STAFF REPORT

HEARING DATE:	January 20, 2016
TO:	Planning Commission
FROM:	Sandra Monsalvè-Freund, AICP, Planning Manager
PROPOSAL:	**South Cooper Mountain Heights & PUD**
LOCATION:	Assessor's Map # 2S106 Tax Lots 103 and 200
ZONING:	Washington County designation AF-20
SUMMARY:	The applicant, West Hills Development, proposes a Planned Unit Development (PUD) on ±109 acres with associated streets and open spaces. The PUD is planned to have ±721 dwelling units consisting of single-family homes (detached & attached), and multi-family units. Applications include a Conditional Use (Planned Unit Development), Design Review Two; a Land Division (Preliminary Subdivision), Tree Plan Two, and a Quasi-Judicial Zoning Map Amendment.
APPLICANT:	West Hills Development 735 SW 158th Avenue Beaverton, OR 97006
PROPERTY OWNERS:	Dyches Family, LLC c/o West Hills Development 735 SW 158th Avenue Beaverton, OR 97006 Crescent Grove Cemetery Association c/o West Hills Development 735 SW 158th Avenue Beaverton, OR 97006
APPLICANT'S REPRESENTATIVE:	Otak, Inc. 800 SW Third Avenue, Suite 300 Portland, OR 97204

STAFF RECOMMENDATIONS:

CU2015-0006 (South Cooper Mountain Heights PUD):
Approval subject to conditions identified at the end of this report.

DR2015-0071 (South Cooper Mountain Heights PUD):
Approval subject to conditions identified at the end of this report.

LD2015-0013 (South Cooper Mountain Heights PUD):
Approval subject to conditions identified at the end of this report.

TP2015-0008 (South Cooper Mountain Heights PUD):
Approval subject to conditions identified at the end of this report.

ZMA2015-0006 (South Cooper Mountain Heights PUD):
Approval subject to conditions identified at the end of this report.

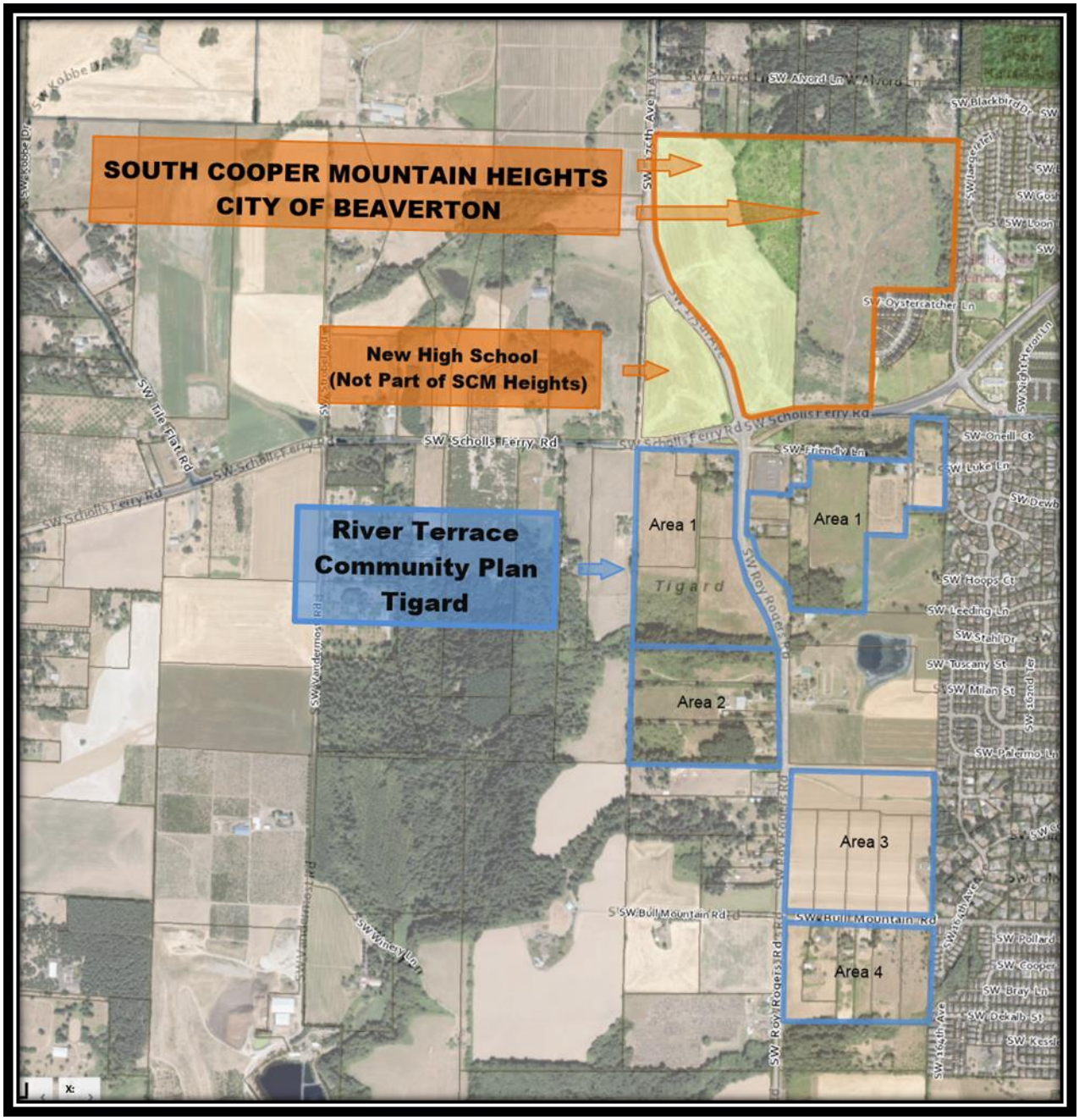
DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

Attachment A: Facilities Review Committee Technical Review and Recommendation Report	FR1 – FR18
Attachment B: CU2015-0006 ***Conditional Use - Planned Unit Development (Type 3)*** reviews a ±384 (±271 single family homes; ±110 townhomes; and 340 apartment units) lot Planned Unit Development with associated streets, open spaces, and parks.	CU1 – CU38
Attachment C: DR2015-0071 ***Design Review* (*Type 2*)** reviews the building plans and landscaping plans for the proposed attached dwellings; approximately 110 townhomes.	DR1 – DR7
Attachment D: LD2015-0013 ***Preliminary Subdivision (Type 2)*** reviews the ±384 lot subdivision, including ±32 tracts, in conjunction with the Planned Unit Development.	LD1 - 5
Attachment E: TP2015-0008 ***Tree Plan Two (Type 2)*** reviews the proposed removal of five (5) or more community trees; and a limited number of trees within a *Significant Natural Resource Area (SNRA)*.	TP1 – TP9

Attachment F: ZMA2015-0006 ***Zoning Map Amendment (Type 4)*** reviews a Quasi-Judicial Zoning Map Amendment in order to apply the City of Beaverton's residential zoning districts of R1, R2, R4, R5, and R7 to the subject parcels, thereby removing the Washington County AF-20 zoning district. Subject properties already annexed into the City of Beaverton.	ZMA1 –ZMA7
Attachment G: Conditions of Approval	COA1 – COA14
Exhibit 3.1: Public Testimony / Comment	EXH - 1

Exhibit 1.1

Vicinity Map



South Cooper Mountain Heights PUD
CU2015-0006, DR2015-0071, LD2015-0013, TP2015-0008, ZMA2015-0006

Exhibit 1.2

Aerial Map

South Cooper Mountain Heights PUD
CU2015-0006 / DR2015-0071 / LD2015-0013 / TP2015-0008 / ZMA2015-0006

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Deemed Complete	Final Written Decision Date	240-Day*
CU2015-0006	June 15, 2015	October 9, 2015	March 26, 2016	June 5, 2016
DR2015-0071	June 15, 2015	October 9, 2015	March 26, 2016	June 5, 2016
LD2015-0013	June 15, 2015	October 9, 2015	March 26, 2016	June 5, 2016
TP2015-0008	June 15, 2015	October 9, 2015	March 26, 2016	June 5, 2016
ZMA2015-0006	June 15, 2015	October 9, 2015	March 26, 2016	June 5, 2016

*Pursuant to Section 50.25.8 of the Development Code this is the latest date, without a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

Zoning	Washington County Interim Zoning (AF-20) City of Beaverton proposed zoning within the South Cooper Mountain Community Plan: Urban High Density Residential (R1); Urban Medium Density Residential (R2, R4); Urban Standard Density Residential (R5, R7)	
Current Development	The site is currently undeveloped and consists of two tax lots.	
Site Size & Location	109 Acres	
NAC	Neighbors Southwest	
Surrounding Uses	Zoning: North: Washington County Rural Residential (AF5/AF10) South: Urban Standard Density (R5) East: Urban Medium Density (R4) and Urban Standard Density (R5)	Uses: North: Detached Housing South: Detached Housing East: Detached Housing

	West: Urban High Density (R1) and Washington County Interim Zoning	West: New High School and undeveloped land north of High School site.

Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Detail Map (page SR-4 of this report)

Exhibit 1.2 Aerial Map (page SR-5 of this report)

Exhibit 2. Materials submitted by the Applicant

Exhibit 2.1 Submittal Package including Plans - (received on January 8, 2016)

Exhibit 3. Public Comment/Testimony (page EXH-1)

Exhibit 3.1 Mr. and Mrs. Prentice, 16550 SW Alvord Lane, Beaverton, OR 97007, hand delivered (10-copies), on January 7, 2016.

Project Overview

The applicant, West Hills / Arbor Homes, proposes to develop a 721 unit residential Planned Unit Development (PUD) on two parcels of land, within the South Cooper Mountain Community Planning area, on the north side of SW Scholls Ferry Road and east of SW 175th Avenue in southwest Beaverton. The project will extend east from SW 175th Avenue to SW Loon Drive, and is on ±109 acres of undeveloped land. The proposed development will connect to existing local streets within the neighboring Churchill Forest development, including SW Oystercatcher Lane and SW Moorhen Way.

The proposal includes a mix of housing types ranging from 271 detached single-family homes; 110 attached single-family homes (townhomes), and a 340-unit multi-family apartment development. Proposed lot sizes will range from 1,950 square feet (0.04 acres) up to 13,650 square feet (0.31 acres), and include a variety of home styles, as required by the South Cooper Mountain Community Plan and Section 60.35, *Planned Unit Development,* of the Beaverton Development Code.

Planned Unit Development (PUD)

The proposed project will be developed as a Planned Unit Development (PUD), as allowed within *Section 60.35 of the Beaverton Development Code*. This type of development emphasizes the preservation of open spaces, thereby clustering the housing to reduce ground disturbance, preserve natural drainage ways and environmentally sensitive areas in order maximize open space on site for the betterment of the proposed development and community.

Background

The South Cooper Mountain Community Plan (SCMCP), part of the Beaverton Comprehensive Plan, was adopted in December 2014. The Plan identifies various policies intended to guide the future development of the South Cooper Mountain area, which is comprised of 544 acres of undeveloped land that was added to the Urban Growth Boundary (UGB) in 2011. The SCMCP emphasizes development to be designed as safe, convenient, active and healthful with a variety of housing types, recreational spaces, and pedestrian and vehicular circulation. The PUD proposes pedestrian and vehicular connections to surrounding areas as well as through the site by constructing community trails and nature trails, in addition to a school-to-school pathway along the main east/west collector, proposed as Road 6C, which will extend from SW Loon Drive west to SW 175th Avenue. All site connectivity has been reviewed for compliance with applicable codes and regulations, and conditioned accordingly by the City of Beaverton. Starting on page FR-8 is discussion about pedestrian connectivity for the project site.

Open Space

The PUD will include approximately ±42 acres of Open Spaces comprised of active and passive open space, accessible both physically and visually to the development and community. The applicant proposes a 2.7 acre neighborhood park, which may include play areas, a community garden area, basketball, a picnic shelter and gazebos. Active open space will also include a

nature trail and other community trails/pathways along the natural resource areas throughout the project site. All trails and open space tracts will be offered for dedication to the Tualatin Hills Parks and Recreation District (THPRD). If THPRD does not accept dedication, the Home Owners Association (HOA) for the development will be responsible for overall design and long-term maintenance.

Water/Sewer/Stormwater

Water service will be provided by the City of Beaverton. Currently two pressure zones border the project site based on the topography of the South Cooper Mountain. The upper zone is within the Alvord Lane and Champlain rights-of-way, and will need to be extended with a 16 inch line to the south and southwest by the developer in order to provide water to the development, and to points west of SW 175th Avenue. The lower pressure zone, located at SW Scholls Ferry Road and SW 175th Avenue currently has a 24-inch water line in place that will be extended northerly up SW 175th Avenue in order to provide water to the PUD. The SCMCP identifies this future water system in Figure 15 of the Plan, and states that the new 24-inch water line is planned to ultimately connect to a future five-million gallon water tank to be located near the intersection of SW 175th Avenue/SW Weir Road. Further discussion on sanitary sewer is provided on page FR-2 of this report. A preliminary stormwater management plan has been submitted by the applicant for review by the City of Beaverton Site Development Division. All extensions and connections to all public facilities and services, consistent with the location and diameter size identified by the SCMCP Plan will be provided, as required by the City.

Traffic/Access

Access to the PUD site is proposed to be from three (3) new main access points, two (2) from SW 175th Avenue, one of which will be a traffic light at proposed Street F (planned in conjunction with the new high school to the west), and the other a stop-controlled access north of the proposed traffic light, at the terminus of the new east/west collector (Road 6C). On the eastern side of the project site, main access will be from SW Loon Drive connecting to the new east/west collector (Road 6C). Additional access will be extended west from SW Oystercatcher Lane, which will loop around and connect to the extension of SW Moorhen Way. The applicant has submitted a Traffic Impact Analysis (TIA) completed by Kittleson & Associates, as required by the City. The TIA indicates that the new PUD will generate 5,490 total trips. Specifics as to the TIA and trip calculations can be found starting on page FR-4 within this report. The grid of Arterial and Collector Streets, as laid out in the South Cooper Mountain Community Plan, (Figure 10: Street Framework), establishes the criteria for the basic level of critical facilities expected to be provided with each development, in addition to the Local Streets and Neighborhood Routes needed to support the expected residential growth within the Plan area. The transportation infrastructure is intended to be provided as development occurs, and as documented in the South Cooper Mountain Transportation funding strategy. All proposed transportation improvements are conditioned accordingly by the City Traffic Engineer in coordination with Washington County Transportation Planning staff.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Primary and secondary emergency access is required throughout the proposed development for emergency vehicle access. Alternatively, the applicant may choose to install fire sprinkler systems for the residential dwellings where two points of access are not provided. Comments and conditions of approval have been received from TVF&R, and included within the conditions of approval starting on page COA-2 at the end of this staff report.

Significant Natural Resource Areas (SNRA)/Trees

Significant Natural Resource Areas are identified in Volume III of the Comprehensive Plan as "significant" pursuant to Statewide Planning Goal 5. Within the South Cooper Mountain Plan Area these SNRA area include Class I and II riparian habitat areas and Class A and B upland wildlife areas as determined by Metro Council and "designated through Metro Title 13 implementation for areas brought within the Metro UGB after December 28, 2005" (BDC, pg. DF-44). These areas are required to be protected per the SCMCP policies, and the Beaverton Development Code, per Metro Council. A wetland delineation, cultural resource assessment, and Clean Water Service Natural Resource Assessment was completed for the site. No cultural resources were found on the site. The applicant has not proposed impacts to the wetland complex located in the southern portion of the site along Scholls Ferry Road. Therefore, State and Federal agency review for wetland impacts and mitigation is not required. The City has provided notice of the application to the Oregon Department of State Lands (DSL). DSL and the Army Corps of Engineers (ACOE) will have another opportunity to consider the project when a Site Development Permit is filed with the City.

