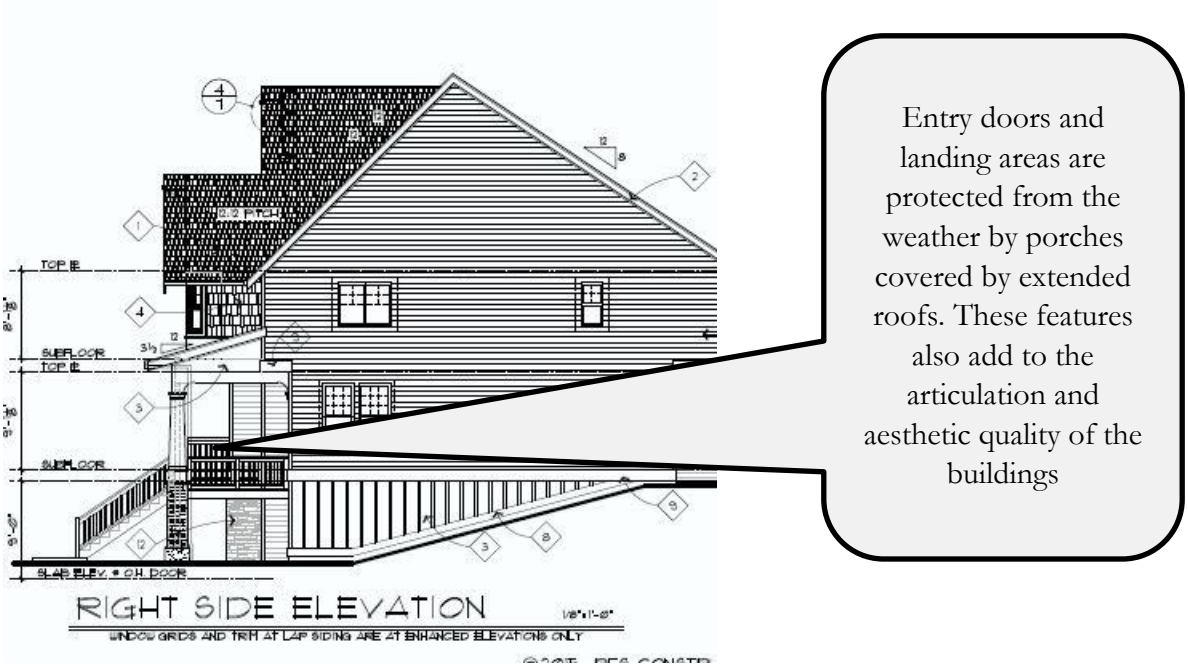
A. All sloped roofs exposed to view from adjacent public or private streets and properties shall have a minimum 4/12 pitch.

B. Sloped roofs on residential uses in residential zones and on all uses in multiple use and commercial zones shall have eaves, exclusive of rain gutters, that must project from the building wall at least twelve (12) inches.
C. All roofs with a slope of less than 4/12 pitch shall be articulated with a parapet wall that must project vertically above the roof line at least twelve (12) inches or architecturally treated, such as with a decorative cornice.
*****
E. Smaller feature roofs are not subject to the standards of this Section.

Response: Buildings proposed for which this review is applicable are specified to have minimum roof pitches of 4/12 or steeper with eaves that project from the building wall. Extended eves are in place for weather protection. For details and more information see Section VII Plan Set – Typical Building Plans and Elevations – for the specific images and details of the proposed building's plans and elevations.

3. Primary building entrances.
A. Primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, shall be covered, recessed, or treated with a permanent architectural feature in such a way that weather protection is provided. The covered area providing weather protection shall be at least six (6) feet wide and four (4) feet deep.

Response: The proposal specifies lot sizes, assigns buildings and specifies the building placements and garage locations. Buildings are designed with prominent entryways that are inclusive of weather protection compliant with this standard. See the image below for examples.



See Section VII Plan Set – Typical Building Plans and Elevations – for the proposed building plans and elevations for further demonstration of compliance.

4. Exterior building materials.
A. For attached residential uses in Residential zones and all residential uses in Multiple Use zones, a minimum of seventy-five (75) percent of each elevation that is visible from and within 200 feet of a public

street or a public park, public plaza or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances shall be double wall construction.
*****

Response: Attached homes in Phase 4, for which this standard applies were approved in the prior PUD and DR2.

5. Roof-mounted equipment.

A. All roof-mounted equipment shall be screened from view from adjacent streets or adjacent properties in one of the following ways:
*****

Response: This application for detached single-family homes does not contain any product types for which this standard would apply.

6. Building location and orientation along streets in Commercial and Multiple Use zones.

Response: No commercial or multiple use zones exist within the proposal. These criteria are not applicable.

7. Building scale along Major Pedestrian Routes.
*****

Response: No major pedestrian routes exist within the proposal. These criteria are not applicable.

****

9. Compact Detached Housing design.

Response: The application does not propose any lots be sized between 25 percent (25%) and 50 percent (50%) of the base zone's minimum lot size. Accordingly there is no request for compact housing designs.

****

60.05.20. Circulation and Parking Design Standards. *Unless otherwise noted, all standards apply in all zoning districts.*

1. Connections to the public street system.

A. Pedestrian, bicycle, and motor vehicle connections shall be provided between the on-site circulation system and adjacent existing and planned streets as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element.

Response: The site plan shows connection to SW 175th Avenue on the west edge of the property by collector street Road 6C. Access to the east is similarly via the road 6C collector to Loon Drive, and ultimately to SW Scholls Ferry Rd. This proposal is consistent with Figure 6.4 of the Transportation System Plan and Figure 6.4a depicting the detailed functional classification of roadways within the South Cooper Mountain Community Plan.

2. Loading areas, solid waste facilities and similar improvements.

A. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.

B. Except for manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, all loading docks and loading zones shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.

C. Screening from public view for service areas, loading docks, loading zones and outdoor storage areas, waste storage, disposal facilities, recycling containers, transformer and utility vaults and similar activities shall be fully sight-obscuring, shall be constructed a minimum of one foot higher than the feature to be screened, and shall be accomplished by one or more of the following methods:

*****

Response: Only one portion of the PUD (Phase 5) would contain non single-family buildings where outdoor storage and waste/recycling storage would be collected in grouped locations where visible access could be of concern. Said buildings are not part of this application.

3. Pedestrian circulation.

A. Pedestrian connections shall be provided that link to adjacent existing and planned pedestrian facilities as specified in Tables 6.1 through 6.6 and Figures 6.1 through 6.23 of the Comprehensive Plan Transportation Element, and to the abutting public street system and on-site buildings, parking areas, and other facilities where pedestrian access is desired. Pedestrian connections shall be provided except when one or more of the following conditions exist:

1. Where physical or topographic conditions, such as a grade change of ten (10) feet or more at a property line to an adjacent pedestrian facility, make connections impractical,

2. Where uses including manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts occur,

3. Where on-site activities such as movement of trucks, forklifts, and other large equipment would present potential conflicts with pedestrians, or

4. Where buildings or other existing development on adjacent lands physically preclude a connection now or in the future.

Response: The streets within the connected street system of the subdivision are provided with sidewalks to enable safe pedestrian circulation. As per Figure 6.4 of the Transportation System Plan and Figure 6.4a depicting the detailed functional classification of roadways within the South Cooper Mountain Community Plan this network connects with properties beyond via SW 175th Avenue. Additionally, streets are stubbed to provide future road and sidewalk access to the property to the north. There is also a pedestrian trail within phases 4 and 5 providing a connection to SW Scholls Ferry Road to the south.

B. A reasonably direct walkway connection is required between primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, and public and private streets, transit stops, and other pedestrian destinations.

Response: The proposal for review is comprised solely of detached single-family homes. Primary entrances for these buildings will be accessed from the street directly in front of the property, thereby providing reasonably direct walkway connections. The street network, with sidewalks provides reasonably direct pedestrian connections to other locations, within and beyond the site.

C. A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street. A reasonably direct walkway shall also be provided to any accessway abutting the site. This standard may be

waived when topographic conditions, man-made features, natural areas, etc. preclude walkway extensions to adjacent properties.

Response: The street network, with sidewalks provides reasonably direct pedestrian connections in most locations.

D. Pedestrian connections through parking lots shall be physically separated from adjacent vehicle parking and parallel vehicle traffic through the use of curbs, landscaping, trees, and lighting, if not otherwise provided in the parking lot design.

Response: The detached single-family units for which this criterion is applied do not contain any proposed parking lots.

E. Where pedestrian connections cross driveways or vehicular access aisles a continuous walkway shall be provided, and shall be composed of a different paving material than the primary on-site paving material.

Response: All streets will contain sidewalks comprised of concrete and be continuous despite crossing driveways into homes. No parking lots are proposed where a differing paving material might be needed.

F. Pedestrian walkways shall have a minimum of five (5) foot wide unobstructed clearance and shall be paved with scored concrete or modular paving materials. In the event that the Americans with Disabilities Act (ADA) contain stricter standards for any pedestrian walkway, the ADA standards shall apply.

Response: All sidewalks will be constructed to a minimum of five (5) feet wide and provide unobstructed conveyance for all, including those with disabilities.

4. Street frontages and parking areas.

A. Surface parking areas abutting a public street shall provide perimeter parking lot landscaping which meets one of the following standards:

*****

Response: No surface parking areas abutting public streets are proposed. Accordingly this criterion is not applicable.

5. Parking area landscaping.

A. Landscaped planter islands shall be required according to the following:

1. Residential uses in residential zones, one for every eight (8) contiguous parking spaces.

*****

Response: There are no proposed locations for contiguous parking within the attached single-family areas of the subdivision.

6. Off-Street parking frontages in Multiple Use zones.

****

Response: This application does not propose any Multiple Use Zones. The criterion is therefore not applicable.

7. Sidewalks along streets and primary building elevations in Commercial and Multiple Use zones.

****

Response: This application does not propose any Multiple Use or Commercial Zones. The criterion is therefore not applicable.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Commercial, and Multiple Use zones.
***

Response: All buildings proposed are oriented with direct connection to identifiable streets.

9. Ground floor uses in parking structures.

A. Parking structures located on Major Pedestrian Routes shall incorporate one or more active retail or commercial uses other than parking at ground level along the entire portion of the structure fronting onto such routes. Compliance to this standard is not required when a semi-subterranean parking structure is proposed, provided that the height of such structures, or portions thereof, is not greater than three and one-half (3 1/2) feet above the elevation of the adjoining walkway or sidewalk.

Response: No parking structures are proposed. The criterion is not applicable.

60.05.25. Landscape, Open Space, and Natural Areas Design Standards. *Unless otherwise noted, all standards apply in all zoning districts.*
***

3. Minimum landscape requirements for residential developments consisting of eight (8) or more units of Attached Housing or Compact Detached Housing.

A. Common open space shall consist of active, passive, or both open space areas, and shall be provided as follows:

1. A minimum of 15% of the gross site area shall be landscaped as defined in Section 60.05.25.4.

Response: this application does not include any attached housing or compact detached housing. Accordingly, this section is not applicable

***

4. Additional minimum landscape requirements for Attached Housing and Compact Detached Housing.
***

Response: There is no compact detached housing proposed. The landscape plan for the attached housing *illustrates* compliance with the criteria contained within this section.

5. Minimum landscape requirements for non-residential developments and Mixed Use Development.
***

Response: There is no non-residential or mixed use development contained within the proposal. The criteria within this section are not applicable.

6. Common Greens. *The purpose of the following standards is to allow tracts designed to provide access for only pedestrians and bicycles to abutting properties. Common greens are also intended to serve as a common open space amenity for residents. The following standards apply to common greens:*

***

Response: The proposal does not include common greens. This standard is not applicable.

7. Shared Courts. *The purpose of the shared court standards is to allow streets that accommodate pedestrians and vehicles within the same circulation area, while ensuring that all can use the area safely. See Figure 3. Special*

paving and other street elements should be designed to encourage slow vehicle speeds and to signify the shared court's intended use by pedestrians as well as vehicles. See Figure 4. Access from a shared court is limited to ensure low traffic volumes that can allow a safe mixing of pedestrians and vehicles. Shared courts are limited to zones intended for more intense development to facilitate efficient use of land while preserving the landscape-intensive character of lower-density zones. The following standards apply to shared courts:

***

Response: There are no proposed shared courts within the proposal. This standard is not applicable.

8. Retaining walls. *Retaining walls greater than six (6) feet in height or longer than fifty (50) lineal feet used in site landscaping or as an element of site design shall be architecturally treated with contrasting scoring, or texture, or pattern, or off-set planes, or different applied materials, or any combination of the foregoing, and shall be incorporated into the overall landscape plan, or shall be screened by a landscape buffer. Materials used on retaining walls should be similar to materials used in other elements of the landscape plan or related buildings, or incorporate other landscape or decorative features exclusive of signs. If screening by a landscape buffer is utilized, a buffer width of at least five (5) feet is required, landscaped to the B3-High Screen Buffer standards.*

Response: Retaining walls are planned to include landscape treatment as shown in the landscape plan. Location of walls can be seen on Sheets P4.0 through P4.9. To ensure aesthetic quality, the proposer utilizes Mechanically Stabilized Earth (MSE) products rather than simple scored or fluted poured concrete. The products of choice come from two vendors – Keystone Walls (http://www.keystonewalls.com/pages/products/CenturyWall.html) and Allan Block (http://www.allanblock.com/products/ab-collection.aspx#ab-features). The products are similar in appearance, and are sources based on availability at time of construction. Product images from these companies are provided below.

KEYSTONE
CENTURY WALL®

Century Wall

small medium large

Century Wall
Product Data Sheet

	Keystone Century Wall			Keystone Half Century Wall		
	small	medium	large	small	medium	large
height	8"	8"	8"	4"	4"	4"
width	7"	11"	18"	7"	11"	18"
depth	12"	12"	12"	12"	12"	12"
weight	41-45 lbs	54-58 lbs	82-87 lbs	20-23 lbs	25-30 lbs	40-45 lbs
pins	yes	yes	yes	yes	yes	yes

Product size, weight, color and product availability varies by location. Please contact your local manufacture for up to date product information.

KEYSTONE
HALF-CENTURY

small medium large

Downloadable Specifications:

- Keystone Century Wall Specifications

AB Collection				
Name	Setback	Coverage	Weight	Approximate Dimensions
AB Stones Best Single Block Choice	12°	1 sq ft. approx. 11 blk per m²	75 lbs 35 kg	8 in. H x 12 in. D x 18 in. L 200mm H x 300mm D x 460mm L
AB Classic	6°	1 sq ft. approx. 11 blk per m²	75 lbs 35 kg	8 in. H x 12 in. D x 18 in. L 200mm H x 300mm D x 460mm L
AB Jumbo Junior	6°	0.5 sq ft. approx. 22 blk per m²	35 lbs 15 kg	8 in. H x 9.5 in. D x 9 in. L 200mm H x 240mm D x 230mm L
AB Lite Stone	6°	0.5 sq ft. approx. 22 blk per m²	35 lbs 15 kg	4 in. H x 12 in. D x 18 in. L 100mm H x 300mm D x 460mm L
AB Junior Lite	6°	0.25 sq ft. approx. 44 blk per m²	18 lbs 10 kg	4 in. H x 12 in. D x 9 in. L 100mm H x 300mm D x 230mm L
AB Caps	-	-	55 lbs 25 kg	4 in. H x 12 in. D x 18 in. L 100mm H x 300mm D x 460mm L
AB Corners	-	-	55 lbs 25 kg	8 in. H x 8 in. D x 16 in. L 200mm H x 200mm D x 400mm L
AB Rocks *Typically Custom Ordered Check with Local Manufacturer for Availability	6°	1 sq ft. approx. 11 blk per m²	75 lbs 35 kg	8 in. H x 12 in. D x 18 in. L 200mm H x 300mm D x 460mm L
AB Vertical *For Commercial Use Typically Custom Ordered Check with Local Manufacturer for Availability	3°	1 sq ft. approx. 11 blk per m²	75 lbs 35 kg	8 in. H x 12 in. D x 18 in. L 200mm H x 300mm D x 460mm L

Actual dimensions, weights and setbacks will vary by manufacturer. Check with your local Allan Block manufacturer for exact specifications and color availability.

Retaining walls at the drainage crossings may be of a different style (ultrablock, cast in place concrete, MSE) depending on final design and structural requirements. Any walls related to water quality facilities will also be planted in accord with Clean Water Services standards.

9. Fences and walls.

A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, or brick, or other durable materials.

B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slats may not be required when visibility into features such as open space, natural areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.

C. Masonry walls shall be a minimum of six inches thick. All other walls shall be a minimum of three inches thick.

D. For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.

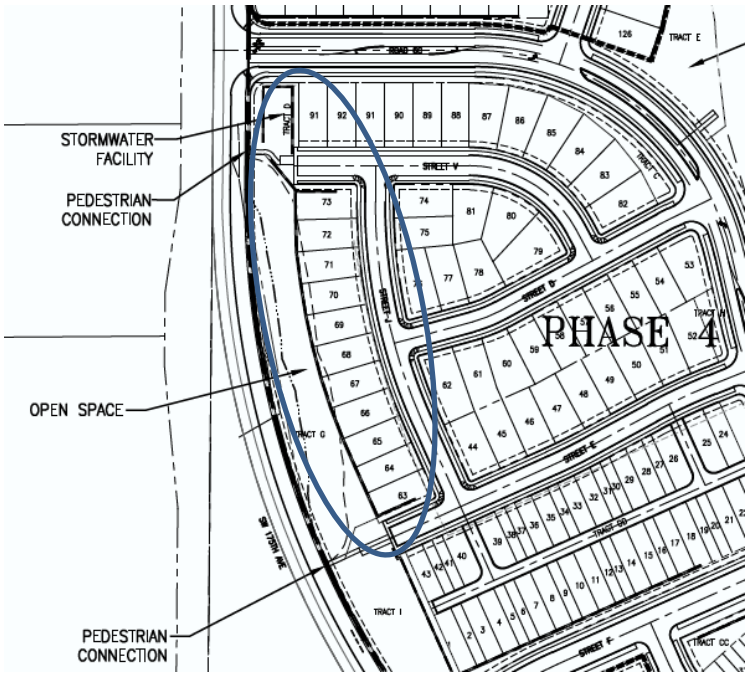
E. Fences and walls:

1. May not exceed three feet in height in a required front yard along streets, except required above ground stormwater facilities fencing which may be four feet in height in a required front yard, and eight feet in all other locations.

2. May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.

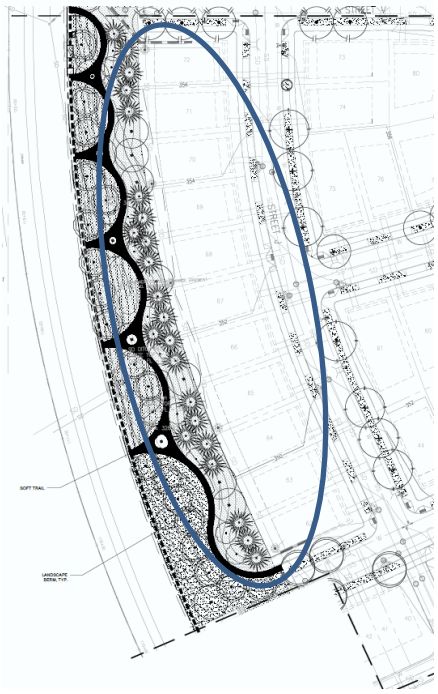
3. For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, 3 feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building. Higher fences and walls are permitted on corner lots along the side of the building beginning within 15 feet of the back end of the building nearest to the property line.

Response: The accompanying preliminary grading plan (Sheets P4.1 & P4.2) details the use of retaining walls within the properties. The landscaping plan (L1.2 & L1.5) demonstrates that the features will be constructed in a manner containing appropriate architectural treatment or materials as required. This application also includes a request for modification to the previously approved Planned Unit Development includes a request to modify grading and landscaping for 11 lots within Phase 4.



Lots 63 through 73 have their rear to the Open Space Tract G. The original submittal showed the land at the rear of the lots sloping away rather quickly. The revised grading plan provides for a flatter rear yard, bordered by a retaining wall separating the lot from the open space tract. Said wall shapes the yard only, it is not required to provide support for any built structures. The

image below shows the flatter lots and the landscaping that will separate the yards from SW 175th Ave.



The accompanying landscaping plan (Sheets L1.2 & L1.5) also demonstrates that the fences will be constructed and located as required. No fences are proposed to exceed three feet in height in a required front yard along streets. There is a proposal for 42-inch tall fencing for stormwater facilities, compliant with the limits expressed by criterion E.1 of this section.

10. Minimize significant changes to existing on-site surface contours at residential property lines.

Exempting the circumstances listed in Section 60.15.10.2, the following standards shall apply to design review proposals where grading is proposed:

*****

Response: The proposed subdivision occupies lands of varied elevation, slope and natural features. The lot, road, and pedestrian patterns have been developed to minimize needed alteration of the landscape. The subdivision is bounded on the north by vacant farmland, and the majority of the other sides by either a roadway or natural area. The southeast portion of the site abuts the Churchill Forest subdivision. The existing homes on the western portion of the Churchill Forest subdivision will become adjacent neighbors to eight (8) new homes. In each instance the new property will be developed to matching grade with the existing. The two properties northwest of the intersection of SW Oystercatcher Lane and SW Bittern Terrace will neighbor a future neighborhood park. No grading is proposed at this time for the land adjacent to these properties. There are six (6) lots north of SW Oystercatcher Lane that will neighbor a future stormwater facility. While there will be no change of grade abutting these properties, the facility will include a sloped bank leading downward to the north. The preliminary grading plan (Sheets P4.0 through P4.9) describes a condition in compliance with the standards of this section. The final grading plan will provide additional detail and enable these standards as a condition.

11. Integrate water quality, quantity, or both facilities. *Non-vaulted surface stormwater detention and treatment facilities having a side slope greater than 2:1 shall not be located between a street and the front of an adjacent building.*

Response: No such facilities are proposed.

12. Natural areas. *Development on sites with City-adopted natural resource features such as streams, wetlands, significant trees and significant tree groves, shall preserve and maintain the resource without encroachment into any required resource buffer standard unless otherwise authorized by other City or CWS requirements.*

Response: A vegetated stream corridor generally bisects the overall subdivision and forms the western boundary of the Phase 2 area. The stream corridor contains the following designations of habitat lands as identified by the City of Beaverton:

- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class B
- Upland Wildlife Habitat Class C

The project team has obtained from Clean Water Services a service provider letter which lays out the necessary buffer areas, allowable encroachments and mitigation areas. There are multiple locations where constrained topography results in the necessity of encroachment of Sensitive Areas. The largest of these is Road 6C which is needed to provide transportation access, as specified in the South Cooper Mountain Community Plan, to the site and connecting SW 175th Avenue and SW Loon Drive. The site plans accommodate feature adjacent areas for preservation that are in excess of the required buffers to facilitate mitigation in accord with Clean Water Service's requirements. CU2015-0006 approved the approach to preserving natural resources. This application, for adding 10 lots to Phase 2 is completely internal to the phase – no changes are request adjacent to any natural areas.

13. Landscape buffering and screening. *All new development and redevelopment in the City subject to Design Review shall comply with the landscape buffering requirements of Table 60.05-2. and the following standards. For purposes of this Section, a landscape buffer is required along the side and rear of properties between different zoning district designations. A landscape buffer is required for non-residential land uses and parks in Residential zoning districts. Both buffering standards and side and rear building setback requirements shall be met. Only landscaping shall be allowed in the landscape buffer areas. Buffer areas and building setback standards are measured from the property line, they are not additive. Where a yard setback width is less than a landscape buffer width, the yard setback width applies to the specified buffer designation (B1, B2, or B3 as appropriate). A landscape buffer width cannot exceed a minimum yard setback dimension. In addition, the buffer area and landscape standard are intended to be continuously applied along the property line, except as authorized under Section 60.05.45.10.*

A. Applicability of buffer standards:

1. The buffer standards shall not be applicable to individual single-family buildings on individual parcels.

***

Response: The proposed buildings within this subdivision are all single-family in nature. Accordingly the buffering and screening standards are not applicable.

14. Community Gardens (Note: Number 13 is repeated in the June 2015 update to Chapter 60; this was probably intended to be 60.02.25.14)

A. Fences. Community Gardens shall have a fence constructed of a durable materials commonly used in the construction of fencing. Fences shall be a minimum of four (4) feet in height. Coated chain link may be permitted. Temporary construction fencing, erosion control fencing, tree protection fencing and other temporary fencing materials shall not be permitted.

B. Parking. Parking must be available in the general vicinity of the garden, on-street parking spaces may count toward this requirement.

C. Size. Community gardens shall not exceed one acre in size.

Response: No community gardens are proposed. These standards are not applicable.

60.05.30. Lighting Design Standards. *Unless otherwise noted, all standards apply in all zoning districts.*

1. Adequate on-site lighting and minimal glare on adjoining properties.

A. Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.

B. Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.

C. Lighting shall be provided in pedestrian plazas, if any developed.

D. Lighting shall be provided at building entrances.

E. Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.

Response: A through E - Proposed lighting is adequate as per the City's Technical Lighting Standards and does not unduly shine or cause glare on adjoining or nearby properties. The approved PUD described the location, lamination, pole height, wattage, and light levels. Footcandle isolines are provided for porch and garage lighting to demonstrate compliance with the standards of this section. Subsections B, C, and E are not applicable: There are no locations within the proposal for which vehicular circulation is proposed. There are no pedestrian plazas proposed. There are no canopy lights proposed.

2. Pedestrian-scale on-site lighting.

A. Pole-mounted Luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:

1. Fifteen (15) feet in height for on-site pedestrian paths of travel.

2. Twenty (20) feet in height for on-site vehicular circulation areas for residential uses in Residential zoning districts.

3. Thirty (30) feet in height for on-site vehicular circulation areas in non-residential zoning districts.

4. Fifteen (15) feet for the top deck of non-covered parking structures.

5. The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site's finished grade.

6. The height of the poles on the top deck of non-covered parking structures shall be measured from the finished floor elevation of the top deck.

7. The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.

Response: Pole mounted luminaries are proposed for pedestrian routes as adopted in the approved PUD. Proposed poles are Acuity Brand D-series LED bollards with an 8 inch diameter and 42 inch height, compliant with these standards

B. Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.

Response: Non-pole mounted luminaries are limited to porch and garage lights. Technical specifications are shown on sheet IL-04 demonstrating compliance with this standard

C. Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of forty-eight (48) inches.

Response: Proposed lighted bollards are 42 inches tall, compliant with this standard.

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Table 60.05-1. TECHNICAL LIGHTING STANDARDS

A. Types of Lighting. *The Technical Lighting Standards shall apply to bollard luminaire, pole-mounted luminaire, and non-pole-mounted luminaire.*

Response: All lighting will comply with the City's Technical Lighting Standards. Bollards are proposed for us along pedestrian ways and are described on sheet IL-0X demonstrating compliance with this standard.

B. Areas to Be Applied. *The roadways, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks of all new developments and building entrances shall be lighted in conformance to the technical lighting standards. These standards are not intended to apply to public street lighting.*

Response: All lighting will comply with the City's Technical Lighting Standards. No unique circumstances are present. See sheets IL-01 through IL-0X for technical specifications that show location of all non-roadway lighting, height, wattage, and described product, therefore demonstrating compliance with this standard.

C. Conformity of Lighting Plans to this Section. *All lighting plans submitted to the City shall comply with the standards of this table.*

Response: All lighting will comply with the City's Technical Lighting Standards. The approved PUD included technical specifications demonstrating compliance with this standard.

D. Standards. *The following standards are required of all exterior lighting:*

1. When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of an angle greater than ninety (90) degrees, the minimum required interior illumination, the maximum permitted illumination at the property line, and the maximum permitted height of Luminaires shall be as shown on Table 60.05-1.

2. When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of light at an angle less than ninety (90) degrees and is located so that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five (5) feet above the ground at the point where the cutoff angle intersects the ground, then the minimum permitted interior illumination, the maximum permitted illumination within five (5) feet of any property line, and the maximum permitted height of Luminaires is also shown on Table 60.05-1.

Response: All lighting will comply with the City's Technical Lighting Standards. Bollards are proposed for us along pedestrian ways and are described by the approved PUD demonstrating compliance with this standard.

E. General Provisions. *Notwithstanding any other provision of this Section to the contrary:*

1. Design Standards for Residential, Commercial, Industrial and Multiple use Districts:

a. No flickering or flashing lights shall be permitted.

b. No bare bulb lights shall be permitted for single-family attached development and multi-family attached development.

c. No strobe lights shall be permitted.

d. Light sources or Luminaires shall not be located within areas identified for screening or buffering except on pedestrian walkways.

Response: None of the above listed prohibited items are proposed. Further, no luminaries are proposed for use within buffer areas.

2. Special Design Standard for Residential Districts. *No exterior neon lights shall be permitted.*

Response: No exterior neon lights are proposed.

3. Special Design Standard for Commercial and Multiple use Districts*. Exterior neon lights shall only be permitted when incorporated into the architectural design of a building.*

Response: There are no commercial or multiple use districts present. This criterion is not applicable.

F. Exemption for Specified Public Outdoor Recreation Uses:

1. Because of their unique requirements for nighttime visibility, public ball diamonds, public playing fields, and public tennis courts only, inclusive of facilities located on school district properties, are exempted from the exterior lighting standards of Sections D.1 through D.2 above. These outdoor recreational uses must meet all other requirements for this Section and of the Code.

2. The outdoor recreational uses specified above shall not exceed a maximum permitted post height of eighty (80) feet.

3. The outdoor recreational uses specified above may exceed a total cutoff angle of ninety (90) degrees, provided that the luminaire is shielded to prevent light and glare spillover to adjacent properties. The maximum permitted illumination at the property line or, if required, the interior buffering line, shall not exceed two (2) foot-candles.

Response: The overall PUD as approved by CU2015-0006 includes a 2.7 acre neighborhood park and several smaller active open spaces. The neighborhood park is expected to be used for public outdoor recreation uses. With the guidance of the Tualatin Hills Park & Recreation District (THPRD) the applicant has developed a conceptual illustration of a potential attributes within the park. The current conceptual design contains a flexible play space that could potentially be lit. Prior to development of a master plan or detailed engineering a public planning process will be initiated as per THPRD's standard protocols. At that time, should lighting be considered, the above criteria will be used in the design process.

60.15. LAND DIVISION STANDARDS.

60.15.05. Purpose. *It is the purpose of this section to establish uniform design and development standards and requirements for all land division applications in Section 40.45. of this Code.*

60.15.10. Grading Standards.

1. Applicability. *The on-site surface contour grading standards specified in Section 60.15.10.3. are applicable to all land use proposals where grading is proposed, including land division proposals and design review proposals, as applicable. This Section does not supersede Section 60.05.25. (Design Review) and the exemptions listed in Section 60.15.10.2. will apply equally to design review proposals.*

2. Exemptions. *The following improvements will be exempted from the on-site surface contour grading standards specified in Section 60.15.10.3.:*

A. Public right-of-way road improvements such as new streets, street widening, sidewalks, and similar or related improvements.

B. Storm water detention facilities subject to review and approval of the City Engineer.

C. On-site grading where the grading will take place adjacent to an existing public street right-of-way, and will result in a finished grade that is below the elevation of the subject public street right-of-way; provided such grading is subject to the approval of the City Engineer, who may require appropriate erosion and sediment control mitigation measures.

Response: The application contains activities related to items A and B above. Item C does not apply. The northern portion of phase 2 will contain three public streets (M, N and T) that abut the property to the north that is zoned for RR5 by Washington County. Stormwater detention facilities will be developed with approval of the city engineer. One such facility is located within 25 feet of an existing residential area. The facility in question lies due north of SW Oystercatcher Land, east of SW Bittern Terrace and south of Road 6C. It is separated from the Sterling Park subdivision by a natural area buffer and the SW Loon Drive connection to Road 6C.

3. On-site surface contouring. *When grading a site within twenty-five (25) feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe the following:*

A. 0 to 5 feet from property line: Maximum of two (2) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

B. More than 5 feet and up to and including 10 feet from property line: Maximum of four (4) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

C. More than 10 feet and up to and including 15 feet from property line: Maximum of six (6) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

D. More than 15 feet and up to and including 20 feet from property line: Maximum of eight (8) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

E. More than 20 feet and up to and including 25 feet from property line: Maximum of ten (10) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.

Response (A through E): A description of slopes abutting adjacent residential properties is as follows as they pertain to Phase 2:

Properties to the north are zoned for residential use by Washington County and are within the South Cooper Mountain Urban Reserves. Along the majority of this interface a public roadway is proposed – Street M and stubs from Streets N and T. In accordance with 50.15.10.2, these facilities are exempt from the standard. There will be one lot (#207) that will be within 25 feet of these northern properties. It will be graded to orient to the new public streets and will not exceed the standard of a 10 foot slope differential.

To the East this phase is bordered by a natural area buffer, separating new lots from the existing homes in the Sterling Park subdivision by more than 25 feet. There is no grading planned within the natural area. The western and southern edges of the phase are adjacent to internal property lines.

F. Where an existing (pre-development) slope exceeds one or more of the standards in subsections 60.15.10.3.A-E, above, the slope after grading (post-development) shall not exceed the pre-development slope.

Response: No situations exist where slope after grading exceeds prior slope in circumstances where the natural condition exceeds the standards of this section.