The most current draft of the South Cooper Mountain Annexation Area (SCMAA) Local Wetland Inventory (LWI) (September 2015) identifies a locally significant wetland on the project site as Wetland W-H on Figure 5, Sheets 7 & 10, Local Wetland Inventory Map (August 31, 2015). This wetland covers approximately 10.79 acres, and has diverse wildlife habitat, intact fish habitat, degraded water quality and degraded hydrologic control as determined through the Oregon Freshwater Wetland Assessment Method (OFWAM). The SCMAA LWI is pending adoption into Volume III (Statewide Planning Goal 5 Resource Inventory Documents) of the Comprehensive Plan. Site specific wetland delineations for the project area approved by the Oregon Department of State Lands in 2014 and 2015 have been incorporated into the September 2015 draft of the SCMAA LWI. With adoption of the SCMCP in January 2015, the City acknowledged Wetland W-H as one of three locally significant wetlands in the SCMCP area pending review and final approval by the Oregon Department of State Lands. Though the applicant has taken the position of avoidance to sensitive areas, there will be minimal disturbance for the construction of the infrastructure to the PUD, such as for roads and utilities. Prior to any site development permit issuance, the applicant must receive approval from both the ACOE and the DSL, and those approvals must be submitted to the City of Beaverton prior to the issuance of site development permits

Trees:

The site has trees interspersed throughout the project site, some within the SNRA, in addition to Community Trees (defined as a healthy tree of at least 10 inches DBH – "the diameter of a tree trunk measured at 54 inches above natural grade"). The applicant proposes removing the following species of trees, which are not located within the SNRA as identified on Figure 12: Natural Resources in the SCMCP: Western Hemlock, Mountain Hemlock, Pacific Madrone and Bigleaf Maple Trees. The applicant has submitted specific tree plan data and tree plan removal information, in accordance with the Beaverton Development Code. The applicant proposes to remove 75 community trees, with a total DBH of 1,280 inches from the site to accommodate the proposed residential development and associated improvements, meeting Threshold 1 of the Tree Plan Two application. Additionally the applicant proposes removal of nine (9) trees, with a total DBH of 155 inches within SNRAs which has a total DBH of 4,068 inches, which is approximately 3.8% of the total DBH within SNRA's on the site, meeting Threshold 3 of the Tree Plan Two application. The city does not require mitigation for community tree removal. Additionally, the applicant has indicated that no preserved, historic, or significant groves have been identified on-site. The applicant will be required to comply with all policies of the SCMCP, the Beaverton Development Code and Site Development in regard to tree preservation standards and tree removal procedures. This is further discussed with the staff report within the Conditional Use section, starting on page CU-1, within the Tree Plan Two sections, page TP-1, and within the conditions of approval, page CU-1.

Summary

For additional in-depth information, the Facilities Review Committee report, pages FR-1 through FR-14, provide the technical review and requirements of the City of Beaverton and all applicable outside agencies that are responsible for the review and regulation of development projects within the City. Additionally, the remainder of the staff report reviews in detail each land use application (see Table of Contents on pages SR2-SR3) associated with this first development project in the South Cooper Mountain Community Plan area. All Comprehensive Plan Policies, including those of the South Cooper Mountain Community Plan are reviewed throughout the staff report, as are standards/guidelines of the Beaverton Development Code for compliance with all city regulations. The applications, Conditional Use – PUD; Design Review Two, Land Division, Tree Plan Two, and Quasi-Judicial Zoning Map Amendment, are what is required for this initial project as proposed. Each application will have conditions of approval in order to mitigate any negative impacts created by the project. All conditions of approval can be found at the end of the staff report starting on page COA-1.

ATTACHEMENT A

RECOMMENDATIONS AND CONDITIONS OF APPROVAL BY THE FACILITIES REVIEW COMMITTEE South Cooper Mountain Heights PUD CU2015-0006 / LD2015-0013 / SDM2012-0003 / TP2012-0007/ZMA2015-0006

Section 40.03 Facilities Review Committee:

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

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

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

- **All twelve (12) criteria are applicable to the submitted Conditional Use, Design Review 2, and Land Division (Preliminary Subdivision) applications as submitted.**
- **Facilities Review criteria do not apply to the Zoning Map Amendment and Tree Plan Two applications.**

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

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water, public sanitary sewer and storm water drainage facilities.

Water, Sanitary Sewer and Storm Drainage:

The applicant indicates that water service will be provided by the City of Beaverton. Currently there are two pressure zones bordering the project site: the upper pressure zone (674-zone) and the lower pressure zone (550-zone), both based on the topography of the South Cooper Mountain. The upper zone is within the Alvord Lane and Champlain rights-of-way, and will need to be extended to the south and southwest by the developer in order to provide water to the development. The lower pressure zone, located at SW Scholls Ferry Road and SW 175th Avenue currently has a 24-inch water line in place that

will be extended northerly up SW 175th Avenue in order to provide water to the Planned Unit Development (PUD).

The South Cooper Mountain Plan identifies a conceptual future water system (Figure 15 of the SCM Plan) that consists of the extension of the 24-inch water line to the north, in addition to the construction of a 16-inch water line from Loon/Barrows, which will then traverse the subject site from east to west, to SW 175th Avenue. The South Cooper Mountain Community Plan indicates that the new 24-inch water line is planned to ultimately connect to a future five-million gallon water tank to be located near the intersection of SW 175th Avenue/SW Weir Road.

Sanitary Sewer:

Also identified in the South Cooper Mountain Plan, and acknowledged by the applicant, is a conceptual future sanitary sewer system (Figure 16 of the SCM Plan), which indicates that the area will be served by different sewer line locations, including locations within the proposed development project site. There is an existing 21-inch gravity sanitary sewer line located in SW Scholls Ferry Road that has capacity to serve some areas east of SW 175th Avenue and north of SW Scholls Ferry Road; however, this line will need to be extended to serve the proposed PUD. The extension will need to tie into the existing 12 inch sewer stub across SW Scholls Ferry east of 175th Avenue. However, at this time the existing sanitary sewer infrastructure downstream is not adequate to serve the proposed project. Therefore, the new 12 inch line on the west side of SW 175th Avenue (currently under construction for the new Beaverton School District high school), in addition to the City of Beaverton/CWS project for sewer expansion, must be completed prior to the recordation of the first final plat for the proposed PUD project.

Additionally, the applicant's narrative indicates that the proposed sanitary sewer infrastructure will include a network of all diameter, gravity fed sewer pipes, with all necessary manholes, to be located within the future streets right-of-ways and easements. Per the City Site Development Engineer, the applicant/developer will be required to provide a revised public utility plan for sanitary sewer that extends the minimum 12 inch diameter sewer guaranteed by the Beaverton School District for the new high school, northward within SW 175th Avenue to the northern most point along the development frontage.

Storm Water:

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans. A preliminary stormwater management plan for the project has been submitted for review by the City of Beaverton Site Development Division. The applicant's narrative indicates that storm drainage will be collected by a system of storm sewers within the public streets within and adjacent to the project site.

All proposed residential lots will be graded to direct surface flows to adjacent streets and into public storm sewers. The applicant has proposed storm water management treatment and detention facilities to be located within proposed tracts D, E, I, K, T, X, Y and AA.

As a condition of approval, the applicant shall be required to construct all necessary extensions and connections to all public facilities and services, consistent with the location and diameter size identified by the SCM Plan. Necessary extensions and connections are further described in the Facilities Review conditions of approval as prepared by the City Site Development Engineer. To ensure appropriate design and construction of the critical facilities including but not limited to utility connections, access to manholes and structures, maintenance requirements, and associated construction and utility phasing plans, the Committee recommends conditions of approval for both the Conditional Use and Land Division applications.

In order to comply with the Oregon Revised Statues for subdivision platting, a condition of approval is recommended with the land division application, that prior to the final plat approval the applicant/developer must substantially complete the site development improvements as determined by the City Engineer to provide critical public services to each lot and to allow verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards.

Staff find that all critical utility services can be improved, extended, and/or constructed to have adequate capacity to serve the development as proposed.

Transportation:

The site is bordered by SW 175th Avenue on the west, SW Scholls Ferry Rd. on the south, both of which are Arterial Streets under the operational and maintenance jurisdiction of Washington County. The eastern boundary of the site is near SW Loon Dr. A new Collector street will extend west to east through the PUD area and connect SW 175th and Loon Drive. In the southeast portion of the site, adjacent Local Streets include SW Moorhen Way, SW Oystercatcher Lane, and SW Bittern Terrace.

Because the proposed development will generate more than 200 net new vehicle trips per day, the City required the applicant to conduct a Traffic Impact Analysis (TIA). The applicant submitted a TIA dated May 15, 2015, supplemented by an October 14, 2015 memo. The applicant also submitted a TIA dated November 17, 2015, supplemented by a memorandum dated December 2, 2015 to respond to staff feedback requesting additional analysis to address the other in-process trips currently under development including, but not limited to, the River Terrace development approvals in Tigard and the new high school located to the west of the proposed PUD site.

Based on estimates for land use codes *210 (Single Family Detached Housing), 230 (Residential Condominium/Townhouse),* and *220 (Apartment)* found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 9th edition*, the development will generate approximately 5,330 total daily trips using the May unit counts or 5,490 total daily

trips using the October unit counts. The final documents resubmitted in the December TIA materials show approximately the same unit counts as the October TIA submittal. The only difference is with a potential additional 5 single family detached dwelling units that could be developed within the PUD as a future phase. This potential future phase is dependent on the development of an adjacent property to the north of the PUD boundary and that potential development providing future street connectivity to streets within the PUD. The December 2, 2015 and November 17, 2015 TIA submittals both use 5,490 total trips for the number of trips to be generated by the development, which is based on 271 detached homes, 110 townhomes, and 340 apartments.

The applicant's TIA identifies the following required improvements to the surrounding transportation system as mitigation measures for the development's expected traffic:

1) Provide a proportional share financial contribution toward the installation of a new traffic signal and exclusive northbound and southbound left-turn lanes at the SW 175th Avenue and SW Kemmer Rd. intersection;
2) Provide a stop-controlled intersection (with potential to change to a signalized intersection with future growth to the west) at the SW 175th Avenue and Road 6C (planned east/west collector) with a 100-foot southbound left turn lane and westbound shared through/right-turn and left-turn lanes;
3) Provide a traffic signal—or modify the signal installed with the construction of the high school—at the intersection of SW 175th Avenue and the high school access/Street F with 100-foot southbound left-turn lane and westbound shared through/right-turn and left-turn lanes;

The applicant's traffic analysis examines the cumulative impact of the first wave of development in the South Cooper Mountain and River Terrace areas of Beaverton and Tigard on the SW 175th Avenue/SW Roy Rogers Rd and SW Scholls Ferry Rd. corridors. The traffic analysis analyzed the potential traffic from the following nearby developments in Beaverton and the City of Tigard:

- South Cooper Mountain High School (2200 students)
- South Cooper Mountain Heights (721 units)
- River Terrace Northwest (215 units)
- River Terrace East (361 units)
- West River Terrace (138 units)
- Roshak Ridge (244 units)
- South River Terrace (190 units)
- Bull Mountain Dickson (82 units)
- Metropolitan Land Group (studied at 173 units, not yet approved).

The cumulative traffic analysis for the SW Scholls Ferry Rd. and SW 175th Avenue/SW Roy Rogers Rd. corridors listed the improvements needed to these two streets. The applicant's plans are consistent with these improvements, showing a 5-lane cross-section for the SW 175th Avenue frontage, with for a 6-lane cross-section north of the SW Scholls Ferry Rd. intersection, and a 6-lane cross-section for the SW Scholls Ferry Rd. frontage.

The applicant's narrative states that the applicant assumes that Washington County will construct the improvements along the County Arterial Streets as part of a Major Streets Transportation Improvements (MSTIP) program. However, at this time, the County has not yet finalized the list of projects that will be included in the latest MSTIP funding cycle, nor is it clear that the County's potential construction schedule will align with the applicant's development timeline.

Washington County's Transportation System Plan (TSP) shows SW 175th as a 5-lane Arterial Street, which agrees with the applicant's submitted plans. In the event that the County's project to widen SW 175th Avenue along the subject property's frontage has not been completed when the applicant is ready to occupy the 126th unit for the proposed development, the applicant will be responsible for constructing the half-street improvements to the Washington County standards. If the applicant constructs the Arterial Street improvements, they will be eligible for 100% credit against the County's Transportation Development Tax (TDT), which will be collected with the building permit fees for each unit.

According to the applicant's TIA, the proposed street improvements, including turn lanes, signals, and right-of-way dedication, as shown on the applicant's plans will adequately accommodate the expected traffic from the proposed development.

The grid of Arterial and Collector Streets, as laid out in the South Cooper Mountain Community Plan, is the basic level of critical facilities expected to be provided with each development, along with the Local Streets and Neighborhood Routes needed to support the expected residential growth. The provision of this transportation infrastructure is intended to be provided as development occurs, as documented in the South Cooper Mountain Transportation funding strategy.

With regard to the new Collector Street, designated as Road 6C on the applicant's plans, the applicant's revised plans show 3-lane cross-section, for most the length of the street, with left-turn pockets where warranted and landscape median islands where appropriate. Given the reduced radius necessary for the east/west collector (Road 6C) extension just west of SW Loon Dr., the added landscape medians will help slow traffic to match the 25 MPH design speed of the curve.

The applicant's May 15, 2015 TIA identifies the need for this development to proportionally participate in the Washington County-led project to improve the safety and functionality of the intersection of SW 175th Avenue and SW Kemmer Road. The applicant's October 14, 2015 TIA supplement calculates the applicant's proportional share as $214,302. The proportional share figure is reaffirmed in the December 2, 2015 supplement.

With the recommended conditions of approval, the Committee finds that the proposal will provide the transportation-related critical facilities necessary for the proposed development and that those facilities will have adequate capacity to serve the development at the time of its completion.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval have been received from TVF&R. Conditions of approval submitted by TVF&R are included herein. Staff also cites the findings for Criterion H hereto regarding fire prevention. TVF&R has identified that proposed L2 street standards are not sufficient to provide adequate fire apparatus access; therefore, streets C, H, K, L, and P have been designed to the L1 street standard as shown on the plans received December 2, 2015. The L1 street standard is wider than the proposed L2 standard.

In addition, secondary access is required throughout the proposed development for emergency vehicle access. Alternatively, the applicant may choose to install fire sprinkler systems for the residential dwellings where two points of access are not provided. To provide adequate fire access, the following secondary access provisions are proposed or required as a condition of approval:

1) Street A will have an emergency access onto SW 175th Avenue. This access will be a gate with a Knox box lock and drivable landscaping or paving materials.

2) Street O and Road 6C must be constructed with the phases of the development that will require them as secondary means of access.