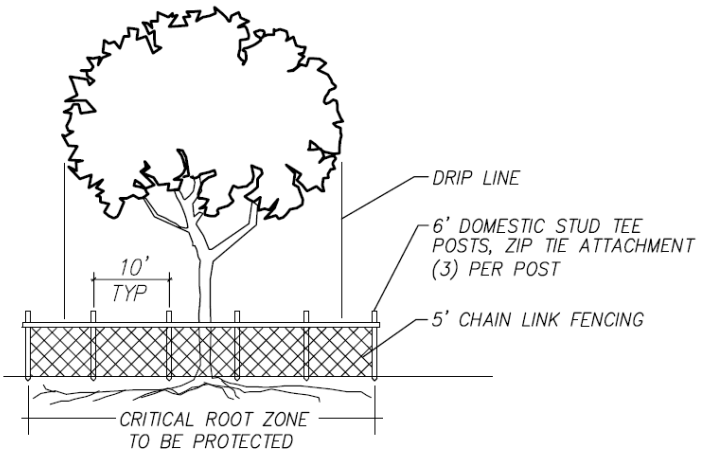
G. The on-site grading contours standards above apply only to the property lines of the parent parcel of a development. They do not apply to internal property lines within a development.

Response: As described above, this phase of the project has one edge that is adjacent to internal property lines. As such the standards are applicable and to the boundary to the north.

4. Significant Trees and Groves. *Notwithstanding the requirements of Section 60.15.10.3, above, grading within 25 feet of a significant tree or grove, where the tree is located on- or off-site, shall observe the following:*

A. 0 to 10 feet from the trunk of a significant tree or grove: No change in pre-development ground elevation;
B. More than 10 feet, and up to and including 25 feet, from the trunk of a significant tree or grove, or to the outside edge of the tree's drip line, whichever is greater: Maximum 10% slope gradient difference from the pre-development ground elevation;
C. Based on a recommendation of the City Arborist, the decision making body may require additional setbacks and/or other tree protection measures to protect the public health, safety and welfare.

Response: None of the following trees are present within the significant natural resource area: Western hemlock, mountain hemlock, Pacific madrone, or bigleaf maple. There are existing trees that will be retained on site and protected in the following manner.



NOTE:
EXISTING TREES TO REMAIN (PER PLAN) – PROTECT WITH 5' HT. CHAIN LINK FENCING AROUND DRIP LINE DURING CONSTRUCTION NEITHER TOP SOIL STORAGE NOR CONSTRUCTION MATERIAL SHALL BE LOCATED WITHIN THE DRIP LINE OF TREE. FENCES SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION. ADJUSTMENTS TO THE LOCATION OF PROTECTIVE FENCING MAY BE REQUIRED TO COMPLETE CONSTRUCTION OF PERMANENT FACILITIES.

TREE PROTECTION DETAIL

NOT TO SCALE

60.15.15. Final Plat Standards.
***

Response: This criterion is not applicable at this time. This application does not include a final development plan.

60.30. OFF-STREET PARKING.

60.30.05. Off-Street Parking Requirements. *Parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building or use which is erected, enlarged, altered, or maintained in accordance with the requirements of Sections 60.30.05. to 60.30.20.*
***

Response: All proposed building lots include sufficient space for available resident off-street automobile and bicycle parking as per Sections 60.30.05 to 60.30.20.

60.30.10. Number of Required Parking Spaces. *Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:*
1. Parking Calculation. *Parking ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.*

Response: The application consists solely of residential uses which utilize a space per dwelling standard.

The application for modifications consists of 166 detached single-family homes. Each unit is required to supply one off street parking space, resulting in a minimum of 166 spaces. Each lot is planned to supply a two car garage plus a driveway with storage space for an additional two cars, resulting in a total of 616 off-street parking spaces. In all cases garages meet the minimum depth requirements. No maximum ratio is specified for single-family detached housing. The proposal also consists of 659 off-street parking spaces that will add to the supply within Phase 2. The original application included an estimated 67 spaces. Locations for two additional spaces were found despite the addition of ten additional driveways.

2. Parking Categories.

A. Vehicle Categories. Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the RC-OT zoning district which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro's Regional Transportation Functional Plan.
***

Response: The South Cooper Mountain Heights subdivision is served by TriMet bus line 92. The schedule as of June, 2015 specifies 24 minute peak headways. Accordingly, the site is not within Zone A or Zone B, hence standard City of Beaverton parking requirements are applicable.

B. Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.
***

Response: Bicycle parking requirements, 60.30.10.5.B, apply to the attached single-family dwellings only. Accordingly, no dedicated bicycle parking is required. However, it is customary to park bicycles inside of a garage – a feature of each house within Phase 2.

3. Ratios. *In calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 shall be rounded up to the nearest whole number. In calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 shall be rounded down to the nearest whole number.*

Response: Parking is provided on a whole unit basis, no fractions apply to this application.

4. Uses Not Listed. *For uses not specifically mentioned in this section, the requirements for off-street parking facilities for vehicles and bicycles shall be determined with a Parking Requirement Determination (Section 40.55.1.).*

Response: Not applicable, proposal is made for residential uses that are listed in section 60.30

5. Parking Tables. *The following tables list the required minimum and maximum vehicle and bicycle parking requirements for listed land use types.*

Response: Phase 2he South Cooper Mountain Heights subdivision will be comprised solely of detached single family dwellings. 60.30.10.5.A "Parking Ratio Requirements for Motor Vehicles" specifies the each detached unit contains 1 off street parking space. All front-loaded lots for detached dwellings are assumed to have a two-car garage and a driveway for two cars (four [4]off-street parking spaces per lot)

- In addition to off-street parking the Phase 2 area also includes on-street space for 69 vehicles.

6. Old Town Parking Tables.
****

Response: The South Cooper Mountain Heights subdivision is not located with the Old Town area.

7. Exceeding Parking Ratios.
****

Response: No requests are made to go either above or beyond the parking minimums or maximums.

8. Residential Parking Dimensions. *For all residential uses, any required parking space shall not be less than 8 1/2 feet wide and 18 1/2 feet long. (See also Section 60.30.15. (Off-Street Parking Lot Design) for other standards.)*

Response: Off-site parking is provided in driveways and garages that will meet the minimum requirements for parking dimensions.

9. Parking Space Calculation.

A. Multiple Uses. In the case of multiple uses, the total requirements for off-street vehicle and bicycle parking facilities shall be the sum of the requirements for the various uses computed separately.

B. Spaces which only meet the requirements of one establishment may serve more than one establishment on the same parking lot, provided that sufficient evidence is presented which shows that the times of peak parking demand for the various establishments do not coincide, and that adequate parking will be available at all times when the various establishments are in operation.

Response: There is no shared or multiple-use parking proposed within the South Cooper Mountain Heights subdivision.

10. Location of Vehicle Parking.

A. All parking spaces provided shall be on the same lot upon which the use requiring the parking is located. Upon demonstration by the applicant that the required parking cannot be provided on the same lot upon which the use is located, the Director may permit the required parking spaces to be located on any lot within 200 feet of the lot upon which the use requiring the parking is located.

Response: All vehicle parking is provided on the same single-family lot upon which the use requires the parking is located – namely on-site garages and driveways. The exception to this standard is the neighborhood park which, as per the Tualatin Hills Park & Recreation District (THPRD) direction, should be accessed by on-street parking.

B. Except for single-family and duplex dwellings, groups of more than two parking spaces shall be so located and served by an access that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.

Response: No grouped parking spaces are proposed, with the exception of single family lots where two vehicles may park on the driveway.

C. In R10, R7, R5 and R4 zones parking and loading spaces may be located in side and rear yards and may be located in the front yard of each dwelling unit only if located in the driveway area leading to its garage.

Response: Where parking is located in the front yard it is indeed done so in accommodation with a driveway leading to the property's garage.

D. Parking in the front yard is allowed for each dwelling unit in the driveway area leading to its garage. Also, one additional space shall be allowed in that area in front of the required side yard and closest to the driveway subject to the following conditions:
*****

Response: No requests are made for additional yard parking spaces.

11. Reductions and Exceptions. *Reductions and exceptions to the required vehicle and bicycle parking standards as listed in Sections 60.30.10.5. and 60.30.10.6. may be granted in the following specific cases: s.*
****

Response: No requests are made for reductions or exceptions.

12. Compact Cars. *Compact car parking spaces may be allowed as follows:*
****

Response: No requests are made for compact car parking.

13. Carpool and Vanpool Parking Requirements.
****

Response: Criteria related to carpool and vanpools are not applicable to single-family subdivisions.

60.30.15. Off-Street Parking Lot Design. *All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:*

***

Response: No parking lots are proposed. Accordingly, the standard is not applicable.

60.30.20. Off-Street Parking Lot Construction. *Every parcel of land hereafter developed for use as a parking area shall conform to the requirements of the Engineering Design Manual and Standard Drawings.*

Response: No parking lots are proposed. Accordingly the standard is not applicable.

60.30.25. Enforcement. *The Director is authorized to suspend any permit if the usage of parking by the original use or temporary use or both increases beyond the capacity of the on-site parking or that the use is causing a nuisance to the public or surrounding properties.*
***

Response: No conflicts are foreseen with this standard. Parking is intended for use by the original use only.

60.35. PLANNED UNIT DEVELOPMENT.

60.35.05. Purpose. *It is the purpose of these provisions to allow a Planned Unit Development (PUD) in any City zoning district. Uses or combinations of uses may be developed as a single, integral, functional unit or entity. The PUD provisions are intended to encourage innovation and creative approaches for developing land while enhancing and preserving the value, character, and integrity of surrounding areas which have developed or are developing under conventional district regulations. This is to be accomplished by using the following development and design principles:*

1. *Site design shall use the flexibility afforded by the planned unit development to:*
   - *A. Provide setbacks and buffering through landscape or building design abutting to existing development;*
   - *B. Cluster buildings to create open space and protect natural resources;*
   - *C. Provide for active recreation and passive open space;*
   - *D. Use resource efficient development and building practices that encourage innovative design techniques and construction practices that use energy saving technology.*

Response: The PUD proposal contains extensive natural area networks, buildings oriented for views of passive open space and access to active park and open space, and a connectivity pattern that works with natural topography. The requested modification does not create any negative impacts.

2. Site design shall maximize the opportunities for diversified architecture and outdoor living environments that respond to the existing site context by exploring design flexibility for siting structures, open spaces, circulation facilities, off-street parking areas, streetscapes, resource conservation, and creation of other site improvements that facilitate efficient use of land and create a comprehensive development plan which is better than that resulting from traditional subdivision development;

Response: A range of development sites are made possible through this PUD application. Phase 2 includes four different lot size categories and fifteen (15) different home types/styles.

3. Building architecture including detached residential, shall use innovative design that should consider the context of the existing built and natural environment. Buildings shall be architecturally detailed, and of a size and mass that contribute to a pedestrian-friendly streetscape, and respond to the natural features of the site. Cluster housing, such as Courtyard, Patio, or Cottage development, that groups buildings in areas to maximize open space and preserve significant cultural and natural resources is highly encouraged as are the use of sustainable building

materials and practices. The orientation of buildings should promote human scaled and pedestrian friendly environments and maximize solar exposure for passive solar gain;

Response: The application includes building plans and elevations for expected residential buildings. They are examples of the high quality and attractive visuals that are currently popular in the Northwest. The project however, will be developed over time in phases. Customer tastes and preferences may shift within the timeframe of full site development. Accordingly, architectural styles could change as well. The development team is committed to design excellence and optimized visual appeal to and from the neighboring properties, paths and open spaces; accordingly, any changes would also further the goal of exception and innovative design.

4. Open space should provide opportunities for active and/or passive recreation that includes preservation of natural and cultural resources. Good site design shall retain and protect special topographic, natural, and environmentally sensitive features and existing Significant Groves and Historical and Individual trees should be retained and protected. Understory and the use of native plant material and sustainable landscape practices are encouraged.

Response: The South Cooper Mountain Heights subdivision project is centered on a network of open spaces. The primary feature is preserved through natural area buffers centered on sensitive lands of streams and wetlands. These areas will be, in accord with Clean Water Services standards planted with native plants in such a manner as to support the natural ecosystem. A neighborhood park and a pathway system are included to provide active recreation and access to passive recreation opportunities. Landscaping at or near development properties is documented by the landscape plan, including locations and species in a manner consistent with the goals of this section. The proposed modification does not increase the development footprint nor impact any open spaces.

60.35.10. Modification of Base Zoning Standards.

1. *Permitted Uses.*

A. The uses in a PUD shall comply with the Permitted and Conditional Use requirements of the zoning district.

Response: This application is comprised solely detached single-family homes. This use is allowed by the zoning designation (R-7) that is assigned to the site.

B. Detached and attached dwellings may be allowed in a PUD provided the overall residential density satisfies the applicable residential density provisions of this Code.

Response: The densities for detached dwellings within this PUD application are greater than the required minimum net densities, and lower than the maximum gross allowable densities as evidenced by the table below.

Land Use Designation	Proposed Zoning	Net Residential Acres*	Maximum Allowable Density (based on Gross)	Minimum Housing Capacity (units)	Proposed Housing Units
High Density (To be developed through separate land use application)	R1	9.224	502	321	340
Medium Density	R2	4.39	244	76	110
	R4	7.46	202	65	83
Standard Density	R5	3.35	173	23	33
	R7	22.53	290	112	165
Total		47.0	1411	598	731

C. In addition to the accessory uses and structures typical in the zoning district in which the PUD is located, accessory uses approved as a part of a PUD may include, but are not limited to the following:

1. Private or public park, lake or waterway;

2. Recreation area;

3. Recreation building, clubhouse or social hall; or

4. Other accessory uses or structures which the Planning Commission finds are designed to serve primarily the residents of the PUD, and are compatible with the neighborhood and to the design of the PUD.

Response: The PUD application includes a public park, pathway system and private open spaces for visual access and natural area protection. No other requests are made at this time, nor does this application request any changes to the PUD outside of Phase 2.

2. Density and Lot Dimensions. *Density and building scale shall relate to the surrounding neighborhood development and natural resources by providing massing and architectural compatibility with the surrounding neighborhood.*

Response: The property is neighbored by two nearby residential areas, the Churchill Forest and Sterling Park subdivisions. The former is comprised of single-family homes with similar lot and expected building sizes. The Sterling Park subdivision is separated from this project by a roadway and natural area buffer, but is within view. It too is comprised of single-family homes with similar sized lots and buildings.

***

B. Residential Lot Sizes.

1. Minimum lot size may be reduced to 50 percent of the minimum land area of the applicable zoning district(s), except as permitted in 60.35.10.3.C.2.

2. Minimum lot size proposed between 25 percent and 50 percent of the minimum land area of the applicable zoning district, shall meet the applicable Design Standards or Design Guidelines related to Compact Detached Housing in Section 60.05 of the Development Code and is at the discretion of the Planning Commission.

3. Maximum lot size may not exceed 195 percent of the minimum land area of the applicable zoning district(s) in conformance with the table below unless designated for a future phase, which includes further

division of property or development of attached product. When the maximum density for the parent parcel has been achieved or a lot is greater than 195 percent of the base zone, the oversized lot(s) shall include a deed restriction to preclude unintended partitioning or subdividing of such lots in accordance with the requirements of the approved PUD.

Zoning	*R1*	*R2*	*R4*	*R5*	*R7*
Maximum Lot Size	*1,950 sq. ft.*	*3,900 sq. ft.*	*7,800 sq. ft.*	*9,750 sq. ft.*	*13,650 sq. ft.*

4. *A proposed Planned Unit Development shall not result in fewer dwelling units (lower density) than if the subject site were reviewed as a Preliminary Subdivision.*

Response: All proposed lots fall within the size envelope described by this section. Additionally, the overall unit count slightly above what would be developed through a conventional design subdivision, allowing the proposal to better respond to the desires of the South Cooper Mountain Community Plan.

3. Setbacks.

A. The dimensional standards for the applicable zoning district as listed in Chapter 20 may be modified through approval of a Planned Unit Development, except for the following situations:

1. For proposed lots abutting the perimeter of the property, the required setbacks shall comply with the standard front and rear setbacks of the parent parcel.

a. Where the side yard of the parent parcel abuts existing development the setback for new development shall not be reduced, except by meeting 60.35.10.3.A.1.b below.

b. By meeting the Development Bonus and Development Incentive Options in Section 60.35.30 the setbacks of proposed perimeter parcels may be reduced by up to ten (10) percent upon approval of the Planning Commission.

2. Where standard modifications would not promote pedestrian or bicycle connection to the street; support storm water management; or meet fire and building codes.

Response: The parent parcel setbacks are within the standards. No modification to dimensional standards is requested through this application.

B. Front Setbacks.

The following shall apply to all lots within a proposed residential development(s); except lots proposed along the perimeter of the subject site, which shall be consistent with Section 60.35.10.3.A.1.

1. Front setbacks for a residential structure, interior to a Planned Unit Development may be reduced, excluding the garage where the garage door faces the front property line. Structures shall not encroach into a public utility easement.

2. All single-family attached and detached garages that face a public or private street shall be setback a minimum of twenty (20) feet from property line. Attached and detached garage door façade(s) shall be set back a minimum of four (4) additional feet from the set back of the front of the building, not including porches, when facing a public or private street. All other garage and carport entrances must be set back a minimum of two (2) additional feet when the set back of the front of the building is at least twenty (20) feet

C. Rear setbacks.

1. Rear setbacks shall be the same as the designated zone for the parent parcel for lots abutting the perimeter of the proposed development excepting alley accessed lots for which rear setbacks may be reduced to four (4) feet for alley-accessed lots with no less than a 20-foot alley width.