3) Due to a single fire department access, the applicant shall be required (prior to the issuance of building permits) to install fire sprinklers, complying with NFPA 13D, will be required on lots 207-225 and lots 247-281.

To comply with TVF&R requirements, the fire apparatus access roads may not have a slope that exceeds 12% (15% when fire sprinkler systems are installed in the residential units). The applicant has not provided maximum street grades. While the final review of street grades does not occur until the review of the Site Development Permit, the applicant has submitted preliminary road grading calculations that show that the proposed Local Streets will not exceed a grade of 15% and the proposed Neighborhood Routes will not exceed a slope of 8%.

The Committee finds that the development will provide required critical facilities, as conditioned.

FINDING: Therefore, the Committee finds that the proposal meets the criterion for approval.

B. Essential facilities and services are available, or can be made available, with adequate capacity to serve the development prior to 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 years of occupancy.

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. The applicant's plans and materials were forwarded to City Transportation staff, City Police Department, and Tualatin Valley Fire and Rescue. The applicant provided a service provider letter from Beaverton School District showing moderate impact of the development on elementary, middle, and high schools.

Parks*:*

The site will be served by the Tualatin Hills Park and Recreation District (THPRD). The applicant has expressed interest in THPRD acquiring the proposed neighborhood park, in addition to the dedication and maintenance of all trails throughout the Planned Unit Development (PUD). Conditions of approval will be discussed within the Conditional Use – PUD section of this report.

Staff suggests that the overall park master plan be designed in coordination with THPRD. In particular, if the park is to be programmed with athletic fields, anticipated for use by team sports, the park design should include motor-vehicle parking areas as part of the park master plan. It is acknowledged through this review that a future park master plan shall be reviewed pursuant to the applicable land use process in place at the time it is presented to the city for review.

Because THPRD has not agreed to take on the responsibility of the park or the public trails located in the PUD project area, staff recommend a condition of approval that the final plat identify the park and trails as being the responsibility of the homeowners association until such time as these features are transferred to THPRD or another public agency to ensure that these features are adequately maintained.

Police*:*

The City of Beaverton Police will serve the development site. The Police Department has submitted no comments or recommendations to the Facilities Review Committee at the time of publication.

Schools:

Per the service provider letter dated July 30, 2015, the Beaverton School District has provided comments addressing the anticipated impacts of the subject project to the District. In summarizing their comments, the District has indicated that the proposal will result in a moderate impact to schools in the area and anticipates sufficient capacity to accommodate new students from the proposed PUD project. The school district has also

provided comments in regard to the construction of the community trail along proposed road 6C (the East/West Collector), which would connect the eastern most edge of the PUD boundary (Loon Drive/Barrows Rd.) to the western most edge at SW 175th Avenue. It is the School District's desire to have a safe route to school for all students attending Scholls Heights Elementary and the new South Cooper Mountain High School (official name yet to be determined).

Public Transportation*:*

Transit Improvements

The site is not currently served by transit. The nearest bus stop is over a mile to the east. As this development and the surrounding ones progress, there will be more opportunities for TriMet to extend service to this area. Possible routes could include SW Scholls Ferry Rd, SW Barrows Rd., or SW 175th Avenue. The applicant has not included any street modifications or design elements to support transit service.

On-site pedestrian and bicycle facilities in the public right-of-way

The applicant's submittal shows that the applicant will dedicate sufficient right-of-way to accommodate the Washington County 5-lane Arterial Street, with additional width for necessary turn lanes as required. According to the applicant, Washington County will construct the improvements along SW 175th Avenue, which will include 7-foot buffered bike lanes. These improvements are conditioned to be a part of the first phase of the development. Should the applicant desire to record the first final plat for the development before the County has completed the work along the SW 175th property frontage, the applicant will either be constrained by the County's construction timelines or will need to work out an arrangement with the County to construct the frontage improvements with the development.

This site also includes the Community Trails and Nature Trails as contained within the South Cooper Mountain Community Plan. The applicant will coordinate closely with City transportation staff and THPRD staff on the design and specific alignment of the pedestrian trails. Where the 12-foot multi-purpose pathway is shown to be alongside the new east/west Collector street crossing the PUD site, City and THPRD standards call for a 12 foot wide shared sidewalk, separated by a planter strip with street trees. The proposed plans show this standard being met. Safe, protected pedestrian crossing opportunities are to be provided near important pedestrian destinations. The Trails are also to provide recreational amenities and active transportation options, according to the Community Plan. Trails near the riparian areas and vegetated buffer areas shall be designed to offer visual access to the natural resource areas.

With the recommended conditions of approval, this proposal will provide required essential facilities, thereby meeting this criterion for approval.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

C. The proposal 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 proposal.

Staff cites the Code Conformance Analysis chart at the end of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Urban High Density (R1) zone; Urban Medium Density (R2 and R4) zone; and Urban Standard Density (R5 and R7) zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards of proposed zones or will be evaluated through the Conditional Use-PUD process, which allows for modifications to the site development standards of Chapter 20. No Variance or Adjustment applications were submitted with this proposal.

FINDING: Therefore, the Committee finds that the proposal meets the criterion.

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

The Committee cites the Code Conformance Analysis chart at the end of this report, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria. Staff will provide findings for the applicable Design Review, Land Division, and Conditional Use-Planned Unit Development (PUD) within the applicable sections of the staff report.

Off-Street Parking (Section 60.30)

Detached Dwellings require at least one off-street parking space per unit, according to the Development Code. Each proposed unit will have at least the minimum number of off-street parking spaces. Attached Dwellings have a minimum of 1.25 to 1.75 spaces per unit, depending on the number of bedrooms. The applicant states that all Detached units will have 2-car garages and driveway spaces for 1 or 2 cars each and all Attached units will have 1- or 2-car garages, with some units also having a driveway space, for a total of 1-3 spaces per Attached unit. Bicycle parking for Detached and Single Family Attached (Townhome) units is assumed to be located within each individual unit.

Transportation Facilities (Section 60.55)

At staff request, the applicant provided an analysis of the potential for Phase 3 of the development, as shown on the applicant's plans to add more than 20 trips in any hour to the residential streets of SW Oystercatcher Ln. and SW Moorhen Way, which is the Traffic Management Plan threshold. Based on the applicant's December 2, 2015 Traffic Impact Analysis, the expected trips from the proposed 33 single family housing units in Phase 3 will likely split between the two affected streets in such a manner as to keep the additional

volume below the impact threshold. Therefore, the new development will not have a significant impact on SW Oystercatcher Ln. or SW Moorhen Way.

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. Specific findings for this development proposal are provided below under the responses for Section 40.03.F. and G.

As proposed, the pedestrian and bicycle trails and walkways generally converge with streets at traffic-controlled intersections. As future revisions and additions to the off-street network occur, the applicant will need to work with City and THPRD staff to ensure that the crossings are safe and convenient.

Accessways (pedestrian/bicycle connections) are required in any block that is longer than 600 feet. The applicant's plans show one such accessway running north south from Road 6C (east/west collector) extension. The applicant has also added a pedestrian connection to SW Scholls Ferry west of the natural resource area.

FINDING: Therefore, the Committee finds that the proposal meets the criterion.

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 ditches, 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.

The applicant's narrative states that the proposal does not include a final development plan and maintenance policies have not been established. Staff suggests a condition of approval that states that until such time as maintenance or ownership responsibilities are transferred to CWS, THPRD, or another public agency, the HOA is responsible for maintaining all tracts. Staff finds that the design of the common open spaces and tracts does not preclude adequate maintenance.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

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

The site will have safe and efficient vehicular and pedestrian circulation patterns, in conformance with Development Code Section 60.55.25 subject to conditions of approval requiring conformance with the EDM or approval of an Engineering Design Modification for areas where the proposal differs from the EDM and Development Code standards. The proposed pedestrian circulation system connects all parts of the development in a safe, efficient, and direct manner.

Facts and Findings:

The applicant's plans show that each of the Local Streets within the development has been designed to meet the City's L1 or L2 Local Street standards, with the exception of Streets A and M, which do not have sidewalks on the north side of the street. Adequate right-of-way width is provided for the missing sidewalk and planter strip. For the most part, the proposed street grid meets the City's minimum and maximum intersection spacing standards (100' and 530', respectively). Where the street spacing standard cannot be met, due to grade constraints, in the near-term, the applicant has provided a potential alignment that can accommodate the required connection in the mid- to long-term future.

As a Condition of Approval, the western terminus of Street O is to have a barricade and sign indicating that the street will be extended with future development, as shown in Drawings # 415 and 435 of the Engineering Design Manual.

Because the portion of the site designated for multiple-family units is only shown in conceptual form, it is not possible to fully evaluate the pedestrian and vehicular connections for the apartment phase at this time. However, the applicant should be aware that the proposed right-in/right-out access onto SW 175th Avenue is unlikely to receive approval from Washington County Transportation staff or City of Beaverton staff. Additionally, the applicant will need to identify how the 270-340 apartments will be served with a grid of Local Streets, spaced at intervals of no more than 330 feet, and how those future streets will be able to connect to the proposed Streets G, H, and K at the time of future Design Review land use application for the Multi-Family phase of the PUD. Local Streets are to be constructed prior to the completion of the phase of development that includes the apartment units, with the approval of a Design Review application. If the applicant and/or developer is unable to meet the Engineering Design Manual (EDM) requirements, then an EDM modification will be required.

The Conditions of Approval requiring landscaped medians along the east/west collector (Road 6C) extension is intended to increase the safety for pedestrians using the north-south pedestrian connection to access the park.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

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

Facts and Findings:

The applicant's plans show the following connections to the surrounding circulation systems:

- Pedestrian access and gated emergency vehicle access from the Street A sidewalk to the SW 175th Avenue sidewalk.
- Pedestrian access from the Street B sidewalks to the SW 175th Avenue sidewalk.
- Pedestrian, bicycle, and vehicle access from Road 6C (east/west collector extension) to SW 175th Avenue by way of a new 3-lane Collector Street.
- Pedestrian access from the Street V sidewalk to the SW 175th Avenue sidewalk.
- Pedestrian access from the Street E sidewalk to the SW 175th Avenue sidewalk.
- Pedestrian, bicycle, and vehicle access from Street F to SW 175th Avenue by way of a 2-lane Neighborhood Route with a left turn lane provided in lieu of on-street parking at each end of the street.
- Pedestrian and bicycle access from the north-south Community Trail to the SW Scholls Ferry Road. sidewalk.
- Pedestrian and bicycle access from the southeast Community Trail to the existing Community Trail in the adjacent Churchill Forest development.
- Pedestrian, bicycle, and vehicle access from SW Moorhen Way via the extension of a Local Street.
- Pedestrian, bicycle, and vehicle access from SW Oystercatcher Lane via the extension of a Local Street.
- Pedestrian, bicycle, and vehicle access from SW Bittern Terrace via the extension of a Local Street.
- Pedestrian, bicycle, and vehicle access from SW Loon Drive and SW Barrows Road by way of a reconstructed intersection and a new 2-lane Collector Street (just west of the property's eastern boundary, Road 6C (east/west collector) becomes a 3-lane Collector Street.
- Future pedestrian, bicycle, and vehicle access to Street T from future development to the north.
- Future pedestrian access to the north-south pedestrian connection from future development to the north.
- Future pedestrian, bicycle, and vehicle access to Street N from future development to the north.
- Future pedestrian, bicycle, and vehicle access to Street O from future development to the north.
- Future pedestrian access to the north-south Community Trail from future development to the north.
- Future pedestrian, bicycle, and vehicle access to Street C from future development to the north.

With the provision of these connections as shown on the applicant's plans, the proposed development will connect to the surrounding system in a safe and efficient manner.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

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.

Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). Specific details regarding fire flow and hydrant placement will be reviewed for flow calculations and hydrant locations during site development and building permit stages. The Committee concludes that, subject to meeting the conditions of approval the site can be designed in accordance with City codes and standards and provide adequate fire protection.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

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

The applicant proposes public street lights. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee finds that the street illumination system will provide adequate protection from crime and accident. The committee recommends a number of conditions pertaining to streets, as explained under criterion D.

The Committee finds that review of the construction documents at the building and site development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

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.

Facts and Findings:

The applicant states that this Facilities Review Committee Criterion is met because the grading standards of Section 60.15.10 are met. However, the grading standards referenced by the applicant do not apply to the proposed new streets. The design of the new streets is required to meet the applicable standards of Section 210 of the Engineering Design Manual. Compliance with these standards will be reviewed with the Site Development Permit for the development; however, staff believe that grading can be feasibly accommodated in compliance with the Engineering Design Manual and Development Code requirements.

FINDING: Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

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.

Facts and Findings:

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals.

With the addition of ADA ramps within the development as addressed in Criterion F, the Committee finds that as conditioned, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated.

Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65.

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

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

The applicant submitted the applications on June 15, 2015 and resubmitted materials on August 26, October 7, 2015, and December 3, 2015. The applicant deemed themselves complete on December 3, 2015. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal. The applicant has not provided responses to Chapter 20 of the Development Code.

FINDING: Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis

Chapter 20 Use and Site Development Requirements

CODE STANDARD		CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.25.05 – Density Calculations				
Minimum Residential Density		Minimum Density: 598 units Maximum Density: 1410 units	The applicant proposes 721 units which is more than the minimum density and less than the maximum density.	Yes-See Density Table Below
Development Code Section 20.05.20 (Uses)				
R1	Permitted	Multifamily Dwellings	Multifamily Dwellings	Yes
R2	Permitted	Attached Single Family Dwellings	Attached Single Family Dwellings	Yes
R4	Permitted	Detached Dwellings	Detached Dwellings	Yes
R5	Permitted	Detached Dwellings	Detached Dwellings	Yes
R7	Permitted	Detached Dwellings	Detached Dwellings	Yes
Development Code Section 20.05.15 (Site Development Standards)				
Minimum Lot Area		R1 - 1,000 sq. ft. / DU R2 - 2,000 sq. ft. / DU R4 - 4,000 sq. ft. / DU R5 - 5,000 sq. ft. / DU R7 - 7,000 sq. ft. / DU	Adjusted with PUD	See CU staff report.
Minimum Yard Setbacks		Parent parcels are subject to the minimum yard setbacks of the zone	Through the CU-PUD process the parent parcels are subject to the minimum yard setbacks of the zone and individual lots may have setbacks reduced through PUD consideration. The applicant proposes to meet the setbacks for the parent parcels. See Setback Table below for proposed setbacks reductions which will be evaluated through the Conditional Use-PUD.	See CU staff report.
Maximum Building Height		R1 – 60 feet R2 – 40 feet R4 – 35 feet R5 – 35 feet R7 – 35 feet	Maximum building height will be verified at the time of building permit. The applicant has requested maximum height exceptions in the R4 and R7 zoning districts to allow a maximum height of 40 feet instead of 35 feet. This request will be discussed in the PUD section of this report.	See CU Staff Report

20.25.05 Density Calculations*

Proposed Zoning	Gross Acres	Net Acres	Max Density (Units)	Minimum Density (Units)	Proposed Units
R1	11.53	9.224	502	321	340
R2	11.18	4.39	244	76	110
R4	18.56	7.46	202	65	83
R5	19.83	3.35	173	23	33
R7	46.63	22.53	290	112	155
Total	**107.7**	**47.0**	**1411**	**598**	**721**

*Consistency with Table 2 (Land Use Designations and Capacity Estimates) of the South Cooper Mountain Community Plan is evaluated in the CU section of the staff report. The proposal is consistent with zoning and density assumptions of the SCMCP

Condition / Product	Front loaded Townhomes	Front loaded single family detached	Rear loaded townhomes without driveway parking	Rear loaded townhomes with driveway parking
Zone	R2	R4, R5, R7	R2	R2
Front Building setback	12’	12’	10’	10’
Front garage setback	20’	20’	N/A	N/A
Porch setback	10’	10’	N/A	N/A
Side building setback	5’ (10’ for corner lots)	5’ (10’ for corner lots)	5’ (10’ for corner lots)	5’ or 10’ plus (10’ for corner lots)
Rear building setback	15’	15’	3’	20’
Rear garage setback	N/A	N/A	3’	20’

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05-Design Standards			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review is applicable to the proposed attached dwellings.	**See DR Findings**
Development Code Section 60.12-Habitat Friendly & LID Practices			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development techniques proposed.	**N/A**
Development Code Section 60.15 – Land Division Standards			
Land Division Standards	Standards pertaining to Land Divisions	A Land Division-Preliminary Subdivision application has been applied for.	**See LD Findings**
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking	Detached Dwellings 1 space per unit= 271 spaces min Attached Single Family 1.75 space per unit= 193 spaces min Apartments Yet to be determined. The PUD seeks to vest the right to build up to 340 apartments, subject to a future Design Review application which will evaluate parking for the multi-family units.	Detached Dwellings 554 spaces Attached Single Family 228 spaces Apartments Yet to be determined. The PUD seeks to vest the right to build up to 340 apartments, subject to a future Design Review application which will evaluate parking for the multi-family units.	**YES**
Required Bicycle Park	No bicycle parking is required for detached dwellings or single family attached dwellings. Multi-family bike parking will be evaluated at the time of Design Review for those units.	No bicycle parking is required for detached dwellings or single family attached dwellings. Multi-family bike parking will be evaluated at the time of Design Review for those units.	**N/A**
Development Code Section 60.33 – Park and Recreation Facilities & Service Provisions			
Parks & Recreation Facilities	Areas within the City must annex to THPRD or provide commensurate facilities.	The subject site has been annexed into the THPRD service area.	**YES**
Development Code Section 60.35 Planned Unit Development			
Planned Unit Development Standards	Requirements for Planned Unit Developments.	Conditional Use-PUD is applicable to the proposed attached dwellings.	**See CU Findings**

Development Code Section 60.45 Solar Access Protection			
Solar Access Protection	Requirements for solar access protection.	The applicant requests an exemption based upon protection of significant natural features and the continuation of the required road system.	**YES**

Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	**Yes- with COA**

Development Code Section 60.60-Trees & Vegetation			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	A Tree Plan Two application has been applied for, for the removal of community trees and protected trees from the subject site.	**See TP Findings**
Development Code Section 60.65-Utility Undergrounding			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	The applicant states that all proposed lines will be placed underground. To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	**Yes- with COA**
Development Code Section 60.67-Significant Natural Resources			
Significant Natural Resources	Regulations pertaining to Significant Natural Resources	The applicant has provided a natural resource study and will be required to comply with the South Cooper Mountain Community Plan which identifies natural resources in the vicinity of the subject site.	**See CU Findings**

RECOMMENDATION

The Facilities Review Committee finds that the proposal complies with all the technical criteria. The Committee recommends that the decision-making authority **APPROVE** the **South Cooper Mountain Heights PUD (CU2015-0006, DR2015-0071, LD2015-0013, TP2015-0008, ZMA2015-0006),** and adopt the conditions of approval identified in Attachment G.

ATTACHMENT B

CU2015-0006
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL

Section 40.15.05 Conditional Use Applications; Purpose

The purpose of a Conditional Use application is to review uses that may be compatible in the underlying zoning district but because of their size, operation, or other characteristics require review on a case-by-case basis. These uses are subject to the regulations in this Section because they may, but do not necessarily, result in significant adverse effects upon the environment, overburden public services, alter the character of the surrounding area or create nuisances. Conditional Uses may be approved, approved with site-specific conditions designed to minimize or mitigate identified adverse impacts, or denied.

A Planned Unit Development is a special kind of Conditional Use that permits the modification of the development standards in the underlying zoning district to achieve innovative design, preserve natural resources, reduce energy consumption and/or otherwise address unique site opportunities and constraints. Such approval allows the modification of such design standards without the necessity for separate Adjustment or Variance applications… This Section is carried out by the approval criteria listed herein.

Section 40.15.15.

4. Planned Unit Development.

A. Threshold. A Planned Unit Development is an application process which:

1. May be chosen by the applicant when one or more of the following thresholds apply:

   a. The Planned Unit Development (PUD) may be applied to Commercial, Industrial, Multiple Use, and Residential properties that are 2 acres or greater in size within any City zoning district. [ORD 4584; June 2012]

3. Is required for proposed residential development of a site that is equal to or greater than 10 acres, including all phases, and located within the South Cooper Mountain Community Plan Area. [ORD 4654; March 2015]

Section 40.15.15.C.

C. Approval Criteria. In order to approve a PUD application, the Planning Commission 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 PUD application.

The applicant proposes a 384 lot subdivision and PUD with associated open spaces and natural features. The proposed PUD will ultimately have ±721 units (±271 single family homes, 110 townhomes, and 340 apartments), on ±109 acres of undeveloped land that was added to the Urban Growth Boundary in 2011 and is part of the South Cooper Mountain Community Plan. As the subject site is greater than two (2) acres in size, located in the South Cooper Mountain Community Plan Area, and designated as Residential Urban Medium and Standard density of the R1, R2, R4, R5, and R7 zoning districts upon Zoning Map Amendment adoption (ZMA2015-0006), the applicant meets thresholds 1.a. and 3.

Therefore, staff finds the proposal meets the above threshold and criterion for approval.

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

The applicant paid the required fee associated with a Conditional Use (Planned Unit Development) application.

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

3. The proposal meets the Site Development Requirement for setbacks within the applicable zoning district for the perimeter of the parent parcel unless otherwise provided by Section 60.35.03.

The applicant proposes to meet the Site Development setbacks for the perimeter of the development site. The two undeveloped properties are considered as one development site for the purposes of this review, and currently contain interim Washington County zoning of AF-20. The subject properties are fronted by SW 175th Avenue to the west; SW Scholls Ferry Road to the south; SW Loon Drive to the east, and portions of developed residential properties to the north. The adjacent properties to the north are zoned Washington County Rural Residential (AF5/AF10), to the east Urban Medium and Urban Standard Density (R4 & R5), across SW 175th Avenue to the west is the new Beaverton School District high school site, zoned Urban High Density (R1), and to the south of SW Scholls Ferry Road is the planned River Terrace Community, within the City of Tigard.

As submitted, the applicant has met the minimum setbacks for the parent parcels. Because the proposed project is a Planned Unit Development (PUD), individual lots may have reduced setbacks as long as the setbacks are in compliance with Section 60.35.10.3. A through D (PUD-Setbacks) of the Development Code.

The applicant has proposed the following setbacks:

Condition / Product	**Front loaded Townhomes**	**Front loaded single family detached**	**Rear loaded townhomes without driveway parking**	**Rear loaded townhomes with driveway parking**
Zone	R2	R4, R5, R7	R2	R2
Front Building setback	12’	12’	10’	10’
Front garage setback	20’	20’	N/A	N/A
Porch setback	10’	10’	N/A	N/A
Side building setback	5’ (10’ for corner lots)	5’ (10’ for corner lots)	5’ (10’ for corner lots)	5’ or 10’ plus (10’ for corner lots)
Rear building setback	15’	15’	3’	20’
Rear garage setback	N/A	N/A	3’	20’

The applicant’s request for reduced setbacks internal to the proposed development will be evaluated in accordance with the PUD requirements. The PUD process affords flexibility with internal setbacks. The applicant has requested a modification to the rear setbacks for rear loaded townhomes without driveway parking, specifically for proposed lots 344-363, from the required four (4) feet, reduced to three (3) feet. Per section 60.35.10.3.C (Planned Unit Development) rear yard setbacks for alley accessed lots may not be reduced further than 4 feet. As such staff recommends a condition of approval that states that alley accessed homes without driveway parking have a minimum rear yard setback of four (4) feet.

The applicant has proposed to meet the parent parcel setbacks for the proposed development. SW Scholls Ferry Road is the front yard of the development, this frontage contains property which will be zoned R5 and R1. The R1 front yard minimum setback is 10 feet and will be evaluated at the time of future development of the multi-family units. The R5 zoning district has a minimum front yard setback of 17 feet which will be met by the proposed Tract W fronting SW Scholls Ferry Road. The side yards to the east and west have minimum 5 yard setbacks which can be met by the proposed lots which will have side or rear yards adjacent to these property lines. The northern, rear, property line must maintain a 15 foot setback for the area adjacent to the R4 zoning district and 25 feet for the area within in the R7 zoning district. The area adjacent to the rear property lines of the parent parcels are primarily streets. Two lots may potentially be affected by the setbacks, lots 208 and 118, however adequate width still exists to accommodate a dwelling unit on each of the lots. Parent parcel setbacks are verified at the time of building permit.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

4. The proposal complies with the applicable policies of the Comprehensive Plan.

The following policies of the Beaverton Comprehensive Plan have been identified as being applicable to this Conditional Use request. At the conclusion of the identified Comprehensive Plan policies, there is a discussion of applicable South Cooper Mountain Community Plan policies.

Chapter 3 (Land Use Element)

3.13 Provide for the establishment and maintenance of safe, convenient, attractive and healthful places to live.

The applicant is proposing a 721 unit PUD and subdivision development which contains active and passive open space as well as preservation of natural areas. The proposed development is designed to be safe, convenient, active and healthful with a variety of housing types, recreational spaces, and good pedestrian and vehicular circulation. The proposed development provides pedestrian and vehicular connections to surrounding areas as well as through the site.

3.13.3 Establish Standard Density Residential areas to provide moderate sized lots of typical single-family residences with private open space.

The applicant states that the South Cooper Mountain Heights subdivision contains a mix of housing types, including single-family detached and attached housing. The applicant is proposing 155 single-family detached housing units in the R7 zoning district and 33 single-family detached housing units in the R5 zoning district. The applicant proposes to utilize a smaller lot sized housing development in order to

provide additional public and community open space to residents as well as preserve natural resources on the site, as identified in the South Cooper Mountain Community Plan. Given the resource constraints of the site and the desire to preserve natural resources, smaller lots than those of neighboring City neighborhoods of similar zoning are provided as a tradeoff for resource preservation.

3.13.4 Establish Medium Density Residential areas to allow for single family attached and detached, and multiple-family developments.

The applicant states that the proposal includes 30 gross acres of land zoned for medium density residential use, comprised of R2 and R4 zoning designations. The applicant proposes 110 attached single-family housing units in the R2 zoning designation and 83 detached single-family housing units in the R4 zoning designation. The applicant proposes to utilize a smaller lot sized housing development in order to provide additional public and community open space to residents as well as preserve natural resources on the site, as identified in the South Cooper Mountain Community Plan. Given the resource constraints of the site and the desire to preserve natural resources, smaller lots are provided as a tradeoff for resource preservation.

3.13.5 Establish High Density Residential areas to allow for a variety of housing types.

The applicant states that the proposal adds 11 gross acres of land zoned for high density residential use. The applicant proposes 340 units of multi-family housing in the R1 zoning designation, the design of which will be reviewed under a separate future Design Review process.

Chapter 4 (Housing Element)

4.2.2.1 Provide an adequate variety of quality housing types to serve Beaverton's citizenry.

The applicant states that the development provides a wide variety of housing types. The applicant proposes a variety of housing types including; detached single family residential, attached single family residential, alley loaded homes, and multi-family homes.

Chapter 5 (Public Facilities and Services Element)

Public facilities and services have been reviewed through the Facilities Review process and are documented in the Facilities Review section of this report (Attachment A).

5.8.1 Cooperate with THPRD in implementation of its 20-Year Comprehensive Master Plan and Trails Master Plan in order to ensure adequate parks and recreation facilities and programs for current and future City residents.

The applicant states that the proposal includes a 2.7 acre neighborhood park to serve the development and surrounding community. The development of the park is being coordinated with THPRD and is intended to be dedicated to THPRD upon completion.

Chapter 6 (Transportation Element)

6.2.1.a Maintain the livability of Beaverton through proper location and design of Transportation facilities.

The applicant states that the local streets, neighborhood route, and planned east/west collector (Road 6C) will be designed in accordance with the City of Beaverton design standards and the South Cooper Mountain Community Plan. The proposed development connects to three existing streets within the neighboring Churchill Forest development, including SW Oystercatcher Lane and Moorhen Way. The proposed development will also connect to SW Loon Drive, SW 175th Avenue, and stubs to a future connection to the north towards Alvord Lane.

6.2.1.d Locate and design multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the Natural Resource Inventory Plan Map for their Significant Natural Resource values.

The applicant states that a multi-use pathway is provided along the planned east/west Collector Street (Road 6C) and north-south along the creek corridor. The paths will be designed in accordance with City of Beaverton design standards and be consistent with the pedestrian routes and trails identified in the South Cooper Mountain Community Plan.

6.2.1.e Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

The applicant states that the local street, neighborhood route and planned east/west collector will be designed in accordance with City of Beaverton Design Standards and the South Cooper Mountain Community Plan. The collector street is designed as a three-lane and in part a two-lane collector and includes a multi-modal path along the south street edge. Adequate connections to the local streets and neighborhood route are provided from the collector street.

6.2.2.c Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycletracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.

The applicant states that pedestrian and bicycle facilities will be installed throughout the site, in addition to the planned multi-use facilities identified in the South Cooper Mountain Community Plan. Sidewalks are provided along all public streets and two north-south paths are provided through the resource areas of the site, as identified on the site plan. The proposed bicycle and pedestrian facilities are consistent with the South Cooper Mountain Community Plan.

6.2.2.d Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.

The proposed development provides pedestrian connections to the proposed public park, as well as to neighborhood off-site destinations such as the South Cooper Mountain High School and Scholls Heights Elementary. A public sidewalk system is provided along all public streets and off-street paths are provided to connect to SW Scholls Ferry Road. There will also be opportunity to connect with the pedestrian system being developed in the River Terrace area of Tigard.

6.2.2.e Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying the developing improvements that address connectivity needs.

The applicant states that pedestrian and bicycle facilities will be installed throughout the site, in addition to the planned multi-use facilities per the South Cooper Mountain Community Plan. The South Cooper Mountain Community Plan assessed connectivity needs throughout the area and implementation of that plan provides for adequate connections and access to and through the site to existing and future uses. The applicant has provides streets in conformance with Figure 10 of the SCMCP, including the east-west collector extension as well as future neighborhood route connections to SW Alvord Lane and to the high school's signalized intersection at SW 175thAvenue. A local street network will connect with these streets. The applicant has provided bicycle and pedestrian trails in accordance with Figure 11 of the SCMCP including the school to school trail along the collector extension as well as a north-south connection through the site. Sidewalks are provided throughout the street network to provide pedestrian connections.

6.2.2.f Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle "cul-de-sacs" that require substantial out-of-direction travel for pedestrians and bicyclists.