2. Garages and carports accessed from both sides of an alley shall be setback a minimum of four (4) feet with no less than 28-feet between garage doors.

D. Side setbacks. Except for zero-lot line development, side setbacks internal to the Planned Unit Development, shall be a minimum of three (3) feet with a total of six (6) feet between two buildings. In no case shall a building encroach into a Public Utility Easement (PUE). All zero-lot line development shall have side yard setbacks of 10 feet on one side of the dwelling unit and no setback required on the opposite side.

Response: B through D - The requested setbacks are within the ranges represented by Beaverton's zoning district. The proposed lots within South Cooper Mountain Heights Phases 1, 2, 3 and 4 have been sized to accommodate detached single-family residences, as appropriate, consistent with the requested setback standards. The following setback minimums and standards are proposed. As evidenced by the table below, garages are setback eight (8) feet from the front setback, exceeding the four (4) foot minimum from this standard. Front porches are extended beyond the front building line to provide articulation. The plan sheets demonstrate that the single-family homes are selected to fit on the lots as planned. The 3-foot standard side setback is requested for all lots for single family homes in order to provide flexibility at time of development in response to site conditions such as grading and driveway locations. The modified rear setback will allow for decks on lots abutting open space.

Condition / Product	Front loaded townhomes	Front loaded single family detached	Single family detached w/ Rear Abutting Open Space Tracts*	Rear loaded townhomes without driveway parking	Rear loaded townhomes with driveway parking
Zone	R2	R4, R5, R7	R4, R5, R7	R2	R2
Front building setback	12'	12'	12'	10'	10'
Front garage setback	20'	20'	20'	NA	NA
Porch setback	10'	10'	10'	NA	NA
Side building setback	0' (3' for end lots)	3' (6' for corner lots)	3' (6' for corner lots)	0' (3' for end lots)	0' (3' for end lots)
Rear building setback	15'	15'	5' For Rear Decks greater than 30" in height	4'	20'
Rear	NA	NA	NA	4'	20'

garage setback					

60.35.15. Open Space.

Open space shall provide opportunities for active and/or passive recreation and may include existing stands of trees, resource areas, and storm water facilities as outlined in this section. Active open space shall allow human activities including recreational and social opportunities such as play fields, playgrounds, swimming pools, plazas and other recreational facilities. Open space may also be passive and include human activities limited to walking, running, and cycling, seating areas and wildlife viewing or natural areas such as a wetland.

1. A Planned Unit Development shall provide baseline open space of an area equal to at least twenty percent (20%) of the subject site.

2. ***Exemptions.*** *Properties within the South Cooper Mountain Community Plan Area are exempt from the open space requirements in Section 60.35.15.1, but shall provide all community features, including but not limited to, trails, habitat benefit areas, and scenic views identified in the South Cooper Mountain Community Plan, as identified in Section 60.35.25.*

Response: Due to location within the South Cooper Mountain Community Plan Area, this application is exempt from the percent (20%) minimum open space requirement. See responses to 60.35.25.1.A.1 and 60.35.25.1.C1-7 for demonstration of required open space elements from the community plan. Further, it is worth note that of the total 107 acres within the overall proposal, 34 acres are set aside as open space, either through development of parks and common areas or preserved natural areas. Following is a description of how the land within the full PUD is allocated:

Use	Acres	Percentage of Total
Residential Lots	48.76	45%
Public Streets and Pathways	21.77	20%
Parks and Common Areas	4.96	5%
Natural Areas	26.81	25%
Water Quality Areas	4.93	5%
Total	**107.23**	**100%**

3. ***Open Space Standards.*** *Open space shall be land that is available for the creation of active and/or passive areas, or resource areas that provide visible and accessible open space to the proposed community.*

A. The following resource areas may count towards passive open space requirements: Significant trees and/or groves, habitat benefit areas, view corridors, steep slopes, water quality facilities, environmentally sensitive areas including wetlands and any buffers required by Clean Water Services or other regulatory body, and other resources as deemed appropriate by the decision maker.

Response: the South Cooper Mountain Heights subdivision consists of a neighborhood park of 2.7 acres, 2.1 acres of dispersed active open space and 37 acres common open space and water quality and habitat protection which are accessible for active or passive use, including view corridors and steep slopes. Phase 2 includes one community path with trailhead and a public stairway. All of this land is set aside for that is visibly accessible to residents and visitor of the proposed community.

B. Open space shall be easily accessible, physically or visually, to all members of the planned community via a minimum thirty (30) foot wide street frontage or access easement;

Response: Open space is accessible via a variety of means. The neighborhood park and active open spaces are easily accessed from paths or public roadways, both physically and visually. The habitat areas are intended for visual access only, from pathways and public streets. In said circumstances all access ways are at least 30 feet wide.

C. No more than sixty (60) percent of the gross land dedicated to active open space may have slopes greater than five (5) percent. Additional reductions to this standard may be granted by the Planning Commission based on the context of the proposed amenities and existing site conditions.

Response: For the South Cooper Mountain Heights subdivision three (3) acres of active open space were required. Of these 3 acres 2.7 acres are located within the proposed neighborhood park. The park is currently one of the most level portions of the site, and will be graded further to accommodate the park needs of play areas, a multipurpose field and garden plots. The remaining active 2.1 acres of active open spaces are situated on relatively flat lots interspersed with the single-family lots. The project complied with this standard and the proposed modification does not impact the compliance.

D. Open space areas shall have a dedicated meter and underground irrigation system to ensure adequate water supply during establishment period (3-years) and during periods of drought for all newly planted areas. Resource areas are exempt from this criterion.

Response: Open spaces, with the exception of sensitive area buffers will contain necessary irrigation systems to ensure establishment and sustainability of vegetation and the proposed modification does not impact the compliance.

E. For developments ten (10) acres or greater, at least twenty-five (25) percent of the total required open space area shall be active open space and subject to the provisions of 60.35.15.4.

Response: The South Cooper Mountain Community plan identifies 12 acres of open space/resources on the site. The same plan also identifies three (3) acres of active open space as required. Added to the park are smaller active open spaces totaling 2.1 acres Cumulatively, this results in 4.8 acres, surpassing the standard of three (3). The proposed modification does not impact said compliance.

F. For the purpose of this Code, open space does not include:

1. *Public or private streets;*
2. *Surface parking lots or paved areas not designated for active or passive recreation;*
3. *Private lots and buildings including setbacks or landscape buffers. However, community buildings, community rooms, or both developed for the common use and ownership of the residents within a Planned Unit Development may be counted as open space.*
4. *Vehicular access driveways or maneuvering areas.*

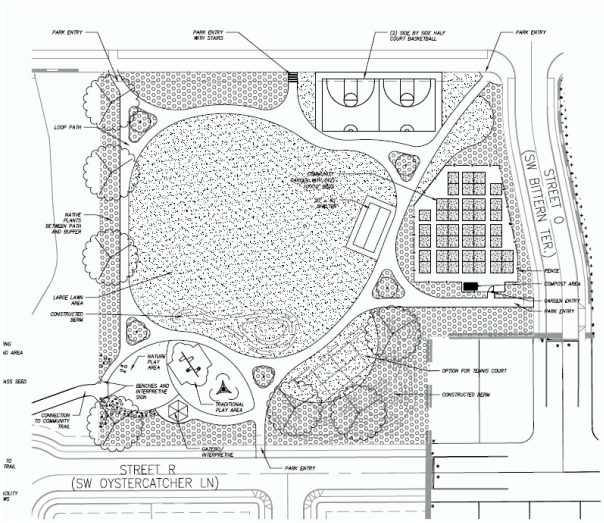
Response: The above categories are not considered open space by this proposal or the proposed modification.

4. Active Open Space. *Active open space areas are ~~outdoor~~ common areas that may be gathering spots, community rooms, play areas, overlooks, or any that consist of active uses for owners, residents, or the community at large. Active open space shall meet the following criteria: [ORD 4654; March 2015]*

A. Active open space that is provided outdoors shall be no smaller than the minimum lot size requirement of the underlying zoning district with a minimum width 40 feet. For properties in multiple use zoning districts with no minimum lot size active open space areas shall be a minimum of 5,000 square feet in area. The Planning Commission may modify this requirement to accommodate trails, overlooks, and other types of recreational features which serve the residents of the development.

Response: There are several tracts within the subdivision that meet the size and programming requirements for active open space as approved in CU2016-0006Following is a summary of the open spaces that are physically or visibly accessible to residents and visitor of the proposed South Cooper Mountain Heights Community.

Feature	Size	Purpose
Neighborhood Park	2.7 Acres	Located in Phase 3, multipurpose, expected to contain features such as play areas, gathering space, picnic structure, benches, and flexible use field
Distributed Active Open Spaces	2.1 Acres	Gathering, respite and small area recreation. Located throughout proposed development.
Common Open Space	28 Acres	Visually accessed open space from roads and trails and benches. No physical barrier to entry is proposed.
Nature Trail	0.45 Acres	In accordance with South Cooper Mountain plan, leads from Scholls Ferry Road to the northern property boundary. By necessity the feature is longer than three times the width.
Pedestrian Stairway	0.51 Acres	Bisects phase 2, providing pedestrian access to the Neighborhood Park within phase 3.
Water Quality and Natural Resources	26.81 Acres	Preservation of habitat and treatment of stormwater while providing visually attractive landscape

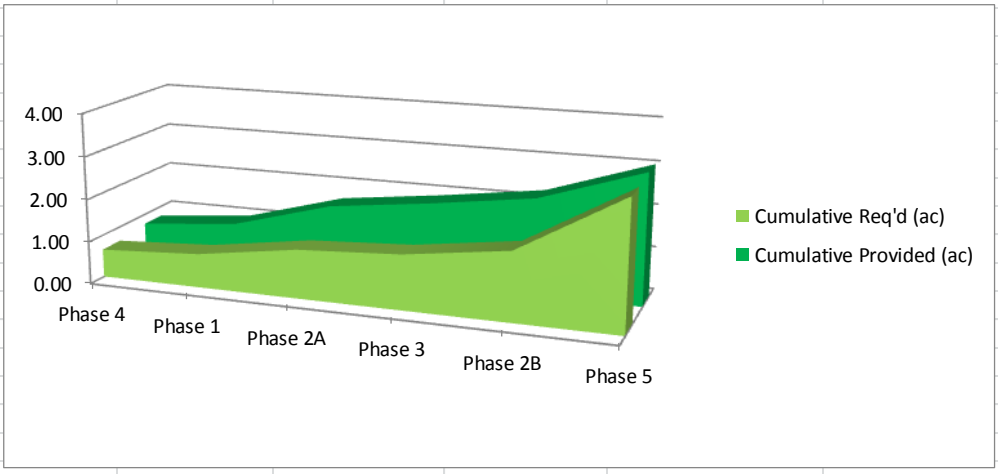


Conceptual design of the Neighborhood Park

The active open space within the South Cooper Mountain Heights Subdivision has been programmed in such a manner that each phase is accompanied by sufficient lands to meet the standard without reliance on any other phases. Phase 5 Multi-family, will also include active open space. Based on the tentative development order, the table and chart below

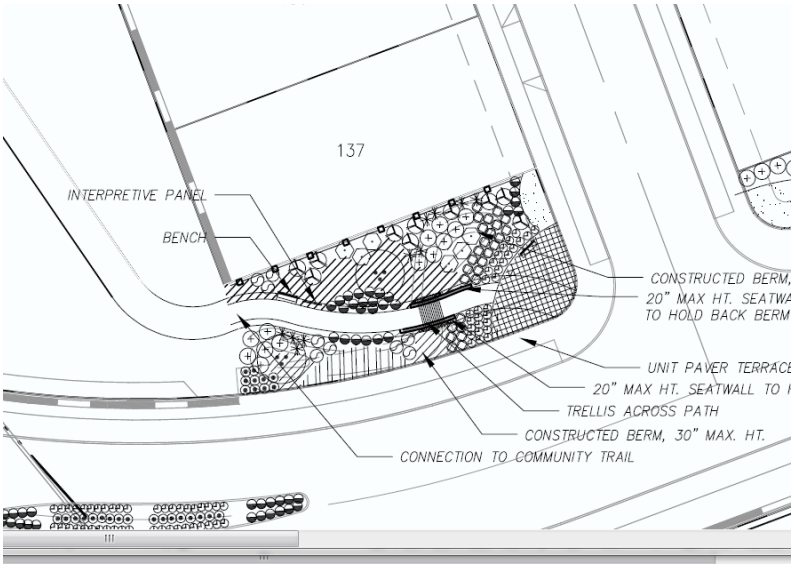
demonstrate compliance with the active open space standards. The anticipated active open space from Phase 5 is included in this chart.

Phase	Dwelling Units	Required Minimum (ac)	Provided (ac) by Phase	Cumulative Req'd (ac)	Cumulative Provided (ac)
Phase 4	160	0.66	0.77	0.66	0.77
Phase 1	33	0.14	0.22	0.79	0.99
Phase 2A	85	0.35	0.65	1.14	1.64
Phase 3	33	0.14	0.28	1.28	1.93
Phase 2B	80	0.33	0.33	1.60	2.26
Phase 5	340	1.40	0.80	3.00	3.05



B. Active open space may abut a Collector or greater classified street as identified in the City's adopted Functional Classification Plan, when separated from the street by a constructed barrier, such as a fence or wall, at least three (3) feet in height.

Response: Active open spaces are proposed to abut a collector (Road 6C) in phase 2,. These features with compliant improvements are shown in conceptual detail on Sheets L2.1 through L2.7. The image below illustrates the program proposed and shows the location of a separating berm.

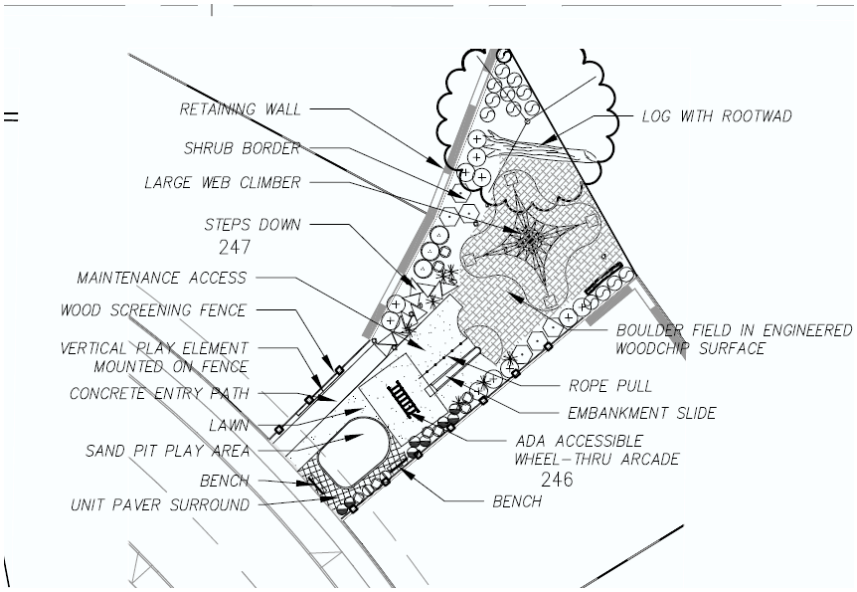


C. Active Open Space shall be physically accessible to all residents of the development.

Response: the proposal consists of a neighborhood park of 2.7 acres and several smaller active open spaces which are accessible for active by residents and visitors of the proposed community. The active open spaces are shown on Sheets L1.2 & L1.5

D. Active open space shall include physical improvements to enhance the area. Physical improvements may include; benches, gazebos, plazas, picnic areas, playground equipment, sport courts, swimming/wading pools, indoor clubhouses or meeting facilities, play fields, or other items permitted by the Planning Commission.

Response: Active open spaces include the types of features required by this standard. These open spaces, with compliant improvements are shown in conceptual detail on Sheets L1.2 & L1.5. The images below depict two of the proposed spaces and illustrate the types of activities that will be present.



E. Floor area within buildings devoted to common uses which serve the residents of the development, such as indoor pools, game rooms, or community rooms, may be counted towards Active Open Space requirements based on the total floor area devoted to such uses.

Response: This application does not include buildings with devoted common uses.

5. Maintenance and Ownership. *Land shown on the final development plan as common open space, and landscaping and/or planting contained therein shall be permanently maintained by and conveyed to one of the following:*
***

Response: Covenants, Conveyances and Restrictions (CC&R) and/or Home Owners Association (HOA) policies and responsibilities will be established for the final plat. Said HOA will take ownership of common open spaces and be responsible for permanent maintenance.

60.35.20. Building Architecture.

1. Purpose. *This section applies to development which is not subject to Section 60.05. (Design Review) of this code.*

Response: Typical building examples have been included in Section X Plan Set - Typical Building Plans and Elevations to supply evidence of compliance with architectural standards. Plan sets include evidence of compliance with aesthetic standards including use of more than six of the suggested building elements for front and rear spaces and more than four for interior side yards. No alternative building design or elevations are requested as all proposed or suggested buildings are compliant with the City's architectural standards.