The applicant states that the proposed site is designed to promote convenient circulation in and out of the neighborhood. The east/west collector (Road 6C) will connect SW Loon Drive to SW 175th Avenue thereby creating an east-west route between the neighborhood to the east and the high school and future neighborhoods to the west. Pedestrian and bicycle connections are provided through the development, including pedestrian connections at the ends of proposed streets 'A', 'B', 'V' and 'E' to SW 175th Avenue.

6.2.2.g Identify specific areas within the City where pedestrian needs and the pedestrian experience should be given highest priority in the design of streets, parking, intersections, connectivity, signal controls, mapping and signing, and other transportation facilities.

The applicant states that the site is within, and complies with, the vision of the South Cooper Mountain Community Plan (SCMCP) area which prioritizes multi-modal facilities. The proposed pedestrian, bicycle, and vehicular circulation system has been designed in accordance with the SCMCP.

6.2.2.i Design streets to accommodate transit while minimizing impact to traffic flow.

The applicant states that the proposal complies with the SCMCP which includes strategies to be transit ready as transit is not currently provided to this area. In accordance with this strategy, the applicant has focused the highest density areas in the southwest portion of the site to support future transit service along SW Scholls Ferry Road and SW 175th Avenue.

6.2.2.j Require developers to include pedestrian, bicycle, and transit supportive improvements within proposed developments and adjacent rights-of-way in accordance with adopted policies and standards.

The applicant states that the street network will be designed in accordance with City of Beaverton standards and SCMCP implementation strategies. The applicant has provided bicycle and pedestrian trails in accordance with Figure 11 of the SCMCP including the school to school trail along the collector extension as well as the identified north-south connection through the site. An additional north-south trail is also provided. Sidewalks are provided throughout the street network to provide pedestrian connections. Streets A, B, V, and E provide pedestrian and bicycle connections to SW 175th Avenue. Transit service does not currently serve the site and anticipated future service would likely be oriented toward SW Scholls Ferry Road.

6.2.3.b Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

The proposed street network has been designed in accordance with City of Beaverton and SCMCP standards including pedestrian and bicycle facilities throughout the site. The SCMCP provides the framework for transportation facilities in the South Cooper Mountain area.

6.2.3.d Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

The proposal provides pedestrian and bicycle facilities throughout the site, including sidewalks, multi-use paths, and on-street bike facilities. A school to school trail from Scholls Heights Elementary School to South Cooper Mountain High School is provided along the proposed east/west Collector Road (Road 6C). Pedestrian connections are provided to the 2.7 acre park through sidewalks and an on-site trail network. Connections to SW Scholls Ferry Road are provided via pedestrian paths allowing access to commercial areas to the east of the project site and to other pedestrian trails south of the project site in the River Terrace area.

6.2.3.e Construct multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses. Multi-use paths should converge at traffic-controlled intersections to provide for safe crossing, and paths should be separate and distant from major streets for most of their length. Mid-block crossings for trail access, such as the Denny Road Fanno Creek Trail crossing, will be considered as appropriate where findings for safety are met and such crossings are approved by the City.

The applicant proposes a multi-use pathway along the east/west collector (Road 6C) as identified in the SCMCP.

6.2.3.f Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

The applicant states that streets will be designed in accordance with City of Beaverton standards and will subsequently be maintained by the City of Beaverton as public streets.

6.2.3.g Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.

The proposed street network is consistent with City of Beaverton and Washington County access spacing standards.

6.2.3.h Ensure that adequate access for emergency services vehicles is provided throughout the City.

The proposal has been reviewed by Tualatin Valley Fire & Rescue (TVF&R). By complying with the conditions of approval the applicant will be in compliance with the policy.

6.2.5.a Construct transportation facilities, including access to and within transit waiting areas, to meet the requirements of the Americans with Disabilities Act.

The applicant proposes access ramps at corners of sidewalks to ensure full access to public sidewalks. Transit service is not currently provided in the vicinity of the development; therefore, no transit facilities are proposed with this development. The proposal will be required to comply with Americans with Disabilities Act (ADA) standards which will be evaluated at the time of Building and Site Development permit review.

Chapter 7 (Natural, Cultural, Historical, Scenic, Energy & Groundwater Resources Element)

7.1.1.b Where adverse impacts to Significant Natural Resources cannot be practicably avoided, require mitigation of the same resource type commensurate with the impact, at a location as close as possible to the impacted resource site.

The applicant states that areas adjacent to and within wetlands have been avoided to the extent possible. The applicant has proposed to protect the natural resources identified in the SCMCP within tracts and provides mitigation consistent with Clean Water Services (CWS) and City of Beaverton standards. Impacts to Significant Natural Resources are addressed in detail below is response to Section 60.35.25.1.C, including identified resources, impacts and mitigations. Staff cites the response to 60.35.25.1.C as applicable to this policy and criterion. Section 60.35.25.1 are the applicable South Cooper Mountain Community Plan Policies.

7.1.1.c Allow for relaxation of development standards to protect significant natural and historic resources. Such standards may include but are not limited to minimum setbacks, maximum building height, minimum street width, location of bicycle, pedestrian and multi-use paths, etc.

The applicant states that no impacts to significant natural resources are proposed by this project. There are two road crossings of wetlands which will be spanned to minimize impacts. Impacts to adjacent wetland buffers will be mitigated appropriately to CWS standards. Impacts to Significant Natural Resources are addressed in detail below is response to Section 60.35.25.1.C, including identified resources, impacts

and mitigations. Staff cites the response to 60.35.25.1.C as applicable to this policy and criterion. The applicant has requested reductions to lot sizes and setbacks in order to cluster development to allow greater conservation of significant natural resources while still meeting the density targets of the SCMCP.

7.3.1.a Inventoried natural resources shall be conserved, protected, enhanced or restored.

Natural resources on the site are identified in the SCMCP. Impacts to Significant Natural Resources are addressed in detail below is response to Section 60.35.25.1.C, including identified resources, impacts and mitigations. Staff cites the response to 60.35.25.1.C as applicable to this policy and criterion. The applicant primarily proposes to protect the majority of natural resources on site. Limited areas of encroachment are necessary to provide public street connections, trails, stormwater facilities and to daylight an existing piped storm conveyance. Resource areas will be set aside in tracts to be preserved. Proposed resource tracts are identified on the plan sheets P3.0-P3.5 in the plat notes and on the proposed plat.

The applicant states that no significant impacts to natural resources are proposed. A wetland delineation, cultural resource assessment, and Clean Water Service Natural Resource Assessment was completed for the site. No cultural resources were found on the site. No impacts to wetlands are proposed as the resource will be spanned where necessary. Resources will be set aside in tracts to be preserved.

7.3.1.c Inventoried natural resources shall be incorporated into the landscape design of development projects as part of a site development plan, recognizing them as amenities for residents and employees alike.

The proposal includes placing natural resources in tracts. Pedestrian trails are provided adjacent to resource tracts to provide views into the resources by residents.

7.3.1.e Development within Significant Natural Resource areas shall be consistent with the relevant regulations or guidelines of the National Marine Fisheries Service, U.S. Fish and Wildlife Service, Oregon Department of Fish and Wildlife, U.S. Army Corps of Engineers, Oregon Division of State Lands, Clean Water Services, and the Oregon Department of Environmental Quality.

The applicant states that all applicable regulations have been addressed. A Service Provider Letter from Clean Water Services has been obtained and other resources have been avoided. The Site Development permit review process ensures compliance with all applicable natural resource requirements from agencies such as U.S. Army Corps of Engineers, Oregon Division of State Lands, and Oregon Department of Fish and Wildlife.

7.3.1.f Specific uses of or development activities in Significant Natural Resource areas shall be evaluated carefully and those uses or activities that are complementary and compatible with resource protection shall be permitted. This is not intended to prohibit a land use permitted by the underlying zoning district but only to regulation the design of development such as building or parking location or type of landscaping.

Natural resources on the site are identified in the SCMCP. Impacts to Significant Natural Resources are addressed in detail below is response to Section 60.35.25.1.C, including identified resources, impacts and mitigations. Staff cites the response to 60.35.25.1.C as applicable to this policy and criterion. The applicant primarily proposes to protect the majority of natural resources on site. Limited areas of encroachment are necessary to provide public street connections, trails, stormwater facilities and to daylight an existing piped storm conveyance. Resource areas will be set aside in tracts to be preserved. Proposed resource tracts are identified on the plan sheets P3.0-P3.5 in the plat notes and on the proposed plat.

7.3.1.g Limited alteration or improvement or Significant Natural Resource areas may be permitted so long as potential losses are mitigated and "best management practices" are employed.

Natural resources on the site are identified in the SCMCP. Impacts to Significant Natural Resources are addressed in detail below is response to Section 60.35.25.1.C, including identified resources, impacts and mitigations. Staff cites the response to 60.35.25.1.C as applicable to this policy and criterion. The applicant primarily proposes to protect the majority of natural resources on site. Limited areas of encroachment are necessary to provide public street connections, trails, stormwater facilities and to daylight an existing piped storm conveyance. Resource areas will be set aside in tracts to be preserved. Proposed resource tracts are identified on the plan sheets P3.0-P3.5 in the plat notes and on the proposed plat.

7.3.1.h Roads and utilities, which must be located within, or traverse through, a Significant Natural Resource Area, shall be carefully planned and aligned so as to minimize loss and disruption. A rehabilitation or restoration plan shall be a necessary component. The City should allow variations from standard street sections in these areas.

The applicant states that two road crossings are to be located in areas where the significant natural resources is very narrow, allowing avoidance of the resource by spanning the resource. As such, associated construction impacts will be temporary and the resource will be restored where disrupted by construction.

7.3.3.a Significant Wetlands in the Local Wetland Inventory shall be protected for their filtration, flood control, wildlife habitat, natural vegetation and other water resource values.

The applicant states that no impacts to the wetlands on site are proposed. Wetlands will be placed in preservations tracts.

7.3.3.b Development within the buffer area adjacent to a significant wetland shall be subject to restrictions on building, grading, excavation, placement of fill, and native vegetation removal.

The applicant states that the buffer areas are in compliance with CWS standards and requirements, and the applicant has obtained a CWS Service Provider Letter for the proposed development.

In summary, staff concurs with the applicants responses to the policies identified above and concludes that after reviewing all of the above policies, staff finds the proposal either already complies with the above Comprehensive Plan policies or will comply if the conditions of approval are met.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

RELEVANT SOUTH COOPER MOUNTAIN COMMUNITY PLAN POLICIES **Section 60.35.25**

***The South Cooper Mountain is part of the Comprehensive Plan. 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 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. <u>Land Use</u>:

1. Land Use Implementation Policy 6: location criteria guiding the selection of appropriate sites for Neighborhood Parks and Elementary Schools.

Policy 6 states:

The City will support efforts by THPRD and Beaverton and Hillsboro School Districts to find, acquired and develop appropriate sites for neighborhood parks and elementary schools within the Community Plan area. The following location criteria shall guide the selection of appropriate sites:

a. <u>Neighborhood Park</u>:

- ***i. Two to four acres per neighborhood park of unconstrained, relatively level land for active recreation facilities***
- ***ii. Good frontage on a local street or Neighborhood Route with on-street parking***
- ***iii. Good connections to trails***
- ***iv. Focal points for neighborhoods, with walkable catchment areas***
- ***v. Co-location adjacent to a school is highly desirable***

The applicant proposes a 2.7-acre neighborhood park. The proposed park is sited to allow access from both a local street and the proposed east/west collector (Road 6C). The park will be accessible from proposed trails, the north-south stairway that bisects the site, and from on-street parking along the south side of Road 6C. The size and location satisfy SCM Community Plan Land Use Implementation Policy 6.a.

b. <u>Elementary Schools</u>:

- ***i. Eight to ten acres of unconstrained, relatively level land per elementary school***
- ***ii. Good access from Neighborhood Routes or Collector roads***
- ***iii. Generally not adjacent to an arterial road***
- ***iv. Focal points for neighborhoods, centrally-located within walkable attendance areas***
- ***v. Opportunities to co-locate schools adjacent to parks should be sought***

No elementary school is proposed within this PUD. Scholls Heights Elementary School is located adjacent to the proposed PUD along Loon Drive. The furthest portions of the PUD are approximately 3,000-feet from the school site, walking distance for most community residents. The SCM Community Plan's School to School Trail parallels proposed streets 6C and F, thereby providing access from 175th Avenue to Loon Drive with connections to local streets within and adjacent to the PUD. The Beaverton School District indicates that the "utilized capacity September 2015 (projected) is as follows: Scholls Heights elementary School – 74.4%; Conestoga Middle School – 80.3%; and Southridge High School – 88.7%.

2. ***Neighborhood and Housing Policy 1: neighborhood design principles for creating walkable neighborhoods.***

Policy 1 states:

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.

The applicant proposes:

- Parks: one 2.7-acre park
- Community Gathering Spaces: Phase 5 is expected to contain community space in affiliation with future multi-family development
- Scenic Viewpoints and Natural areas that are visually and physically accessible to the public:
    - SCM Community Plan Figure 11 Trails that connect people to nature, as follows:
        - The School to School Multi-Use Trail along the south sides of Road 6C and F from 175th Avenue to Loon Drive
        - A community trail along the eastern side of the central riparian area from the northern boundary of the PUD to proposed Road 6C.
        - A community trail from the southwest corner of the park, wrapping around the western lots in proposed Phase 3 along the wetland and riparian area, connecting with the trail that leads from the Churchill Forest subdivision to Scholls Ferry Road
        - A community trail from the intersection of streets H and L to Scholls Ferry Road, along the western side of the central riparian area along Phase 5
        - A stair trail bisecting Phase 2
        - Multiple roads with bike lanes and sidewalks

- Proposed Street 6C is fronted in large part by natural resource areas as well as the proposed park and stormwater quality facilities

Focal Point: The total area of the proposed PUD is ±109 acres in size. Therefore, two focal points are required. The applicant has proposed a minimum of 2 focal points, which consist of the neighborhood park, the community trails, and the north-south staircase bisecting Phase 2.

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

As noted in response to sub-section a, above, trails, sidewalks, and bike paths have been proposed in compliance with Figure 11 of the SCM Community Plan. The transportation network was designed respective of the topography of the site, which has allowed for reasonably sized, walkable, block pattern. Where the topography did not allow for a more walkable block pattern in Phase 2, the applicant has provided a stairway trail as a central pedestrian spine in Phase 2.

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

The applicant does not propose to "wall" off any natural areas within the development and are in compliance with the SCMCP as required.

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

The applicant has planned the transportation network in accordance with the above SCMCP criteria. The proposal features an east/west school-to-school trail, the north-south trails, and the pedestrian staircase running north to south through the housing sections in Phase 2. The applicant has coordinated with 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 (EDM) and are in compliance with Comprehensive Plan.

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:**

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

The applicant has proposed a variety of housing types: standard single-family detached, small lot single family, alley-loaded single-family dwellings, attached (townhomes) duplex, triplex and four-plex styles, and a future multi-family (340 apartments) project, part of Phase 5. Plan set Sheets P2.8 through P2.12 illustrate the locations and building types. (Exhibit 2.1).

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.

The applicant proposes three different primary housing types. The townhome housing type is divided into two styles of townhomes by having garages accessed from an alley or from the street. Regardless, the housing type is the same, townhome. The three types of housing proposed comprise more than 10% of each of the project's total share of housing. The distribution of the three housing types are as follows:

- Standard Lot Single-Family
  - 271 units
  - 37.6% of total
- Alley Loaded Townhomes
  - 82 units
  - 11.4% of total
- Front Loaded Townhomes
  - 28 units
  - 3.9% of total
- Multifamily
  - 340 units
  - 47.2% of total

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.