2. Building Orientation. *Buildings shall be oriented to the street or other public spaces such as parks, plazas, courtyards and open commons when served by an alley. The orientation of buildings shall promote environments that encourage walking, social interaction, and safety.*

A. Exceptions to this standard may be allowed by the Planning Commission where access, topography, and natural resources prohibit the orientation of buildings to the street or other public open spaces.

Response: The proposed lots within South Cooper Mountain Heights subdivision and its Phase 2 have been sized and located to accommodate single-family residences, as appropriate, generally consistent with the requested standards. All buildings are oriented toward a public street.

B. In all cases buildings and or private lots shall be served by or have direct access to sidewalks or paths that connect to a private or public street/sidewalk system.

Response: All buildings are provided with direct access to sidewalks that connect to a public street.

C. Garages with rear alley access or garages located in the rear of the lot with shared driveways are encouraged.

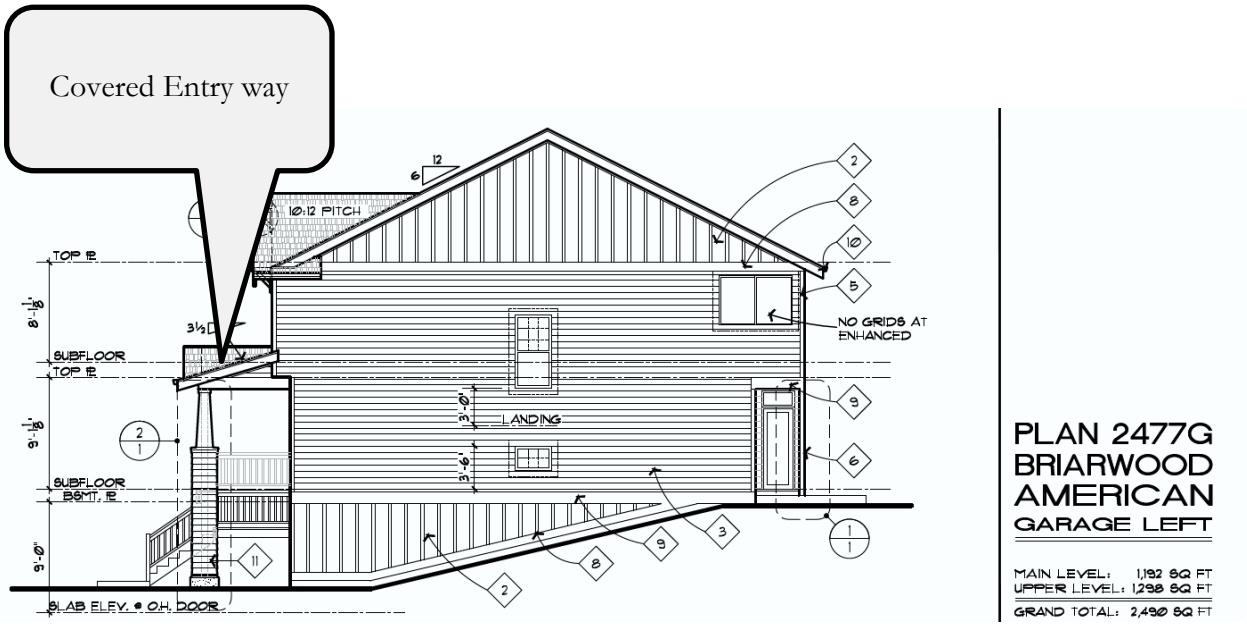
Response: No rear garages are proposed for the detached housing within Phase 2.

D. All buildings shall have their primary entrance to a street or publicly accessible sidewalk where buildings face public parks, common areas or open space.

Response: All buildings have their primary entrance oriented toward a public street.

E. All primary entrances shall be covered or recessed with a minimum depth of three (3) feet deep and five (5) feet wide.

Response: All buildings have their primary entrance covered for weather protection and building aesthetics. See below for a typical entry condition.



3. Building Heights. *Buildings shall be to scale with similar types of existing structures on adjacent properties. This can be accomplished by utilizing graduated building heights which offer a transition between single-story residential development and multiple-story residential.*

A. Maximum building height standards may be increased up to twelve feet (12') when the applicable building setback distance along the perimeter of the parent parcel is increased at a ratio of 1.5 additional feet of setback for every foot of building height over the base zone standard for building height.

B. For the South Cooper Mountain Community Plan area, structures that do not abut the exterior boundary of the plan area, may be allowed to vary building heights, without satisfying the graduated building height transitions of Section 60.35.20.3 in order to provide for a variety in housing types within developments.

C. Graduated building height standards shall not apply where existing structures on adjacent properties are rural in their development or use.

Response: The only existing structures on adjacent properties are found within the Churchill Forest subdivision. The proposed buildings will be of similar height and mass. Further, the subdivision is planned to develop in phases. House types have been selected to provide continuity among phases as well. There are several lots within the subdivision whose slope results in calculations placing the buildings taller than the standard provisions.

CU2016-0006 allowed for adjusted heights within the R7 district to be 40 feet rather than the standard 35 feet. The proposed modification does not alter that approved request. The land within Phase 5 also contains slopes that result in an otherwise compliant building on a flat plane becoming taller than allowed. Two buildings in the southern portion of the phase are proposed to include parking underneath the building. This "podium" arrangement can be accommodated within a 60' tall building on a flat plane. Due to the sloping ground in combination with building that contains parking the applicant requests an adjustment to a maximum of 72 feet. The building concept suggests a five-story building with a mildly pitched roof. Such a roof is not highly visible, but does add height to the building.

4. Architectural Standards. *Architectural standards are intended to promote quality design and detail that promote innovation and creativity that allows for a variety of building styles and types. The following standards apply to all single-family developments proposed through the PUD process. Attached residential structures, Compact Detached Housing, and commercial, industrial, and multiple use buildings are subject to the Design Standards or Guidelines of Section 60.05 of the Development Code. [ORD 4654; March 2015]*

A. Building scale and massing shall complement surrounding uses by complying with the provisions in this Code and meeting the following criteria for residential development.

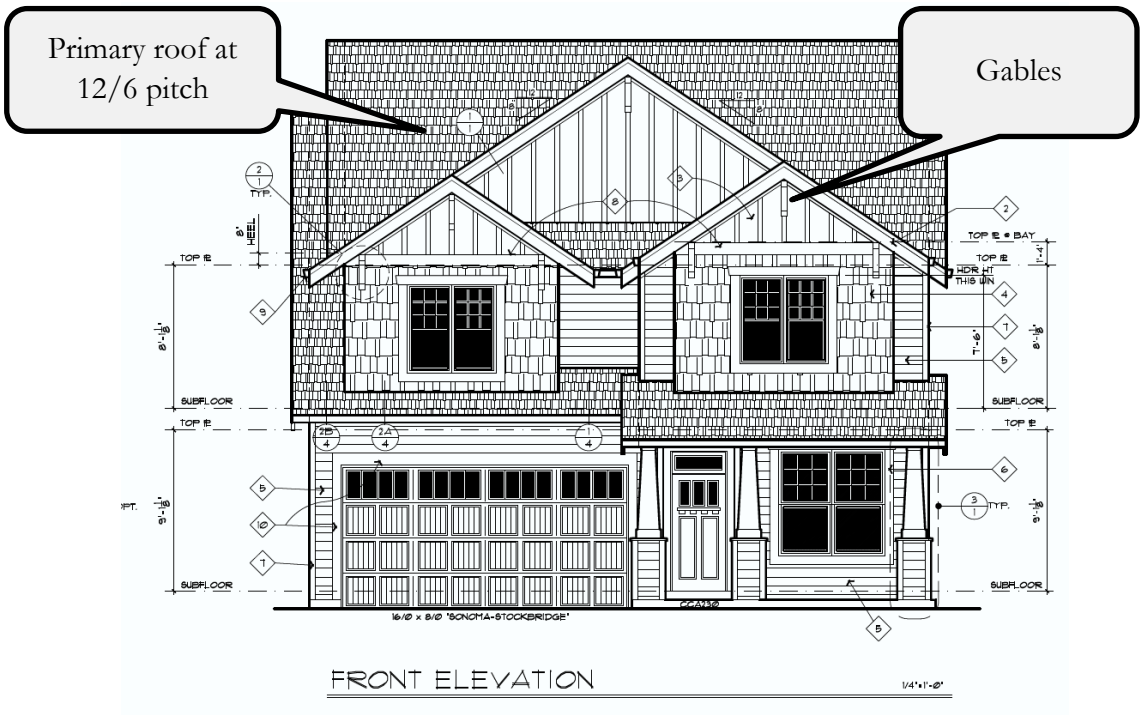
Response: The South Cooper Mountain Heights subdivision will be comprised of top-notch buildings. The house types have been selected for appropriate scale and mass. No alternatives features or standards are requested. Example buildings are provided on the attached in Section X Plan Set - Typical Building Plans and Elevations**.**

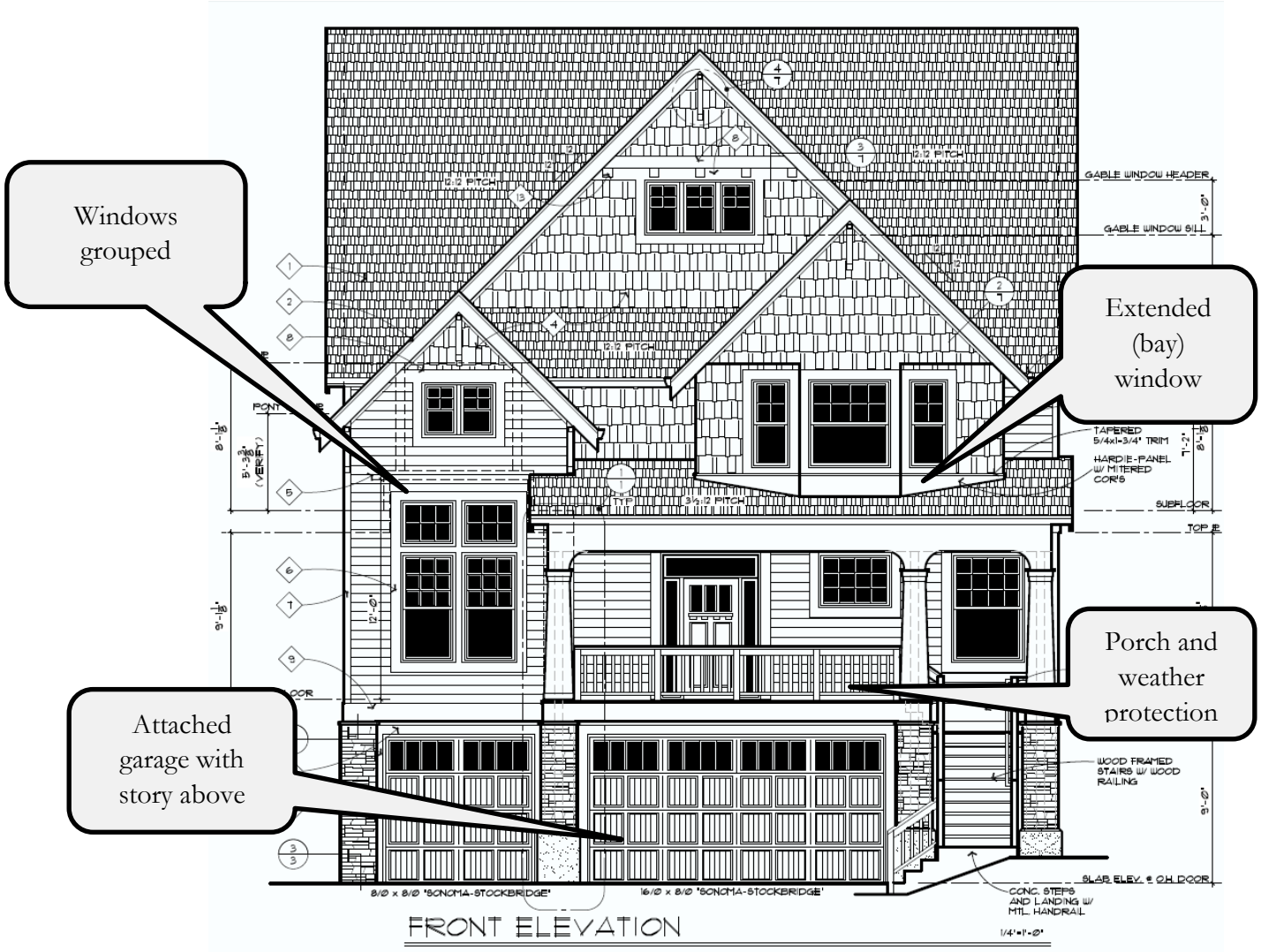
B. Front façade elevations shall not be repeated on adjacent lots along the same street frontage.

Response: No front façade elevations are proposed to repeat on adjacent lots along a street frontage. See sheets P2.9 & P2.10 for a listing of which homes are scheduled for specific lots. For each category sufficient models exist to ensure no repetition.

C. All detached residential structures shall include design elements that provide building articulation, continuity of form and variety. Architecture should avoid long expanses of uninterrupted building surfaces. Buildings shall incorporate at least six (6) of the following building elements on the front, rear, common open space, and street facing elevations and four (4) of the following elements on interior side yard elevations:
*****

Response: The South Cooper Mountain Heights subdivision will be comprised of quality buildings. The house types have been selected for appropriate scale and mass, and with numerous architectural treatments and landscaping. No alternatives features or standards are requested. Example buildings are provided on the attached Section VII Plan Set - Typical Building Plans and Elevations. Below is an example of one of said buildings to illustrate compliance.





60.35.25. South Cooper Mountain Community Plan

The South Cooper Mountain Community Plan is part of the Comprehensive Plan for the City of Beaverton. It provides regulatory policies and maps, along with descriptions and illustrations of the context for those policies and maps, for 544 acres within the southwestern area of the City of Beaverton. This section of the Development Code of the City of Beaverton outlines specific implementation requirements and connections to the policies of the South Cooper Mountain Community Plan.

1. Proposals within the South Cooper Mountain Community Plan area shall demonstrate compliance with the following applicable South Cooper Mountain Community Plan policies and figures:

A. Land Use:

1. Land Use Implementation Policy 6: location criteria guiding the selection of appropriate sites for Neighborhood Parks and Elementary Schools. "The City will support efforts by THPRD and Beaverton and Hillsboro School Districts to find, acquire, and develop appropriate sites for neighborhood parks and elementary schools within the Community Plan area…"

Response: This PUD contains a proposed 2.7 acre neighborhood park as per the guiding criteria from the community plan (plan specifies parks to be two (2) to four (4) acres in size). The park is situated to allow access from both a local street and the collector Road 6C. The park can be accessed via trails (Community trail and the School to School Trail), a stairway that bisects the site and from on-street parking. There is no

school proposed for this portion of the South Cooper Mountain Community since it is directly proximate to an existing elementary school situated to the east, within walking distance of community residents.

2. Neighborhood and Housing Policy 1: neighborhood design principles for creating walkable neighborhoods. "Development shall contribute to creating walkable neighborhoods. This policy is implemented by demonstrating consistency with the neighborhood design principles listed below:

a. Clear focal points shall be provided. Focal points include but are not limited to: parks, schools, community gathering spaces, neighborhood services (i.e. day care), scenic viewpoints, and/or natural areas that are visually and physically accessible to the public. Residential developments shall provide at least one focal point per 40 acres of gross site area. The decision-making authority may require additional focal points or require provision of a focal point for smaller sites in order to ensure that all neighborhoods have at least one focal point or to ensure cohesiveness and legibility among adjacent developments.

b. A network of walkable blocks and trails, consistent with the Transportation Framework Plan and the Bicycle and Pedestrian Framework Plan, shall be provided.

c. The orientation of streets, blocks, development and/or trails shall be planned so that natural areas are not "walled off", but rather are as physically and visually accessible to the public as practicable.

d. The provision of parks shall be coordinated with the Tualatin Hills Park and Recreation District."

Response: The transportation network was planning in accordance with the South Cooper Mountain Community Plan. The proposal features: the School-to-School Trail, two Community Trail segments, and a pedestrian staircase running north to south through the housing in phase 2. The applicant has coordinated with Tualatin Hills Park & Recreation District (THPRD) on the community trails and the neighborhood park. Additionally, all streets are designed in accordance with the City of Beaverton's Engineering Design Manual and are in compliance with the city's comprehensive plan (see Section V). Kittelson Associates has analyzed the addition of 10 lots to Phase 2 and concluded that the system will not be negatively impacted. Streets O and M within Phase 2 are proposed at the L2 standard. The KAI report (Impact Study A, Supplemental Analysis) confirms that trip generation with the inclusion of the additional 10 lots will still remain below 100 vehicles per day, the threshold for these types of facilities.