The proposal includes both housing types, as listed above, therefore complying with this policy. See page 73 of the application materials (Exhibit 2.1).

B. ***Transportation***

1. *Figure 10: Community Plan Street Framework map.*

The proposal contains the three (3) facilities shown on the figure 10 map from the SCMCP as follows:

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

2. *Street Policy 1: Community Plan Street Framework and Comprehensive Plan Chapter 6. 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.*

The proposal's transportation network has been planned in accordance with the Community Plan Street Framework and Comprehensive Plan Chapter 6 Transportation. Additionally, all streets have been designed in accordance with the City's Engineering Design Manual (EDM) and are in compliance with the Comprehensive Plan.

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.*

The applicant proposes developing the transportation network to minimize impacts to natural resources. Specifically, proposed Road 6C (east/west collector) is the only road designed to cross a natural resource area. Additional street crossings to connect phases 1 and 2, and phases 3 and 5 were considered, but not proposed for this project due to concerns regarding environmental impacts and mitigation. Staff has proposed condition(s) of approval mitigating impacts to natural resource areas accordingly.

4. ***Figure 11: Community Plan Bicycle and Pedestrian Framework map.***

The applicant proposes a transportation network consistent with the SCMCP Sidewalks, bicycle lanes, school-to-school path and a nature trail are proposed to provide the connections depicted by Figure 11: Community Plan Bicycle & Pedestrian Framework.

5. ***Bicycle and Pedestrian Framework Policy 1: Bicycle and Pedestrian Crossings: "While the location and design of specific crossings 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.***

The applicant proposes a designated crossing of SW 175th Avenue to the new high school location at a signalized intersection of proposed road Street F and SW 175th Avenue. The applicant proposes a crossing of the east/west collector (Road 6C) to provide connection to the proposed neighborhood park south of the east/west collector (Road 6C). This crossing will also provide opportunity for north/south pedestrian circulation within the proposed development and opportunity for future connections to lands north of the subject site.

6. ***Bicycle and Pedestrian Framework Policy 2: 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.***

The applicant proposes several trials for the PUD. They are as follows:

a. ***<u>Stream Corridor Trails</u>***

A nature trail is also proposed from SW Scholls Ferry Road north through the property and leading to the lands north of the site, which will also be along the stream corridor. This trail is in addition to the existing north-south trail already at SW Scholls Ferry Road.

- SCM Community Plan Figure 11 Trails that connect people to nature, as follows:
  - The School to School Multi-Use Trail along the south sides of streets 6C and F from 175th Avenue to Loon Drive
  - A community trail along the eastern side of the central riparian area from the northern boundary of the PUD to proposed street 6C.

- A community trail from the southwest corner of the park, wrapping around the western lots in proposed Phase 3 along the wetland and riparian area, connecting with the trail that leads from the Churchill Forest subdivision to Scholls Ferry Road
- a community trail from the intersection of streets H and L to Scholls Ferry Road, along the western side of the central riparian area along Phase 5
- A stair trail bisecting Phase 2
- Multiple roads with bike lanes and sidewalks

b. <u>Trails through Resource Areas</u>

This policy is within compliance, as listed in "a" above.

c. <u>School to School Trail</u>

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 new high school site.

d. <u>Western Edge Trial</u>

Sheet P2.2 through P2.7 of the submitted application materials illustrates the planned trails (Exhibit 2.1), and compliance with this policy.

C. <u>Resource Protection and Enhancement</u>

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

Figure 12: Natural Resources in the Community Plan Area map depicts a variety of natural resources that are primarily organized around streams, open water, wetlands, riparian wildlife habitat, and upland wildlife habitat. The following resources are depicted within the subject site, as follows:

- Within the curve along 175th Avenue:
  - Wetland/Probable Wetland
  - Riparian Wildlife Habitat Class III
  - Riparian & Wetland Buffers

- Down the middle of the site from outside the northern boundary to Scholls Ferry Road:
  - Stream
  - Wetland/Probable Wetland
  - Riparian & Wetland Buffers
  - Upland Wildlife Habitat Class B

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

- Along the eastern edge:
  - Stream
  - Riparian & Wetland Buffers
  - Upland Wildlife Habitat Class C
  - Riparian Wildlife Habitat Class I

Within Section X of the submitted materials, the applicant has provided impact studies B, C, D, E, F that delineate the extent of the resources and regulated buffers/vegetated corridors per Clean Water Services (CWS) standards, encroachments into the resources and buffers, and mitigation areas. The proposed encroachments are caused by required street and path improvements, stormwater infrastructure, and the proposed lot pattern designed to meet other city standards and density requirements.

The most impact to resources occurs where proposed Road 6C, the East-West Collector, crosses both of the stream and riparian corridors. Proposed Road 6C is required per SCM Community Plan Figure 10: Community Plan Street Framework and the Transportation System Plan Figure 6.4 and 6.4a.

Per the CWS Service Provider Letter, encroachment into the stream and riparian corridor areas will be for road construction, stormwater quality facilities, and proposed lots 290, 291 and 292, and Tract X, resulting in an area of approximately 0.96 acres of encroachment. The applicant proposes mitigation areas within the subject site. Tract X is one of the proposed stormwater facility locations adjacent to proposed lots 290, 291 and 292, which are slightly encroaching into the buffer area due to topography constraints and lot design. The CWS Service Provider Letter includes conditions of approval specific to the amount and location of the mitigation areas, enhancement requirements for the resources and vegetated corridor areas overall, and requirements for protection of the resources and vegetated corridors.

2. Natural Resource Policy 1: Local Wetlands and Riparian Areas.

Policy 1 states:

Locally significant wetlands and protected riparian corridors within the Community Plan area shall be protected and enhanced, consistent with local, state, and federal regulations.

The proposed South Cooper Mountain Heights PUD includes wetlands and riparian corridors. These resources have been delineated by the applicant.

The applicant has submitted their plans for review by our local regulatory body, Clean Water Services (CWS). Vegetated corridors have been applied, and mitigation for encroachments have been proposed within the boundaries of the PUD. CWS issued a Service Provider Letter approving the proposed plan with conditions of approval, as described above.

The applicant has not proposed impacts to the wetland complex located in the southern portion of the site along Scholls Ferry Road. Therefore, State and Federal agency review for wetland impacts and mitigation is not required. The City has provided notice of the application to the Oregon Department of State Lands (DSL).

The most current draft of the South Cooper Mountain Annexation Area (SCMAA) Local Wetland Inventory (LWI) (September 2015) identifies a locally significant wetland on the project site as Wetland W-H on Figure 5, Sheets 7 & 10, Local Wetland Inventory Map (August 31, 2015). This wetland covers approximately 10.79 acres, and has diverse wildlife habitat, intact fish habitat, degraded water quality and degraded hydrologic control as determined through the Oregon Freshwater Wetland Assessment Method (OFWAM).

The SCMAA LWI is pending adoption into Volume III (Statewide Planning Goal 5 Resource Inventory Documents) of the Comprehensive Plan. Site specific wetland delineations for the project area approved by the Oregon Department of State Lands in 2014 and 2015 have been incorporated into the September 2015 draft of the SCMAA LWI.

With adoption of the SCMCP in January 2015, the City acknowledged Wetland W-H as one of three locally significant wetlands in the SCMCP area pending review and final approval by the Oregon Department of State Lands.1

3. Natural Resource Policy 2: Development adjacent to Significant Natural Resource Areas.

Policy 2 states:

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:

1 Staff report, November 26, 2014, CPA2014-0011, CPA2014-0012, and TA 2014-0002 South Cooper Mountain Community Plan

a. parallel trail along the edge of the vegetated corridor with access points from adjacent points from adjacent roads and community focal points;

b. local streets that run adjacent to the edge of the vegetated corridor, without development between the street and the vegetated corridor; or

c. neighborhood parks, pocket parks, schools and similar uses that connect to the resource area and provide breaks between developed areas abutting the resource.

The subject site for the proposed South Cooper Mountain Heights PUD includes the following Significant Natural Resource Areas as depicted on Figure 12: Natural Resources in the Community Plan area map:

- Within the curve along 175th Avenue:
  - Wetland/Probable Wetland

- Down the middle of the site from outside the northern boundary to Scholls Ferry Road:
  - Stream
  - Wetland/Probable Wetland
  - Upland Wildlife Habitat Class B
  - Riparian Wildlife Habitat Class II

- Along the eastern edge:
  - Stream
  - Riparian Wildlife Habitat Class I

The applicant proposes a network of open spaces organized around these Significant Natural Resource Areas and the CWS vegetated corridor surrounding the resources. The school to school multi-use trail and the three north-south community trails provide visual and physical access to the proposed open space and protected natural resource areas. Proposed streets 6C, H, O, R, and S with their bicycle and pedestrian facilities allow for visual and physical access along vegetated corridors. Finally, the western edge of the proposed Neighborhood Park abuts a vegetated corridor, connects with one of the three community trails, and provides a buffer between street 6C, the East-West Collector, and proposed and existing development.

4. Urban Forestry Policy 2: Tree Planting.

Policy 2 states:

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.

The applicant states all actions regarding trees and vegetation will be performed in accordance with Section 40.90 of the Development Code. Existing trees will be protected with a five (5) foot tall fence around the drip line during construction. Neither topsoil storage nor construction material will be located within the drip line of trees. All tree protection fences will be placed in accordance with code standards to protect all root zones.

The applicant indicates no significant individual trees or historic trees exist on the site. The subject site is populated with Community Trees within a Significant Natural Resource Area and Community Trees on the project site. The applicant proposes removing the following species of trees, which are not located within the significant natural resource area(s) identified on Figure 12: Natural Resources in the Community Plan Area:

- Western Hemlock
- Mountain Hemlock
- Pacific Madrone
- Bigleaf Maple

Plan set sheets LTP.0 through LTP.11 references the Tree Plan application and Tree Data Tables, which identifies the tree preservation/removal plan, including DBH, condition of the tree(s), and if slated for removal. The applicant proposes to remove 75 community trees, with a total DBH of 1,280 inches from the site to accommodate the proposed residential development and associated improvements, meeting Threshold 1 of a Tree Plan Two application. Additionally the applicant proposes removal of nine (9) trees, with a total DBH of 155 inches within SNRAs, meeting Threshold 3 of a Tree Plan Two application. No mitigation is required nor proposed for these trees. Street trees will be required as the proposed subdivision is developed thus introducing new trees to the site.

5. Urban Forestry Policy 3: Regionally Significant Upland Habitat.

Policy 3 states:

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.

The subject site contains the following Regionally Significant Upland Habitat as depicted on Figure 12 of the SCM Community Plan:

- Down the middle of the site from outside the northern boundary to Scholls Ferry Road:
  - Upland Wildlife Habitat Class B
  - Upland Wildlife Habitat Class C

- Along the eastern edge:
  - Upland Wildlife Habitat Class C

The Upland Wildlife Habitat Class B area is considered a SNRA and the city's regulations related to tree removal and preservation of trees within a SNRA are applicable. The Upland Wildlife Habitat Class C areas are generally within the CWS vegetated corridor, available for use in conjunction with the city's Habitat Benefit Area incentives within Section 60.12 of the Development Code, and trees within this area are generally considered to be Community Trees.

6. Scenic Views Policy 1: Protection of View Corridors.

Policy 1 states:

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 Chelalem Ridge. Viewpoints should provide seating and space for passerby and should provide for the permanent protection of the view through measures such as easements. Techniques for view corridor preservation may include:

a. Streets that "T, stub, or curve at a location offering a viewpoint, with a break between buildings;

b. Neighborhood or pocket parks situated to offer a viewpoint;

c. Gaps between buildings with small seating areas adjacent to the sidewalk; and/or

d. Limitations on building heights down-slope from a viewpoint.

The proposal includes several curvilinear streets. Street 6C curves through the neighborhood fronted by natural resources, a neighborhood park, and stormwater facilities. In particular, the visual breaks to the south and west toward the Chelalem Ridge are provided at the neighborhood park, Street E, Street F, Tract Y, Tract V (the neighborhood park), and Tract T. Streets E, F and T also provide opportunities for scenic view.

The applicant states the project sites slopes to the south, thereby minimizing potential impacts on view from housing build downslope. The neighborhood park and stormwater facilities are located in situations where the lack of a building enhances views to the south and into nearby natural areas. Additionally, proposed active open spaces and trails will be located in order to provide view access to natural areas and beyond.

7. Rural Edges and Transitions Policy 1: SW Tile Flat Road Landscape Buffer. Require that development abutting SW Tile Flat Road provide a landscaped buffer with trees and shrubs that provide a visual screen for adjacent rural uses.

The proposed project does not abut SW Tile Flat Road. This criterion does not apply.

D. Infrastructure Provision:

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

The proposed development is not proposed to precede urban services. All required infrastructure will be constructed accordingly, per conditions of approval.

2. Infrastructure Policy 7: Alignment for new water and sewer. In identifying specific alignments for new water and sewer infrastructure, impacts to natural resources shall be avoided or minimized to the extent possible.

The applicant proposes all utilities to be housed within all appropriate public road right-of-ways in accordance with Site Development conditions of approval.

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

The applicant states that pedestrian and bicycle facilities will be installed throughout the site, in addition to the planned multi-use facilities identified in the SCMCP. Sidewalks are provided along all public streets and two north south paths are provided through the resource areas of the site, as identified

on the site plan. The proposed bicycle and pedestrian facilities are consistent with the South Cooper Mountain Community Plan.

2. Figure 6.4a: Functional Classification

The applicant states that the site is within, and complies with, the vision of the SCMCP area which prioritizes multi-modal facilities. The proposed pedestrian, bicycle, and vehicular circulation system has been designed in accordance with the SCMCP.

3. Figure 6.6a: Future Streets Where Right-of-Way is Planned For More than Two Lanes.

The applicant states that the street network will be designed in accordance with City of Beaverton standards and SCMCP implementation strategies.

4. Figure 6.20: Local Connectivity Map

The applicant states that the street network will be designed in accordance with City of Beaverton standards and SCMCP implementation strategies.

Therefore, staff finds that by meeting Conditions of Approval, the proposal meets the criterion for the South Cooper Mountain Community Plan Policies.

5. The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.

The topography of the project site slopes downward from the north, to an approximate elevation of 480 feet, south, to an approximate elevation of 300 feet. Of the 544 total acres in the South Cooper Mountain Community Plan, approximately 364 acres are considered “gross buildable acreage.”

The applicant states the proposed project is designed to fit within the framework of the Community Plan as it was envisioned. The project site contains natural drainages, wetland areas as well as significant natural resource areas. The applicant has designed the PUD to be clustered away from the natural features in order to preserve the natural open space the site has to offer. Staff finds that the site can reasonably accommodate the proposal.

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

6. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.

The applicant states that the entire development and its architectural design have been designed to blend with and be compatible with surrounding development. According to site plan sheet P3.3 and P3.0, the only areas that directly abut existing development occur near the northernmost property boundary, and the southeastern boundary of the site where proposed lots will be adjacent to the existing Churchill Forest subdivision. Assuming the project fronts SW Scholls Ferry Road, proposed lots 295 through 301 are platted to be 40 feet wide along the side property lines directly abutting the existing residential development of Churchill Forest. Proposed lot 293 is platted to be 95 feet wide. These lots will all have five (5) foot side yard setbacks, which is in compliance with the R5 zoning district. Proposed lots 111, 110 and 94 are immediately adjacent to SW 175th Avenue and will have five (5) foot side yard setbacks, in compliance with the R4 zoning district.