3. Neighborhood and Housing Policy 2: Residential developments shall provide a variety of housing types consistent with the permitted uses of applicable zone(s). The goal of this policy and implementing code standards is to ensure that, over time and multiple individual development reviews, South Cooper Mountain's neighborhoods and livability are enhanced by variety in the type and design of housing in order to promote aesthetically pleasing residential neighborhoods as well as opportunities for people of varying incomes and life stages to live within the same neighborhood.

a. Residential developments in the South Cooper Mountain Community Plan area shall provide a variety of housing types, as identified below, for sites:

i. Up to 15-acres (gross), a minimum of one (1) housing type;

ii. Greater than 15-acres and up to 30-acres (gross), a minimum of two (2) housing types;

iii. Greater than 30-acres (gross), a minimum of three (3) housing types.

Response: This application is for land greater than 30 acres in size. Accordingly it includes more than three housing types. Four types of lots are proposed within Phase 2, with numerous house models included so as to avoid repetition.

Lot Type	House Name	Style
C	Haverton Wateron Plan 3210 Plan 3213	American and Euro/English American and Euro/English A, B, and D A, B, and D
D	Sylvan Arlington Plan 5	American American and English A, B, and D
E	Arlington Plan 5 (DL)	American and English A, B, and D
F	Briarwood Coralwood	American American

b. Housing Types include:
***
Response: This approved South Cooper Mountain Heights Subdivision includes standard lot single family, small lot single family, alley-loaded dwellings, duplexes, triplexes and four-plexes. Phase 2, the subject of this modification request is comprised solely of detached single family homes.

c. For developments requiring more than one (1) housing type a minimum of 10 percent of the total dwelling units shall be of each housing type.

Response: This proposal is required to provide three different housing types. The approved breakdown is as follows along with the results of approval of the proposed modification:

Housing Type	Previously Approved Unit Count	Percentage of Total	Proposed Unit Count	Proposed Percentage
Standard Lot Single-Family	271	37.6%	281	38.44%
Alley Loaded Townhomes	82	11.4%	82	11.22%
Front Loaded Townhomes	28	3.9%	28	3.83%
Multifamily	340	47.2%	340	46.51%

Three types, as required comprise more than 10 percent (10%) each of the project's total share of housing. A fourth type, front loaded townhomes will also be present but not subject to the 10 percent (10%) requirement.

The overall PUD is compliant with this standard, the above describes the full PUD compliance. Phase 2 is comprised solely of standard lot single family homes.

d. For developments utilizing the Standard Lot Single Family housing type (Section 60.35.25.1.A.3.b.i.) and not utilizing the Small Lot Single Family housing type (Section 60.35.25.1.A.3.b.ii.), the lot size for Standard Lot Single Family may range from 50 percent to 195 percent of the minimum land area per dwelling unit requirement of the underlying zoning district and it shall count as one housing type.

Response: The approved PUD includes both housing types

***

B. Transportation:

1. Figure 10: Community Plan Street Framework map.

Response: The approved PUD contains the three facilities shown on the figure 10 map from the Community Plan:

1. The east-west collector from SW Loon Drive to SW 175th Avenue with LIDA treatments
2. The neighborhood route connecting SW 175th Avenue to the east-west collector (Road 6C) planned with medians for safety and visual enhancement
3. The neighborhood route connecting the east-west collector (Road 6C) to the future subdivision to the north

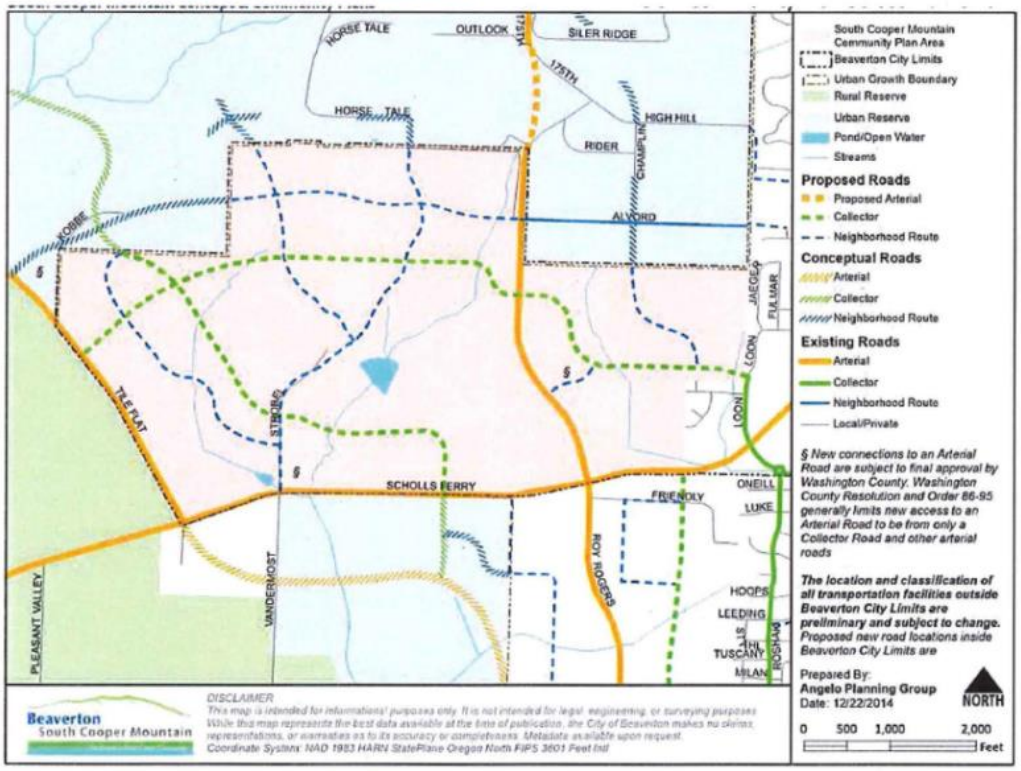
The proposed modification does not seek to modify any of the above described components.

2. *Street Policy 1: Community Plan Street Framework and Comprehensive Plan Chapter 6. "The streets planned for the Community Plan area are illustrated in Figure 10. The Beaverton Transportation System Plan and Washington County Transportation System Plans will be updated consistent with Figure 10 and will be the controlling documents for transportation planning. Should conflicts arise between the maps in Chapter 6 of the City's Comprehensive Plan and the maps in this document, those in Chapter 6 shall prevail."*

Response: The transportation network was planned in accordance with the South Cooper Mountain Community Plan. Additionally, all streets are designed in accordance with the City of Beaverton's Engineering Design Manual and are in compliance with the city's comprehensive plan (see section V)

3. Street Policy 10: Community Plan Street Framework, refining specific alignments. "In refining specific alignments for new roads identified on the Community Plan Street Framework map through the development review or project design process, impacts to natural resources shall be minimized to the extent possible while retaining key connections."

Figure 10: Community Plan Street Framework



Response: The transportation network has been developed to minimize impact to natural resources. Specifically, Road 6C is the only facility that is designed to cross the natural areas. Additional crossings to connect phases 1 and 2, and phases 3 and 5 would improve internal connectivity, but was ruled out due to concerns regarding environmental impact and mitigation. The proposed modification does not seek to modify any of the planned improvements.

4. Figure 11: Community Plan Bicycle and Pedestrian Framework map. "Low Impact Development and "green street" techniques to manage stormwater runoff shall be utilized whenever feasible in the design of new streets and urban upgrades within the SCM Community Plan area, subject to the approval of the City Engineer."

Response: The transportation network was planning in accordance with the South Cooper Mountain Community Pedestrian Framework. Sidewalks, bike lanes, a School-to-School Trail and a nature trail all serve to provide the connections depicted by Figure 11 Community Plan Bicycle & Pedestrian Framework from the South Cooper Mountain Community Plan. The proposed modification does not seek to modify any of the planned improvements.

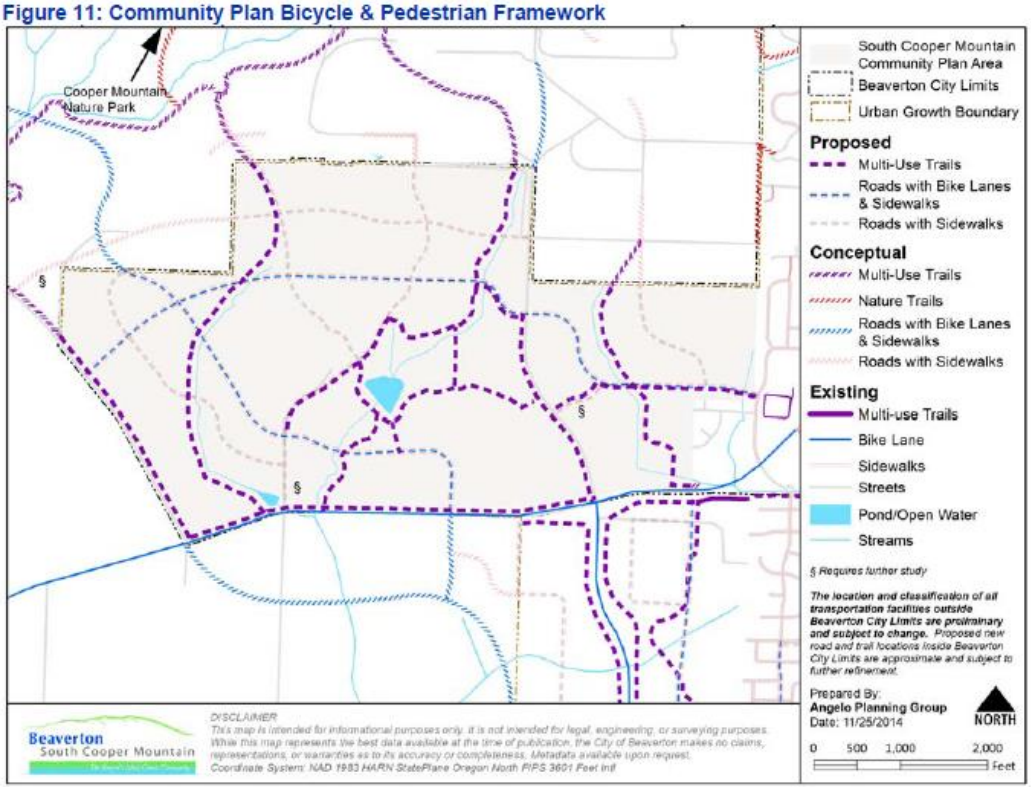
5. Bicycle and Pedestrian Framework Policy 1: Bicycle and Pedestrian Crossings. "Bicycle and Pedestrian Crossings: While the location and design of specific crossing points will be determined through further site-specific engineering evaluation, safe, protected pedestrian crossing opportunities should be

provided near important pedestrian destinations, such as the future high school site, when a need is demonstrated and such crossings can be appropriately and safely designed and located, as determined by an engineering-level safety analysis."

Response: Designated crossings are expected in two locations along SW 175th Avenue, and are expected near the park along collector road 6C. The proposed modification does not seek to modify any of the planned improvements.

6. Bicycle and Pedestrian Framework Policy 2: Trails. "Trails: Trails within the Community Plan area shall be provided as shown on Figure 11; however, the City may permit flexibility to adapt to site specific conditions and ownerships provided the conceptual network in Figure 11, or equivalent, is provided..."

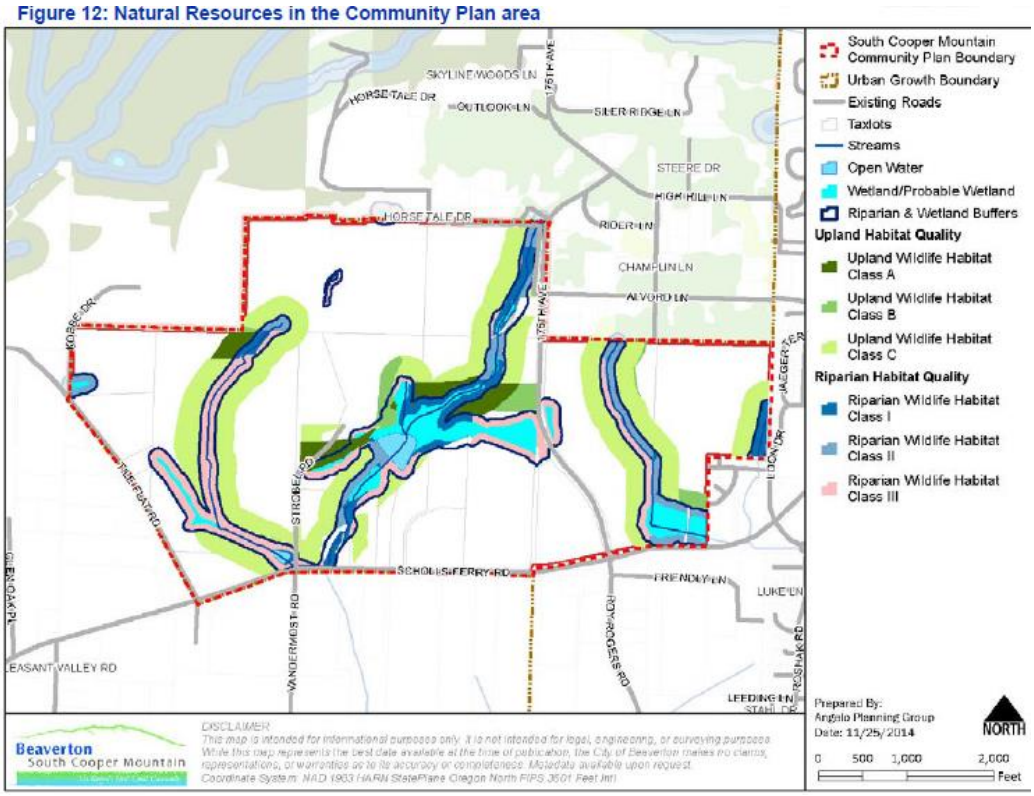
Figure 11: Community Plan Bicycle & Pedestrian Framework



Response: Two trails are proposed for compliance with this section. The first, a School to School trail will be a multi-use path linking SW Loon Drive at Scholls Heights Elementary school to SW 175th Avenue at the planned High School site. A community trail is planned running from SW Scholls Ferry Rd. north through the property and leading to the lands north of the site. See sheet P2.0 for these trail linkages. The proposed modification does not seek to modify any of the planned improvements.

C. Resource Protection and Enhancement:

1. Figure 12: Natural Resources in the Community Plan area map.



Response: Natural areas, as depicted on figure 12 of the community plan have been identified and set aside for protection. Specifically, a vegetated stream corridor generally bisects the site. The stream corridor contains the following designations of habitat lands as identified by the City of Beaverton:

- Riparian Wildlife Habitat Class II
- Riparian Wildlife Habitat Class III
- Upland Wildlife Habitat Class B
- Upland Wildlife Habitat Class C

The eastern edge of the site also contains a vegetated stream that contains the following designations of habitat lands as identified by the City of Beaverton:

- Riparian Wildlife Habitat Class I
- Upland Wildlife habitat Class C

The project team has with Clean Water Services to obtain a service provider letter delineating buffer areas, encroachments and mitigation areas. There are multiple locations where constrained topography results in the necessity of encroachment of sensitive areas. The largest of these areas is Road 6C which is needed to provide transportation access, as specified in the South Cooper Mountain Community plan, to the site and connecting SW 175th Avenue and SW Loon Drive. The site plans accommodate feature adjacent areas for preservation that are in excess of the required buffers to facilitate mitigation in accord with CWS' requirements. CWS has reviewed the proposed modification to ensure that the existing SPL is indeed valid.

2. Natural Resource Policy 1: Local Wetlands and Riparian Areas. "Locally significant wetlands and protected riparian corridors within the Community Plan area shall be protected and enhanced, consistent with local, state, and federal regulations."

Response: The South Cooper Mountain Heights subdivision includes riparian corridors for which protective buffers will be established and enforced. The applicant has worked with Clean Water Services to obtain the necessary service provider letter. The site plans clearly demark the sensitive areas for which buffer protections are established. The proposed modification does not seek to modify any of the protections or result in any conflicts.

3. Natural Resource Policy 2: Development adjacent the Significant Natural Resource Areas. "Development adjacent to significant natural resource areas shall be designed to provide visual and/or physical access to the resource area and limit continuous rear lot line edges abutting a significant natural resource through one or more of the following treatments of the open space edge…"

Response: The South Cooper Mountain Heights project is centered on a network of open spaces. The primary feature is preserved through natural area buffers centered on sensitive lands of streams and wetlands. These areas will be, in accord with Clean Water Services standards planted with native plants in such a manner as to support the natural ecosystem and provide visual access. A neighborhood park and a pathway system are included to provide active recreation and access to passive recreation opportunities both physically and visually. The proposed modification does not seek to modify any of the planned improvements.

4. Urban Forestry Policy 2: Tree Planting. "Tree planting already required by City regulations (e.g. landscaped areas, street trees) shall be maximized as a method to increase the tree canopy in the Community Plan area."

Response: All actions regarding trees and vegetation will be performed in accordance with the regulations established herein and in Section 40.90 of this Code. Existing trees will be protected with a five (5) foot tall chain-link fence around the drip line during construction. Neither top soil storage nor construction material shall be located within the drip line of the tree. The construction fence will be placed around a tree or grove beyond the edge of the root zone. The fence will be placed before physical development starts and remain in place until physical development is complete. Adjustments to the location of the protective fencing may be required to complete construction of permanent facilities.

For this development, it was determined that no significant individual tress or historic trees exist on this site. In addition, the following trees that are being removed are not present within the significant natural resources area:

- Western hemlock
- Mountain hemlock
- Pacific madrone
- Bigleaf maple

No mitigation was required as part of the PUD approval.

5. Urban Forestry Policy 3: Regionally Significant Upland Habitat. "Regionally Significant Upland Habitat within the SCM Community Plan area shall be protected through application of the City's existing tree protection standards and incentives for Habitat Benefit Area preservation, as appropriate."

Response: The tree preservation program was approved with the South Cooper Mountain Heights PUD and Tree Plan 2.

6. Scenic Views Policy 1: Protection of View Corridors. "The city will encourage protection of view corridors for the enjoyment of adjacent neighborhoods and the broader community on lands that currently offer views of the Chehalem Ridge. Viewpoints should provide seating and space for passersby and should provide for the permanent protection of the view through measures such as easements…."

Response: The site is sloping to the south, minimizing any potential impact on views from housing built downslope. The neighborhood park and stormwater facilities are located in situations where the lack of a building enhances view to the south and into nearby natural areas. Additionally, active open spaces and trails are located to provide view access to natural areas and beyond.

7. Rural Edges and Transitions Policy 1: SW Tile Flat Road Landscape Buffer.

Response: The proposal does not abut SW Tile Flat Road. This criterion is not applicable.

D. Infrastructure Provision:

1. Infrastructure Policy 1: Urban development not allowed without urban services

Response: Development is not proposed to precede urban services.

2. Infrastructure Policy 7: Alignment for new water and sewer.

Response: The alignment for future utilities is proposed to be housed within the road right-of-way.

2. Proposals within the South Cooper Mountain Community Plan area shall demonstrate compliance with the following applicable Comprehensive Plan policies and figures:

A. Chapter Six, Transportation Element:

1. Figure 6.2a: Planned Bicycle and Pedestrian Network.

Response: Please see Section V. Compliance with Beaverton Comprehensive Plan, for findings related to this application

2. Figure 6.4a: Functional Classification.

Response: Figure 6.4 of the Beaverton Comprehensive Plan (http://www.beavertonoregon.gov/DocumentCenter/Home/View/1181) does not include the South Cooper Mountain Community Plan area. Figure 10 of the Community Plan does depict the functional classification of expected future roadways. The proposal contains all of the routes featured in figure 10. SW 175th avenue abuts the property to the west and is connected to the collector road 6C and neighborhood route named Street F.

Road 6C, the collector fulfills the need for the connection from Loon Drive westward to SW 175th Avenue and beyond. Additionally, a neighborhood route connects the east-west collector to the northern properties expected for future development. The proposed modification does not seek to modify any of the planned improvements.

3. *Figure 6.6a: Future Streets Where Right-of-Way is Planned for More Than Two Lanes.*

Response: Figure 6.6 of the Beaverton Comprehensive Plan (http://www.beavertonoregon.gov/DocumentCenter/Home/View/1181) does not include the South Cooper Mountain Community Plan area. The relevant information is carried in the Community Plan document. The east-west collector (Road 6C) is proposed for the two-thirds (2/3) lane road specified. Southwest 175th Avenue is on the western edge of the property. The proposed modification does not seek to modify any of the planned improvements.

4. *Figure 6.20: Local Connectivity Map.*

Response: Figure 6.20 of the Beaverton Comprehensive Plan (http://www.beavertonoregon.gov/DocumentCenter/Home/View/1181) includes the South Cooper Mountain Community Plan area but does not show any local connection requirements within the proposed site. However, the network has been planned in accordance with the South Cooper Mountain Community Plan and provides the needed connections, including one to the east to permit access to the Sterling Park subdivision via Loon Drive. The proposed modification does not seek to modify any of the planned improvements.

60.45 Solar access Protection

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60.45.10. Solar Access for New Development.

*****

2. Applicability. *The solar design standard in subsection 3., below, shall apply to subdivisions and partitions in the R10, R7 and R5 zones, except to the extent the Director finds that the applicant has shown one or more of the conditions listed in subsections 4. and 5., below, exist, and exemptions or adjustments provided for therein are warranted.*

Response: There are two phases within the South Cooper Mountain Heights subdivision for which the Solar Access Protection standards are applicable. Phase 2 contains 166 lots proposed for R7 zoning. Phase 3 contains 32 lots proposed for R5 zoning. Phases 1, 4, and 5 are proposed to contain zones R4, R2, and R1 and are, therefore, exempted from the standards.

3. Design Standard. *At least 80 percent of the lots in a development subject to this ordinance shall comply with one or more of the options in this section.*

A. Basic Requirement (see Figure 9).

*****

Response: Phase 2 of the subdivision is located on land that is generally sloping toward the south. Design of the site has been made to respond to the significant natural areas contained within the topography. As a result, a typical block pattern that enables lots oriented along, or within 30 degrees of a north-south axis is limited. Of the 166 proposed lots within the

subdivision that are intended for detached single family homes, 88 of the proposed lots satisfy the basic solar lot design standard of Section 60-45.10(2)(A) of lot depth of at least 90 feet and a front property line, which is within 30 degrees of an east-west orientation.

B. Protected Solar Building Line Option (see Figure 10)
*****

Response: Section 60-45.10(2)(B) provides for allowances of lots which do not comply with the standard to instead apply a protected solar building line. This approach would require spacing from building roof center to neighboring building roof center of 70 feet. At that dimension the standard could be applied to R7 lots that were at least 70 feet wide. The proposed R7 properties within this proposal are less than 70 feet wide, partially in an attempt to achieve the density goals of the South Cooper Mountain Community Plan while simultaneously preserving the stream and natural area buffers. Accordingly, this proposal does not including application of the alternate standard.

C. Performance Option
*****

Response: Section 60-45.10(2)(C) provides for allowances of lots which don't comply with the standard to instead apply a Performance Option that assures sunlight access through activities on site and/or off. The narrow nature of the proposed lots, combined with topography precluded the approved PUD application and this proposed modification from utilizing this option.

4. Exemptions from Design Standard
****

Response: No request for an exemption based on the standard of 60-45.10(4) is sought.

5. Adjustments to Design Standard

A. Density and Cost If the design standard in this Section is applied, either the resulting density is less than that proposed, or on-site site development costs (e.g. grading, water, storm drainage and sanitary systems, and roads) and solar related off- site site development costs are at least 5% more per lot than if the standard is not applied. The following conditions, among others, could constrain the design of a development in such a way that compliance with this Section would reduce density or increase per lot costs in this manner. The applicant shall show which if any of these or other similar site characteristics apply in an application for a development.
*****

Response: See responses to 2 and 3 below

2. There is a significant natural feature on the site, identified as such in the comprehensive plan that prevents given streets or lots from being oriented for solar access, and it will exist after the site is developed.

Response: The unnamed drainages on the east and western portions of phase 2 prohibit the potential extension of roadways that would be required in order to develop a grid street pattern that would allow the additional 19 percent (19%) of lots required to be oriented in such a manner that would comply with the design standard. The roadway network and research included within the South Cooper Mountain Community Plan guide the project to include only one east-west connecting roadway across these drainages. The phase 2 lots that do not comply with the standard are located on the eastern and western sides of the phase boundary where roadways necessarily had to run

parallel with the stream and natural area corridors, which themselves run roughly north to south.
Therefore, it is requested that the City adjust the percentage of lots which must meet the solar access design standard in order to allow the development to avoid having to further deviate from the natural slope of the site. For phase 2 the requested adjustment would affect 66 of the 166 lots.

3. Existing road patterns must be continued through the site or must terminate on-site to comply with applicable road standards or public road plans in a way that prevents given streets or lots in the development from being oriented for solar access.
*****
Response: Phase 2, the area where new lots are proposed, is not encumbered by existing roads.

B. Development Amenities. If the design standard in this section applies to a given lot or lots, significant development amenities that would otherwise benefit the lot(s) will be lost or impaired. Evidence that a significant diminution in the market value of the lot(s) would result from having the lot(s) comply with this Section is relevant to whether a significant development amenity is lost or impaired.

Response: Phase 3 contains a proposed neighborhood park located north of SW Oystercatcher Lane and south of Road 6C. Approximately 7 R5 lots could be developed north of SW Oystercatcher Lane that would be compliant with the solar access standards. However, doing so would isolate the rest of the lots within phase 3 from the amenity of the park, both visually, and through direct access from the roadway. The approved PUD adjusted the percentage of lots which must meet the solar access design standard in order to allow the development take advantage of the amenity of the neighborhood park. For phase 3 the requested adjustment was for 27 of the 32 lots.

Subsections 5.C through 7 are not applicable and therefore have not been cited in this application.

60.45.15 Solar Balance Point
***
Response: Applicability, as per 60.45.15(2) is at time of building permit for structures in the R10, R7, and R5 zones. While zone R7 is included in this proposal, the application does not contain requests for building permits. Therefore, the standard is not applicable at this time.

60.55. TRANSPORTATION FACILITIES.
***
60.55.10. General Provisions.
1. All transportation facilities shall be designed and improved in accordance with the standards of this code and the Engineering Design Manual and Standard Drawings. In addition, when development abuts or impacts a transportation facility under the jurisdiction of one or more other governmental agencies, the City shall condition the development to obtain permits required by the other agencies.

Response: Facilities designed for construction within the South Cooper Mountain Heights Subdivision are based on the needs described by the South Cooper Mountain Community Plan and designed in accordance with the City of Beaverton's Engineering Design Manual. The

proposed modification does not seek to modify any of the planned improvements. Additionally, SW 175 Avenue, a Washington County transportation facility abuts the subdivision. As per 60.55.10(1) it is understood that the City will condition the development to obtain permits required by the other affected agencies – namely Washington County

2. In order to protect the public from potentially adverse impacts of the proposal, to fulfill an identified need for public services related to the development, or both, development shall provide traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development.

Response: To ensure that the public is protected from inverse impacts related to traffic this application includes a proposed internal roadway network, based on the South Cooper Mountain Community Plan that will appropriately facilitate internal and pass through traffic. The proposed modification does not seek to modify any of the planned improvements.

Additionally, the following recommendations are proposed to address traffic impacts to offsite facilities:

- SW 175th Avenue/SW Kemmer Road – Provide a proportional share contribution per the
- 2017 Cumulative Impact Analysis to the Washington County led project, which will result in the installation of a new traffic signal and exclusive northbound and southbound left-turn lanes with protected phasing.
- SW 175th Avenue/Planned Collector 6B, 6C – Provide a stop-controlled intersection with a new 100-foot southbound left-turn lane and exclusive westbound right- and left-turn lanes.
- SW 175th Avenue/High School–South Site Access – Install a traffic signal (or modify the conditioned high school site-access traffic signal) with a 100-foot southbound left-turn lane and exclusive westbound shared through-right and left-turn lanes.
- SW Roy Rogers Road-SW 175th Avenue/SW Scholls Ferry Road – Optimize signal timing to provide additional green time to the northbound and southbound movements.

3. For applications that meet the threshold criteria of section 60.55.15. (Traffic Management Plan) or of section 60.55.20. (Traffic Impact Analysis), these analyses or limited elements thereof may be required.

Response: The approved development is predicted at buildout to produce 5,430 total daily trips. Accordingly, at Traffic Impact Analysis (as per section 60.55.20) has been developed. A supplemental analysis has been developed to verify that the addition of 10 lots will not impede the function of the transportation system

4. The decision-making authority may impose development conditions of approval per Section 10.65.1. of this code. Conditions of approval may be based on the Traffic Management Plan and Traffic Impact Analysis. Additional street, bicycle, and pedestrian connections may also be required per 60.55.25. (Street and Bicycle and Pedestrian Connection Requirements).

Response: The above-mentioned authority is recognized.

5. Dedication of right-of-way shall be determined by the decision-making authority.

Response: The above-mentioned authority is recognized.

6. Traffic calming may be approved or required by the decision-making authority in a design of the proposed and/or existing streets within the Area of Influence or any additional locations identified by the City Engineer. Traffic calming measures shall be designed to City standards.

Response: The above-mentioned authority is recognized; any required traffic calming measures will be designed to City standards.

7. Intersection performance shall be determined using the Highway Capacity Manual 2000 published by the Transportation Research Board. The City Engineer may approve a different intersection analysis method prior to use when the different method can be justified. Terms used in this subsection are defined in the Highway Capacity Manual 2000....

Response: The Traffic Impact Analysis Report and amendment for this proposed modification both utilized the Highway Capacity Manual 200 for analysis and employed the City's standards above. It resulted in a series of recommendations for improvements to roadways, signals, access and capacity connected to the approved PUD. No changes are suggested based on the addition of 10 new lots to Phase 2.

***

60.55.20. Traffic Impact Analysis.

For each development proposal that exceeds the Analysis Threshold of 60.55.20.2, the application for land use or design review approval shall include a Traffic Impact Analysis as required by this code. The Traffic Impact Analysis shall be based on the type and intensity of the proposed land use change or development and its estimated level of impact to the existing and future local and regional transportation systems.

1. Engineer Certification. *The Traffic Impact Analysis shall be prepared and certified by a traffic engineer or civil engineer licensed in the State of Oregon.*

Response: The traffic analysis was developed by Marc Butorac, PE, PTOE, with Kittelson & Associates, an engineer licensed in the State of Oregon. The subsequent amendment for this proposal was developed by Anais Malinge, PE also with Kittelson & Associates, an engineer licensed in the State of Oregon

2. Analysis Threshold.

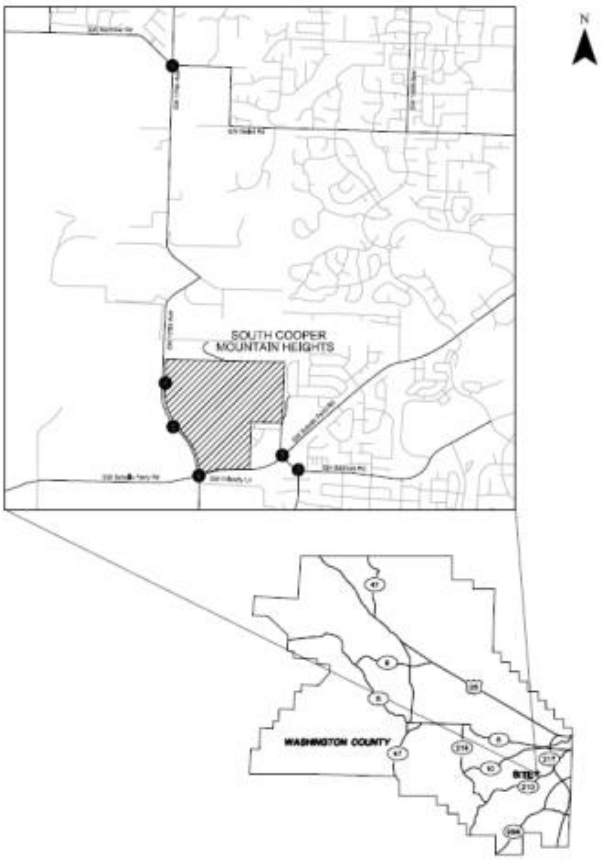
A. A Traffic Impact Analysis is required when the proposed land use change or development will generate 200 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer.

B. A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.

Response: The project is expected to generate 5,430 trips per day. Accordingly, the analysis threshold has been met and the required Traffic Impact Analysis has been developed.

3. Study Area. *The Traffic Impact Analysis shall evaluate the Area of Influence of the proposed development and all segments of the surrounding transportation system where users are likely to experience a change in the quality of traffic flow. The City Engineer may identify additional locations for study if existing traffic operation, safety, or performance is marginal or substandard. Prior to report preparation, the applicant shall submit the proposed scope and analysis assumptions of the Traffic Impact Analysis. The City Engineer shall determine whether the scope and analysis assumptions are adequate.*

Response: The study area for the project considered the area of influence beyond the site area in order to understand where users would be likely to experience a change in the quality of traffic flow. The following figure indicates the study area of the Traffic Impact Analysis.



Traffic Impact Analysis Study Area

4. Contents of the Traffic Impact Analysis Report*. The Traffic Impact Analysis report shall contain the following information organized in a logical format:*

A. Executive Summary
B. Description of Proposed Development
C. Existing Conditions
D. Traffic Forecasts
E. Traffic Impacts
F. Mitigation Identification
G. Recommendations
*****

Response: The Traffic Impact Analysis (TIA) Report, Appendix A, was developed by Kittelson & Associates. Working with the City of Beaverton and Washington County, the TIA contains the necessary elements describing the proposed development, existing conditions, forecasts and impacts and identifies mitigations and calls out the proposed recommendations. Compliance was acknowledged through approval of the South Cooper Mountain Heights PUD. The proposed modification does not seek to modify any of the planned improvements.

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.