Proposed lot 118 at the northern edge of the western portion of the parent parcel immediately abuts 1S131DC01400. This is a residentially developed property (within unincorporated Washington County) on 2.16 acres where the existing residence is approximately 315 feet to the north of the property line of the PUD project site and proposed lot 118.

Staff finds that the proposed development is compatible with the surrounding neighborhoods by proposing substantially similar residential development as surrounding neighborhoods and by meeting all applicable conditions of approval.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

7. The width of the proposed lots or staggering of building setbacks within detached residential developments vary so as to break up the monotony of long blocks and provide for a variety of home shapes and sizes, while giving the perception of open spaces between homes.

The applicant states a variety of lot widths have been proposed for the subdivision in response to the topography of the site. The expectation of the criterion will also be accomplished by adding a pedestrian staircase bisecting approximately 4 blocks in Phase 2 from proposed Street M, south to proposed Road 6C (the east/west collector). The applicant also proposes four types of home styles: front loaded single-family detached, front loaded townhomes, rear loaded townhomes with driveway parking, and rear loaded townhomes without driveway parking. Architectural facades have been designed to create interest with varying planes of porches, columns, and other offsets. No building will be repeated on adjacent lots and there will be three product types for each type of home (single-family detached and attached, either front-loaded or rear-loaded) with three façade designs. Roof types will be varied building to building in order to create additional variety beyond the offsets.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

8. The lessening of the Site Development Requirements results in significant benefits to the enhancement of site, building, and structural design, preservation of natural features and the surrounding neighborhood as outlined in Section 60.35.15.

The applicant states that the clustering of residential buildings has enabled this development to provide a 2.7 acre neighborhood park along with a 2.1 acres of dispersed active open space, 28 acres of common open space, and 35 acres of water quality and natural resource areas. The applicant states that one third to one half of the subject site will be set aside as open space. The applicant points out on site plan Sheets LTP-0 through LTP-11 all tree data, that nine trees with a total DBH of 155 inches are proposed to be removed from the SNRA area which has a total DBH 4,068 inches, which is a total of approximately 3.8% of the total DBH within SNRA's on the site. No mitigation is required.

No trees planned for removal are categorized as significant trees and/or historic trees. As such, the applicant states that this development meets the purpose of a PUD by clustering development to enable open space and resource preservation. The applicant states that the proposed park will serve not only residents of the proposed development but the greater neighborhood as well.

Staff concurs that by meeting the conditions of approval that the lessening of the Site Development Requirements results in benefits to the site, transportation system, and preservation of natural features.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

9. The proposal provides improved open space that is accessible and usable by persons living nearby. Open space meets the following criteria unless otherwise determined by the Planning Commission through Section 60.35.15:

a. The dedicated land forms a single parcel of land except where the Planning Commission determines two (2) parcels or more would be in the public interest to complement the overall site design.

b. The shape of the open space is such that the length is not more than three (3) times the width the purpose of which is to provide usable space for a variety of activities except where the Planning Commission determines a greater proportioned length would be in the public interest and complement the overall site design.

c. The dedicated land(s) is located to reasonably serve all lots for the development, for which the dedication is required.

The applicant proposes a 2.7-acre park, in a single tract (proposed Tract V), with ownership anticipated to be transferred to THPRD for continued maintenance. This neighborhood park is envisioned to include features such as play areas with swings, and basketball court(s), gathering spaces, a picnic structure, gazebo, benches, a flexible-use field, and community garden area. However, design of this space will be determined over time and not specifically designed by this action. The overall shape of the neighborhood park space does not have a length that exceeds more than three times the width of the tract. The location of the proposed park is approximately 600 feet west of the eastern property line of the project site (SW Loon Drive), on the south side of the east/west collector (Road 6C) and west of proposed Street O (SW Bitten Terrace). The proposed neighborhood park site will be accessible to residents of the development as well as the surrounding area.

In order to ensure adequate maintenance of the proposed park, staff propose a condition of approval that the HOA be responsible for maintenance of the facility until such time as it is transferred to a public agency, such as THPRD, for maintenance. Staff has conditioned that all proposed tracts be dedicated and maintained by a Homeowners Association until such time as the space(s) is transferred to a public agency.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

10. For proposals within the SC-S (Station Community-Sunset) zoning district, the requirements identified in Sections 20.20.40.2. and 20.20.40.3. are satisfied.

The proposed PUD is not located within the SC-S zoning district, therefore this criteria is not applicable.

Therefore, staff finds the criterion is not applicable.

11. If the application proposes to develop the PUD over multiple phases, the decision making authority may approve a time schedule of not more than five (5) years for the multiple development phases. If a phased PUD has been approved, development of the future phases of the PUD shall be filed within five (5) years of the date of decision of the PUD. Refer to Section 50.90.

The applicant has proposed the PUD will develop over five (5) phases, and understands that development applications shall be filed within five (5) years.

Therefore, staff finds by meeting the Conditions of Approval, the proposal meets the criterion for approval.

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

The applicant has submitted this Conditional Use application with associated Preliminary Subdivision, Design Review 2, Tree Plan 2, and Quasi-Judicial Zoning Map Amendment applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. However, additional land use applications may be required as the proposed PUD progresses through development. Because the applications are being reviewed concurrently, the Commission will review all the applications at one public hearing. Staff recommends a condition of approval requiring the associated applications to be approved before a site development permit is issued.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **CU2015-0006 (South Cooper Mountain Heights PUD)** subject to the applicable conditions identified in Attachment G.

Planned Unit Development Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Modification of Base Zoning Standards			
60.35.10.1A Permitted Uses	Compliance with permitted and conditional uses of the zoning district.	The development proposes detached and attached residential housing, which is permitted in the R1, R2, R4, R5, and R7 zones. Additionally a public park and pathway system are proposed which meets section 60.35.10.1.C.1, 2, & 4 as an allowed accessory use to the PUD development.	**Yes**
60.35.10.1B Detached and Attached Dwellings	Detached and attached dwellings may be allowed in a PUD provided the overall residential density satisfies the applicable residential density provisions of the Code.	The development proposes densities for the detached and attached dwellings which are greater than the required minimum net densities, and lower than the maximum gross allowable densities as is found in the densities calculations table on page FR-23.	**Yes**
60.35.10.2 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 surrounding neighborhood.	The applicant proposes single family detached and attached structures which are a maximum of two stories tall, consistent with the surrounding Churchill Forest and Sterling Park subdivisions. The density for the entire site is within the limits of what is allowed by the base zoning, though buildings are clustered to preserve natural areas and provide open space.	**Yes**
60.35.10.2.A.1 Density Transfers	Density transfers allow an equal transfer of dwelling units from one portion of the site to another in certain areas.	The applicant transfers a limited amount of density from the natural resource areas.	**Yes**
60.35.10.2.B.1 Residential Lot Sizes	Minimum lot size may be reduced to 50% of the minimum land area of the applicable zoning district(s), except as permitted in 60.35.10.3.C.2.	All proposed lots are within the size envelope described for each zoning district. The proposed density is not less than would result from a conventional subdivision.	**Yes**

60.35.10.2.B.2	Minimum lot size proposed between 25% and 50% 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.	The applicant has not proposed Compact Detached Housing	**N/A**
60.35.10.2.B.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.	Per the table listed in Section 60.35.10.2.B.3. The proposal does not exceed maximum lot sizes and/or density.	**Yes**
60.35-10.2.B.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.	As proposed, the PUD does not result in fewer dwelling units than a site reviewed as a Preliminary subdivision.	**Yes**
60.35.10.3.A Setbacks	Proposed lots abutting the perimeter of the property shall comply with the standard front and rear yard setbacks of the parent parcel. Side yards of the parent parcel, where abutting existing development, must be a minimum of 15'.	The applicant has indicated that the proposed subdivision lots within the parent parcels will comply with the appropriate setbacks for that zoning district. Assuming SW Scholls Ferry Road is the front, the setbacks are as follows: for the proposed R1 zone, the applicant proposes 10 foot front yard setbacks; R4 zone, 15 foot rear yard setbacks; R7 zone, 25 foot rear yard setbacks, and R5 zone, 15 foot front yard setbacks. All zoning proposed zoning districts (R1, R2, R4, R5, and R7) of the parent parcels have 5 foot side yard setbacks.	**Yes**

60.35.10.3.B.1 Front Setbacks	Front setbacks interior to the PUD may be reduced, excluding the garage where the garage door faces the front property line. Structures shall not encroach in a public utility easement.	The applicant proposes 10 foot front yard setbacks for rear loaded town homes with and without driveway parking. The applicant proposes 12 foot front building setbacks for front loaded townhomes and single family detached homes with a 10 foot front porch setback. The proposed setbacks do not encroach into public utility easements.	**Yes**
60.35.10.3.B.2 Front Setbacks	Garages that face a public street shall be set back 20' from the property line and recessed a minimum of 4' from the front building plane, not including porches, when facing a street.	Garages are proposed a minimum of 20 feet from the front yard when facing public streets and will be a minimum of 4 feet recessed from the front building façade	**Yes**
60.35.10.3.C.1 Rear Setbacks	Rear setbacks shall be the same as the base zone for the parent parcel, excepting alley accessed lots which may be reduced to 4'.	The applicant proposes to meet the 20 foot rear yard setback for the eastern property line, considered the rear of the parent parcel.	**Yes**
60.35.10.3.C.2 Rear Setbacks	Garages and carports accessed from both sides of an alley shall be set back a minimum of 4' with no less than 28' between garage doors.	The applicant proposes a 15 foot minimum rear yard setback for front loaded townhomes and detached single family dwellings. Rear loaded townhomes with driveway parking have a minimum setback of 20 feet. The applicant proposes a 3 foot setback for rear loaded townhomes without driveway parking. This exceeds the minimum setback in the code of 4 feet, as such staff recommends a condition of approval that rear loaded townhomes without driveway parking have a minimum rear yard setback of 4 feet to satisfy this standard.	**Yes w/ COA**
60.35.10.3.D Side Setbacks	Except for zero-lot line development side setbacks are a minimum of 3' with a total of 6' between two buildings. Zero-lot line developments shall ha e one side yard setback of 10' and the other zero.	The applicant proposes to maintain the base 5 foot setback for detached dwellings. For attached residential a minimum of 5 foot side setback between buildings is proposed with 10 feet on the corner lots.	**Yes**

Open Space			
60.35.15.1 Open Space Percentage	A PUD shall provide a minimum of 20% of the subject site as open space.	The applicant proposes 39% of the subject site as open space.	**Yes**
60.35.15.2.**Exemptions**	Properties within the South Cooper Mountain Community Plan (SCMCP) 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 SCMCP, as identified in Section 60.35.25.	The applicant is proposing approximately 34 acres of the total 109 acres as open space. Parks and Common Areas will be 4% of the site; Natural Areas 30% of the site; Water Quality Areas 5% of the site. The applicant must comply with the requirements of the SCMCP accordingly.	**Yes**
60.35.15.3. 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.	The proposed open space areas are accessible to the community as they are located along streets and/or pathways. .	**Yes**
60.35.15.3.A Passive Open space	The following resource areas may count towards passive open space: 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 CWS or other regulatory body.	The applicant has proposed a neighborhood park of 2.7 acres, 2.1 acres of dispersed active open space, and 37 acres of common open space and water quality/habitat protection, which serve as passive open space.	**Yes**
60.35.15.3.B Accessibility	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 of access easement.	All proposed open space will be accessible from paths and public roadways, both physically and visually. Habitat areas are intended for visual access only. In all instances, all access ways are at least 30 feet wide.	**Yes**
60.35.15.3.C Slope	Not more than 60% of the gross land dedicated may have slopes greater than 5%.	As currently proposed 40% of the gross land dedicated as open space has slopes greater than 5%.	**Yes**
60.35.15.3.D Irrigation	Open spaces shall have a dedicated irrigation system. Resource areas are exempt.	Staff recommends a condition of approval that open space areas, with the exception of the resource areas have a dedicated irrigation system.	**Yes w/ COA**

60.35.15.3.E Developments over 10 acres	Developments greater than 10 acres in size shall dedicate 25% of total required open space to active commons areas.	Of the 12 acres of open space identified in the SCMCP, 3 acres are identified as active open space. The applicant proposes 4.8 acres as active open space as required.	**Yes**
60.35.15.3.F Exclusions	Open space does not include streets, driveways, parking lots, buildings, buffers or vehicular access areas.	The proposal does not include these areas.	**Yes**
60.35.15.4.A Common Area Square Footage	Active open space areas are 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.	The applicant proposes several tracts within the subdivision as meeting the size and programming requirements for active open space, shown on Sheets L2.1 through L2.7. The applicant lists the summary of open spaces physically or visually accessible on page 65 of the submitted application materials.	**Yes**
60.35.15.4.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 barrier, such as a fence or wall, at least three (3) feet in height.	The applicant proposes active open spaces to abut the east/west collector (Road 6C) in phases 1 and 2, and the neighborhood park.	**Yes w/COA**
60.35.15.4.C	Active open space shall be physically accessible to all residents of the development.	The proposal includes a neighborhood park of 2.7 acres and several smaller active open spaces, all accessible to the public. The applicant will work in conjunction with the THPRD to design the park in accordance with THPRD's requirements. Park and other open spaces are detailed on Sheets L2.1 –L2.7 of the plan set.	**Yes w/COA**
60.35.15.4.D	Active open space shall include physical improvements to enhance the area. These improvements may include benches, gazebos, plazas, picnic areas, playground equipment, sport courts, swimming/wading pools, indoor clubhouse or meeting facilities, play fields, or other items permitted.	The proposal includes the open space features as required. Sheets L2.1 through L2.7, and page 67 of the application materials, depict additional detail.	**Yes w/COA**
60.35.15.4.E	Floor area within buildings devoted to common uses serving the residents of	The proposal does not include buildings with devoted common	**N/A**

	the development may be counted as Active Open Space based on the total floor area devoted to such uses.	uses. Such structures are expected with the Design Review application in the future for the multi-family development of Phase 5 in the future, and will be reviewed and conditioned accordingly.	
60.35.15.5.A-C 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 either and HOA or public agency dedicated into perpetuity as permanent through application of CC&R's or deed restriction approved by the City Attorney.	The applicant states that Covenants, Conveyances and Restrictions (CC&Rs) and/or HOA policies and responsibilities will be established for the final plan. Said HOA will take ownership of common open spaces and be responsible for permanent maintenance. Staff recommends a condition of approval that all tracts be owned and maintained by the HOA unless they are dedicated to a public agency.	**Yes w/COA**
Building Architecture			
60.35.20.1 Purpose	Architectural standards are intended to promote innovative design. Cluster housing or grouping buildings to maximize open space is encouraged.	The applicant proposes to cluster housing in order to provide open space and protect natural areas.	**Yes**
60.35.20.2.A Building Orientation	Buildings shall be oriented towards the street or public open spaces unless exempted by the Planning Commission.	All buildings are oriented toward the street or open spaces.	**Yes**
60.35.20.2.B Direct Access	Buildings or lots shall have direct access to sidewalks or paths that connect to a sidewalk system.	All lots have access to sidewalks or paths.	**Yes**
60.35.20.2.C Alley Access	Garages with rear alley access or shared drives are encouraged.	Rear alley garages are proposed within the attached single-family components of the proposal. No garages are proposed for the detached homes.	**Yes**
60.35.20.2.D Primary Entrance	Buildings shall have their primary entrance to a street or publicly accessible sidewalk where buildings face public parks, common areas or open space.	The applicant has oriented all buildings toward a public street.	**Yes**