1. All streets shall provide for safe and efficient circulation and access for motor vehicles, bicycles, pedestrians, and transit. Bicycle and pedestrian connections shall provide for safe and efficient circulation and access for bicycles and pedestrians.

Response: All streets are designed in accordance with the City of Beaverton's Engineering Design Manual. A multi-modal transportation network has been planned and designed for the site and its efficacy is described in the Traffic Impact Analysis Report. The proposed modification does not seek to modify any of the planned improvements.

2. The Comprehensive Plan Transportation Element Figures 6.1 through 6.23 and Tables 6.1 through 6.6 shall be used to identify ultimate right-of-way width and future Potential Street, bicycle, and pedestrian connections in order to provide adequate multi-modal access to land uses, improve area circulation, and reduce out-of-direction travel.

Response: The transportation network was planning in accordance with the South Cooper Mountain Community Plan. Additionally, all streets are designed in accordance with the City of Beaverton's Engineering Design Manual and are in compliance with the Comprehensive plan (see Section V). The proposed modification does not seek to modify any of the planned improvements.

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

Response: The transportation network was planned in accordance with the South Cooper Mountain Community Plan, including connections to existing roadways. The proposed modification does not seek to modify any of the planned improvements.

4. Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.

Response: The transportation network was planned in accordance with the South Cooper Mountain Community Plan. It includes connections to existing roadways. No closed-end street is proposed. However, there are four locations where streets are stubbed out for future connection to currently non-developed land, two of these are located within Phase 2. These were acknowledged during approval of the South Cooper Mountain Heights PUD.

5. Whenever existing streets and bicycle and pedestrian connections adjacent to or within a parcel of land are of inadequate width, additional right-of-way may be required by the decision-making authority.

Response: Sufficient right-of-way has been set aside. All streets are designed in accordance with the City of Beaverton's Engineering Design Manual.

6. Where possible, bicycle and pedestrian connections shall converge with streets at traffic-controlled intersections for safe crossing.

Response: The bicycle and pedestrian connections indeed converge with streets at traffic-controlled intersections with SW 175th Avenue.

7. Bicycle and pedestrian connections shall connect the on-site circulation system to existing or proposed streets, to adjacent bicycle and pedestrian connections, and to driveways open to the public that abut the property. Connections may approach parking lots on adjoining properties if the adjoining property used for such connection is open to public pedestrian and bicycle use, is paved, and is unobstructed.

Response: The transportation network was planned in accordance with the South Cooper Mountain Community Plan, including connections to existing roadways. The proposed modification does not seek to modify any of the planned improvements.

8. To preserve the ability to provide transportation capacity, safety, and improvements, a special setback line may be established by the City for existing and future streets, street widths, and bicycle and pedestrian connections for which an alignment, improvement, or standard has been defined by the City. The special setback area shall be recorded on the plat.

Response: The transportation network was planned in accordance with the South Cooper Mountain Community Plan and includes the needed capacity. No special setback is required.

9. Access ways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.13.
An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.

A. Accessways shall be provided as follows:
*****

Response: Four access ways were approved to break up the long blocks within phase 2 that were designed in response to topography. Other long block faces are bordered by natural areas where providing an accessway (such as the boundary of Road 6C and the natural are to the east) would be costly and have negative impacts on the sensitive areas that would require mitigation. The proposed modification does not seek to modify any of the planned improvements.

B. Accessway Design Standards.

1. Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.

2. Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations.

Response: The proposed accessways are straight in line with the north-south axis of the globe and provide direct connection to the neighborhood park from properties to the north.

10. Pedestrian Circulation.
*****

Response: All roadways within the subdivision are designed with sidewalks to convey pedestrians in a manner compliant with this standard.

11. Pedestrian Connections at Major Transit Stops. Commercial and institution buildings at or near major transit stops shall provide for pedestrian access to transit through the following measures:
***

Response: There are no Major Transit Stops within or near the project. Accordingly this standard is not applicable.

12. Assessment, review, and mitigation measures (including best management practices adopted by local agencies) shall be completed for bicycle and pedestrian connections located within the following areas: wetlands, streams, areas noted as Significant Natural Resources Overlay Zones, Significant Wetlands and Wetlands of Special Protection, and Significant Riparian Corridors within Volume III of the Comprehensive Plan Statewide Planning Goal 5 Resource Inventory Documents and Significant Natural Resources Map, and areas identified in regional and/or intergovernmental resource protection programs.
***

Response: No bicycle or pedestrian connections are proposed to be located within the areas of concern within this standard.

13. New construction of bicycle and pedestrian connections along residential rear lot lines is discouraged unless no comparable substitute alignment is possible in the effort to connect common trip origins and destinations or existing segment links.

Response: No bicycle or pedestrian connections are proposed along residential rear lot lines.

14. Street and Bicycle and Pedestrian Connection Hindrances. Street, bicycle, and/or pedestrian connections are not required where one or more of the following conditions exist:

A. Physical or topographic conditions make a general street, bicycle, or pedestrian connection impracticable. Such conditions include but are not limited to the alignments of existing connecting streets, freeways, railroads, slopes in excess of City standards for maximum slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

B. Existing buildings or other development on adjacent lands physically preclude a connection now and in the future, considering the potential for redevelopment; or,

C. Where streets, bicycle, or pedestrian connections would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 1995, which preclude a required street, bicycle, or pedestrian connection.

Response: Connection Hindrances are created by the protection of wetlands, natural areas and sensitive areas. In response to these topographical constraints, as identified by the South Cooper Mountain Community Plan, just one east-west collector runs through the project, crossing the sensitive areas. Local streets, which convey people on bicycles and on foot, are not proposed to cross these natural facilities. Therefore, the protection of these area is a hindrance to developing a fully connect transportation system for all modes of travel.

60.55.30. Minimum Street Widths. *Minimum street widths are depicted in the Engineering Design Manual*

Response: Streets are design in accordance with the Engineering Design Manual.

60.55.35. Access Standards.

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

Response: The application contains a street plan and traffic impact analysis that describe the safe access to and from the development.

2. No more than 25 dwelling units may have access onto a closed-end street system unless the decision-making authority finds that identified physical constraints preclude compliance with the standard and the proposed development is still found to be in compliance with the Facilities Review criteria of Section 40.03.

Response: No such proposal is made by this application.

3. Intersection Standards.

A. Visibility at Intersections. All work adjacent to public streets and accessways shall comply with the standards of the Engineering Design Manual except in Regional and Town Centers.

*****

Response: All Intersections and Streets are design in accordance with the Engineering Design Manual.

B. Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.

1. Local street connections at intervals of no more than 330 feet should apply in areas planned for the highest density multiple use development.

*****

Response: All Intersections and Streets are designed in accordance with the Engineering Design Manual. There are streets within the single-family portion of the subdivision however that exceed the 330 foot connection interval standard. These are all located in phase 2. The hillside topography in this area severely limits the ability to plan the roads in a fashion that meet the spacing standards. There are three streets that make long traverses from east to west. Ideally, they would be intersected by one or more north-south oriented roadways. Attempts to design these desired connections however revealed that excessive grading differentials would be required. At one location for example (the west end of street O), a forty foot tall retaining wall would be needed to facilitate the desired road connection. Additional connections to the east and west would also be ideal. However, westward connection would necessitate disturbance of the natural area (in addition to grad challenges). The eastern edge faces similar problems, and is also disconnected from roadways by the existing housing.

The intent of the policy, a well-connected network of public streets is met to the extent feasible in light of the access limitations and topography as acknowledged with approval of the South Cooper Mountain Heights PUD.

The proposal introduces angled streets and curving hill approaches to moderate the change in slope and proposes a north-south pedestrian staircase to break up the long blocks and provide walking access to the neighborhood park within phase 3.

C. Driveways.

1. Corner Clearance for Driveways. Corner clearance at signalized intersections and stop-controlled intersections, and spacing between driveways shall meet the standards of the Engineering Design Manual and Standard Drawings.

2. Shared Driveway Access. Whenever practical, access to Arterials and Collectors shall serve more

than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement.
Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area.
Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.
3. No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision-making authority may approve access from a detached dwelling to an Arterial or Collector.

Response: All Intersections and Streets are design in accordance with the Engineering Design Manual. No driveways are proposed for access to arterial or collector streets.

60.55.40. Transit Facilities. *Transit routes and transit facilities shall be designed to support transit use through provision of transit improvements. These improvements shall include passenger landing pads, accessways to the transit stop location, or some combination thereof, as required by TriMet and the City, and may also include shelters or a pad for a shelter. In addition, when required by TriMet and the City, major industrial, institution, retail, and office developments shall provide either a transit stop on site or a pedestrian connection to a transit stop adjacent to the site.*

1. Transit Shelters. All transit shelters and sidewalk furniture shall meet the following standards.
*****

Response: No transit facilities are present within the site. The nearest TriMet bus line is Route 92, the South Beaverton Express, which stops at the intersection of SW Scholls Ferry Road/SW Teal Boulevard/SW Horizon Boulevard (approximately 1.25 miles east of the project site). In the future, if transit were provided to SW 175th Avenue the planned shoulder improvements and spacing would facilitate provision of necessary furnishings or shelters. At present time the standards of this section are not applicable.

60.60. TREES AND VEGETATION.

60.60.05. Purpose.

Healthy trees and urban forests 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. In conjunction with processes set forth in Section 40.90. of this Code, this section is intended to help manage changes to the City's urban forest by establishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees.

60.60.07. Enforcement.

A person found responsible for causing the removal or pruning of a protected tree in violation of the standards set forth in Section 60.60., unless exempt, shall be subject to monetary penalties. In cases of unlawful removal the person must also mitigate the removal as set forth in the mitigation requirements of Section 60.60.25. Monetary penalties imposed by a court of competent jurisdiction upon conviction for violating any provision of Chapter 60 Section 60 of this Ordinance, shall be deposited into the City's Tree Mitigation Fund.

60.60.10. Types of Trees and Vegetation Regulated.

Actions regarding trees and vegetation addressed by this section shall be performed in accordance with the regulations established herein and in Section 40.90. of this Code. The City finds that the following types of trees and vegetation are worthy of special protection:

1. Significant Individual Trees.

2. *Historic Tree.*
3. *Trees within Significant Natural Resource Areas.*
4. *Trees within Significant Groves.*
5. *Landscape Trees.*
6. *Community Trees.*
7. *Mitigation Trees.*

60.60.15. Pruning, Removal, and Preservation Standards.

1. Pruning Standards.

***

2. Removal and Preservation Standards.

***

60.60.20. Tree Protection Standards during Development.

1. Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:

***

60.60.25. Mitigation Requirements.

1. The following standards shall apply to mitigation for the removal of Significant Individual Trees or trees within Significant Groves or SNRAs.

***

2. Mitigation for the removal of trees from Significant Groves or SNRAs shall be required as follows:

***

3. In addition to the requirements listed in Section 60.60.25.1. Mitigation Requirements, the following mitigation requirements shall apply for the removal of trees from Significant Groves or SNRAs.

***

4. Significant Grove or SNRA on-site mitigation, 2:1 planting ratio.

***

5. Significant Grove or SNRA off-site mitigation, 1:1 planting ratio.

***

6. Significant Grove or SNRA Tree Plan 3 mitigation, 1:1 planting ratio.

***

7. In-Lieu fee. If the total caliper inch on-site- or off-site tree planting mitigation does not equal the DBH inch removal or if no tree planting mitigation is proposed, the remaining or total caliper inch tree planting mitigation shall be provided as a fee in-lieu payment. The in-lieu fee shall be specified in the Community Development In-Lieu Fee schedule. Fee revenues shall be deposited in the City's Tree Mitigation Fund.

***

8. In addition to the standards in Mitigation Standards 1, the following standards shall apply to mitigation for the removal of a Significant Individual Tree:

***

9. The following standards apply to the replacement of a Landscape Tree:

A. A replacement tree shall be a substantially similar species or a tree approved by the City considering site characteristics.

B. If a replacement tree of the species of the tree removed or damaged is not reasonably available, the City may allow replacement with a different species.

C. Replacement of a Landscape Tree shall be based on total linear DBH calculations at a one-to-one ratio depending upon the capacity of the site to accommodate replacement tree or unless otherwise specified through development review. Replacement of tree on a one-to-one basis shall be as follows:

1. *Calculate the sum of the total linear DBH measurement of the tree to be removed.*
2. *The total linear DBH measurement of the tree to be removed shall be replaced with tree at least 1.5 caliper inches in diameter. The total caliper inches of the replacement tree shall be at least equal to the sum total of the linear DBH measurement of the removed tree.*

Response to 60.60.05 through 60.60.25: All actions regarding trees and vegetation will be performed in accordance with the regulations established herein and in Section 40.90 of this Code. Existing trees will be protected with a 5-foot tall chain link fence around the drip line during construction. Neither top soil storage nor construction material shall be located within the drip line of the tree. The construction fence will be placed around a tree or grove beyond the edge of the root zone. The fence will be placed before physical development starts and remain in place until physical development is complete. Adjustments to the location of the protective fencing may be required to complete construction of permanent facilities.

For this development it was determined that no significant individual tress or historic trees exist on this site. In addition, the following trees that are being removed are not present within the significant natural resources area:

- Western hemlock
- Mountain hemlock
- Pacificm
- Bigleaf maple

The total community tree DBH is 6,244, with this project a total of 1,280 DBH will be removed. No mitigation was required as part of the previous approval. Nothing in this proposed modification would impact the agreed upon outcomes.

60.65. UTILITY UNDERGROUNDING.

****

60.65.15. Regulation. *All existing and proposed utility lines within and contiguous to the subject property, including, but not limited to, those required for electric, communication, and cable television services and related facilities shall be placed underground as specified herein. The utilities required to be placed underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development.*

***

60.65.20. Information on Plans. *The applicant for a development subject to design review, subdivision, partition, or site development permit approval shall show, on the proposed plan or in the explanatory information, the following:*

***

60.65.25. Optional Fee In Lieu of the Undergrounding Requirement. *If any of the following criteria are met as determined by the City, after receiving a recommendation from the Facilities Review Committee, at the applicant's option, applicant shall either immediately place the private utilities underground or pay a fee to the City toward future undergrounding in lieu of immediately placing private utilities underground.*

***

60.65.30. Fees to be Paid In-Lieu of Undergrounding.

***

60.65.35. City to Establish Priorities. *Any funds collected from the in-lieu undergrounding fees may be used by the City to offset the costs of undergrounding any private utilities as part of any project listed in the CIP, subject to the following priorities:*

***

Response to 60.65.15, 60.65.20, 60.65.25, 60.65.30, and 60.65.35: All existing and proposed utility lines within and contiguous to the South Cooper Mountain Heights development site for electric, communication, and cable television services and related facilities will be placed underground as specified herein this Code section. The utilities required to be placed

underground shall be those existing overhead utilities which are impacted by the proposed development and those utilities that are required to be installed as a result of the proposed development. The developer will make all necessary arrangements with the serving private utility to cause the utility service(s) to be placed underground.

Refer to the Utility sheets P5.1 & P5.2 within the plan set to see:

- Easements for all public and private utility facilities
- The location of all existing above ground and underground public and private utilities within 100 feet of the site
- Aboveground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.50 of this Code

Nothing in this proposed modification will impact the ability to continue compliance with City requirements related to utility placement.

60.67. SIGNIFICANT NATURAL RESOURCES.

60.67.05. Local Wetland Inventory. *Prior to issuing a development permit, the Local Wetland Inventory map shall be reviewed to determine if the site proposed for development is identified as the location of a significant wetland.*

***

Response: A local wetland inventory was commissioned and utilized in site planning and obtaining a service provider letter from Clean Water Services. Further, CWS was consulted regarding the 10 lot addition within this proposal. Staff deemed that the existing SPL remains valid because the changes occur completely within the already planned developed area.

60.67.10. Significant Riparian Corridors. *Prior to issuing a development permit, the list of Significant Riparian Corridors shall be reviewed to determine if the site proposed for development is identified as being listed corridor.*

***

Response: The South Cooper Mountain Heights subdivision includes riparian corridors for which protective buffers will be established and enforced. The applicant has worked with Clean Water Services, and obtained the necessary service provider letter. The site plans clearly demark the sensitive areas for which buffer protections are established, locations of encroachments and lands used for mitigation.

Further, CWS was consulted regarding the 10 lot addition within this proposal. Staff deemed that the existing SPL remains valid because the changes occur completely within the already planned developed area.

VII. CONCLUSION

The request is for approval to modify the South Cooper Mountain Heights Planned Unit Development/subdivision by adding 10 lots for detached single-family homes to the existing 155 lots within Phase 2 and dividing Phase 2 into Phase 2A and 2B; modifying a preliminary grading plan; modifying side and rear setbacks; modifying the boundary between Phases 1 and 4; and for modification of the conditions of approval to facilitate phased development of Road 6C with the development of Phases 4 and 1.

As demonstrated by this application, the proposed development, as modified, continues to be consistent with the applicable standards of the City of Beaverton Community Development Code, the South Cooper Mountain Community Plan and standards for Planned Unit Development, Design Review, and Subdivision Preliminary Plat approval. West Hills Development, therefore, respectfully requests approval of this combined application.