60.35.20.2.E Primary Entrances	Primary entrances shall be covered or recessed with a minimum depth of 3 feet and width of 5 feet.	All primary entrances are covered for weather protection and building aesthetics and are a minimum of 3 feet by 5 feet.	**Yes**
60.35.20.3.A-C Building Heights	Maximum building height standards may be increased up to 12 feet 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. For the SCMCP structures which do not abut the exterior boundary may be allowed to vary in height, without satisfying the Section 60.35.20.3, in order to provide for a variety of housing types. Graduated building height standards shall not apply where existing structures on adjacent properties are rural in their development or use.	The applicant indicates the only existing structures on adjacent properties are found within the Churchill Forest subdivision. Proposed residential structures will be of similar mass and height. Housing types have been selected to provide continuity among phases as phases are developed. Several lots with slopes in excess 12-20%. These are areas where existing topography is steep and requires either garage under or daylight basement housing types to step the housing down the slope. This housing type exceeds 35 foot height based on City methodology for measuring building height and will result in structures taller than the standard provisions. Plan Sheets 4.0, 4.1, 4.2 and 4.5 illustrate the following lots that this applies to: • Lots 94-103; 66-73 (R2) • Lots 139-154; 163-169; 194-222; 263-278 (R7) • Lots 155, 156; 181-1893; 192, 193; 223-226; 257-262; 279-282; 242-253 (R7) • Lots 63-65; 170, 171 (R4) The applicant is requesting a 5 foot increase in overall building height in the R4 and R7 zones on the lots listed above, as is allowed by the SCMCP criteria.\	**Yes**
60.35.20.4.A Architectural Standards: Scale & Massing	Scale and massing shall complement the surrounding uses.	The applicant proposes to develop single-family detached dwellings using common	**Yes**

		northwest architectural styles such as craftsman, English revival and colonial.	
60.35.20.4.B Attached Dwellings	Front façade elevations shall not be repeated on adjacent lots along the same street frontage.	The applicant states no front elevations will be repeated per Code requirements. Sheets P2.8 through P2.12 list which homes are scheduled for specific lots and the architectural style of each.	**Yes**
60.35.20.4.C Design Elements	Buildings shall incorporate at least 6 of the listed building elements on the front, rear, common open space, and street facing elevations and 4 interior side yard elevations, as listed in the Code.	All buildings incorporate a minimum of 6 of the listed design elements. Page 71 of the application materials illustrates the required design standards.	**Yes**
60.35.20.4.D	Building elevation is measured as the horizontal plane between the lowest plate line and highest plate line of any full or partial building story containing doors, porches, balconies, terraces and/or windows.	The applicant has provided a variety of housing types with numerous architectural features in order to comply with Code.	**Yes**
60.35.20.4.E Alternative Building Design	Alternative building design may reflect modern building form and style and may be approved by the Planning Commission if it can demonstrate successful use of materials and form.	The applicant has not requested alternative building designs.	**N/A**
Development Bonuses and Development Incentive Options			
60.35.30 Development Bonuses and Incentives	PUD offers the applicants additional standards which can be met as incentives to promote innovative approaches and can lead to reduced open space and reduced setbacks.	The applicant is not seeking development bonuses or incentives.	**N/A**

All relevant South Cooper Mountain Community Plan Policies are addressed within the Conditional Use – PUD section of this staff report, starting on page CU-36.

ATTACHMENT C

DR2015-0071
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW TWO APPROVAL

Section 40.20.05. Design Review Applications; Purpose

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by insuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development.

2. Design Review Two.

A. *Threshold.* *An application for Design Review Two shall be required when an application is subject to applicable design standards and one or more of the following thresholds describe the proposal:*

3. New construction of attached residential dwellings excluding duplexes, in any zone where attached dwellings are Permitted or Conditional Use.

Section 40.20.15.2.C *Approval Criteria*

C. Approval Criteria. In order to approve a Design Review 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 Design Review Two application.

The applicant proposes a Planned Unit Development (PUD), which includes approximately 110 attached single-family residential units anticipated to be constructed as townhomes, thereby meeting threshold 3 for a Design Review Two application.

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

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

The applicant paid the required fees for the Design Review Type 2 application.

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

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

The applicant submitted the application on June 15, 2015 and was deemed incomplete on July 13, 2015. The applicant resubmitted on August 26, 2015 and the application was deemed incomplete on September 25, 2015. The applicant resubmitted revised application materials on October 7, 2015, followed by the *Application Completeness Option* form on October 9, 2015 at which time the applicant requested the applications be processed "as is" thereby deeming themselves complete and starting the 120-day clock. On December 2, 2015 the applicant submitted final revised materials per staff's request. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

4. The proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards).

Staff cites the Design Review Standards Analysis which evaluates the proposal's compliance with Design Review Standards. As demonstrated on the chart, the proposal complies, or through conditions of approval, can be made to comply with applicable Design Standards.

Staff recommends conditions of approval that would bring the proposal into compliance with the applicable Design Standards. Therefore, the proposal will comply with Section 60.05.25 and accordingly, complies with this approval criterion.

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

5. For additions to or modification of existing development, the proposal is consistent with all applicable provision of Sections 60.05.15 through 60.05.30 (Design Standards) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Standards if any of the following conditions exist:

a. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable standard; or

b. The location of existing structural improvements prevent the full implementation of the applicable standard; or

c. The location of the existing structure to be modified is more than 300 feet from a public street.

d. If in a Multiple-Use District, building location, entrances and orientation along streets, and parking lot limitation along streets (Standards 60.05.15.6 and 60.05.20.8).

e. If in a Multiple-Use or Commercial District, ground floor elevation window requirements (Standard 60.05.15.8).

The project proposal is for a Planned Unit Development (PUD) on a greenfield site. Therefore this criterion (#5) which pertains to additions or modification of existing development does not apply. Staff finds that the criterion does not apply as the project is a new development.

Therefore, staff finds the criterion is not applicable.

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

The applicant has submitted this Design Review 2 application with Conditional Use (Planned Unit Development), Preliminary Subdivision, Tree Plan 2, and Quasi-Judicial Zoning Map Amendment applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. However, additional land use applications may be required as the proposed PUD progresses through development. Because the applications are being reviewed concurrently, the Commission will review all the applications at one public hearing. Staff recommends a condition of approval requiring the associated applications to be approved before a site development permit is issued.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2015-0071 (South Cooper Mountain Heights PUD).** Should the Planning Commission find that the application meets the approval criteria staff has recommended conditions of approval in Attachment G.

Design Review Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Max length of attached residential buildings	The applicant proposes a mix of 2-plexes to 5-plex attached single family residential buildings. The maximum proposed building length is approximately 85 feet in length. No building exceeds 200 in length.	**YES**
60.05.15.1.B Min 30% articulation	Building articulation exceeds 30% on all buildings using windows, recessed entries awnings, off-set walls, and materials changes.	**YES**
60.05.15.1.C Max 40' between architectural features	Architectural features are no more than forty feet apart.	**YES**
60.05.15.1.D Max 150 sq. ft. undifferentiated blank walls facing streets	Buildings will not have more than 150 square feet of undifferentiated walls facing a street.	**YES**
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12	All proposed buildings have a minimum roof pitch of 4/12.	**YES**
60.05.15.2.B Min roof eave = 12"	All pitched roofs have minimum projection of 12 inches.	**YES**
60.05.15.2.C Flat roofs need parapets	No flat roofs are proposed.	**N/A**
60.05.15.2.D New structures in existing development be similar	This is proposed new development.	**N/A**
60.05.15.2.E 4:12 roof standard is N/A to smaller feature roofs	Small feature roofs are exempt from this standard.	**N/A**
Primary Building Entrances		
60.05.15.3 Weather protection for primary entrance	The applicant has designed the buildings so that all primary entrances provide weather protection in accordance with this standard.	**YES**
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	All proposed buildings are to be comprised of double-wall construction.	**YES**
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	Roof mounted equipment is nor proposed.	**N/A**

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	The public street system is being evaluated with the preliminary subdivision and PUD applications. The attached multi-family area connects to the existing street system through a network of public streets in accordance with the South Cooper Mountain Community Plan.	**YES**
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A-D Screening of loading and waste facilities.	Attached single family dwellings will have their own trash service which will be collected curb-site. The garages contain adequate space for trash containers to be kept when not being collected.	**YES**
Pedestrian Circulation		
60.05.20.3.A Link to adjacent facilities	Pedestrian circulation is provided to the existing sidewalk system from each single attached dwelling unit via the driveway or a pedestrian path to the front door.	**YES**
60.05.20.3.B Direct walkway connection	Pedestrian circulation is provided to the existing sidewalk system from the primary building entrances.	**YES**
60.05.20.3.C Walkways every 300’	No street frontage is greater than 300’ in length.	**N/A**
60.05.20.3.D Physical separation	There are no parking lots, therefore no crossing of parking lots is required.	**N/A**
60.05.20.3.E Distinct paving	The applicant proposes paved pathways.	**YES**
60.05.20.3.F 5’ minimum width	The proposed pedestrian walkways are a minimum of 5’ in width.	**YES**
Street Frontages and Parking Areas		
60.05.20.4.A Screen from public view	There are no parking lots associated with the development.	**N/A**
Parking and Landscaping		
60.05.20.5.A.-D Parking area landscaping	No parking lots are proposed. Parking is provided in private garage and driveway spaces for each attached single family dwelling.	**N/A**

Section 60.05.25 Landscape, Open Space, and Natural Areas Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Landscaping		
60.05.25.1-4 Residential Open Space	The proposal includes a PUD which supersedes the Design Review landscape provisions of this section.	**N/A**
Retaining Walls		
60.05.25.8 Retaining Walls	The proposed retaining walls will be architecturally treated keystone walls in a decorative pattern.	**YES**
Fences and Walls		
60.05.25.9 Fences and Walls	Fences are not proposed for the attached residential properties at this time.	**N/A**
Minimize Significant Changes To Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10 Minimize grade changes	The applicant states that, as shown on the grading plan, all surface contour changes meet the requirements. Proposed stormwater facilities are exempt from these standards.	**YES**
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	Above ground water quality facilities are located through the development in tracts and are not located in front yards of buildings.	**YES**
Natural Areas		
60.05.25.12 Encroachment into buffer areas.	Clean Water Services has issued a Service Provider Letter for the proposed development. Natural areas are reviewed with the PUD approval and are located outside of the Design Review scope of the attached residential buildings.	**N/A**
Landscape Buffering Requirements		
60.05.25.13.C Landscape buffering between contrasting zoning districts	Adjacent properties are tracts and public streets. All properties are within the same PUD and are designed to function together as one development, regardless of zoning district.	**N/A**

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A-D Lighting complies with the City's Technical Lighting Standards	The applicant provides a lighting plan with photometric details for the attached single-family buildings which show compliance with the Technical Lighting Standards. No vehicular circulation areas or pedestrian plazas are proposed.	**YES**
Pedestrian-scale on-site lighting		
60.05.30.2.A-C Pedestrian Lighting	No pedestrian plazas or pedestrian circulation areas are proposed as the development consists of attached single family residential.	**N/A**

ATTACHMENT D

LD2015-0013
ANALYSIS AND FINDINGS FOR
LAND DIVISION-PRELIMINARY SUBDIVISION APPROVAL

Section 40.45.05 Land Division Applications; Purpose

The purpose of the Land Division applications is to establish regulations, procedures, and standards for the division or reconfiguration of land within the City of Beaverton.

5. Preliminary Subdivision.

A. *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.

Section 40.45.15.5.C Approval Criteria:

***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*.**

The applicant proposes a 383 lot subdivision (271 lots for detached single-family homes, 110 lots for attached single-family homes, 1 parcel for future multi-family development of 340-units, and 1 oversized lot for future development) from 2 parent parcels, meeting threshold 1 for a Preliminary Subdivision. The parent parcels are not subject to a Legal Lot Determination.

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

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

The applicant has paid the required application fee for a Preliminary Subdivision application.

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

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.

There are no other existing City approvals which pertain to the subject property.

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

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.

The applicant has proposed one (1) oversized lot (proposed lot 383) within the R7 Standard Density zone. This lot is for potential future use for single-family homes, if and only when future roadway connections can be made. It is anticipated to accommodate up to five (5) residential lots for detached single-family homes, plus two (2) potential open space tracts. The applicant has provided a shadow plat as illustrated on page 24 of the submitted application materials.

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

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.

The applicant has proposed a five (5) phase approach for the subdivision, and intends to submit the appropriate development applications within five (5) years of PUD approval.

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

6. Applications that apply the lot area averaging standards of Section 20.05.50.1.B 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,

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

The applicant proposes to reduce the minimum lot size through the Planned Unit Development (PUD) process, not using the lot averaging standards of Section 20.05.20.1.B.

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

7. Applications that apply the lot area averaging standards of Section 20.05.50.1.B do not require further Adjustments or Variance for the Land Division.

The proposal does not apply the lot area averaging standards. The applicant proposes to reduce the minimum lot size through the Planned Unit Development (PUD) process, not using the lot averaging standards of Section 20.05.20.1.B.

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

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

In conjunction with the concurrently processed Zoning Map Amendment, no proposed tracts or parcels will have more than one zoning designation. Staff recommends as a condition of approval that the Zoning Map Amendment be effective prior to recording of the first final plat for the subdivision.

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

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

The applicant has submitted this Preliminary Subdivision application with Conditional Use (Planned Unit Development), Design Review 2, Tree Plan 2, and Quasi-Judicial Zoning Map Amendment applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. However, additional land use applications may be required as the proposed PUD progresses through development. Because the applications are being reviewed concurrently, the Commission will review all the applications at one public hearing. Staff recommends a condition of approval requiring the associated applications to be approved before a site development permit is issued.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **LD2015-0013 (South Cooper Mountain Heights PUD)** subject to the applicable conditions identified in Attachment G.

Land Division Standards Code Conformance Analysis

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Grading Standards			
60.15.10.1 Applicability	Grading standards apply to all land divisions where grading is proposed but do not supersede Section 60.05.25 Design Review.	The proposal is subject to the grading standards contained herein.	**Yes**
60.15.10.2.A-C Exemptions	Exemptions include: Public right-of-way, storm water detention facilities, grading adjacent to an existing public-right of way which results in a finished grade below the elevation of the adjacent right-of-way.	The applicant is not requesting any exemptions be applied to this development. All proposed stormwater facilities will reviewed and approved by the City Engineer in conjunction with CWS.	**Yes**
60.15.10.3.A-E On-site surface contouring	When grading a site within 25 feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe A-E of this code section.	The applicant has proposed the phasing of slopes abutting adjacent residential properties on pages 51-53 of the application materials and on Sheet P2.0 included herein.	**Yes w/COA**
60.15.10.3.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.	The proposal will grade in accordance with Site Development permit requirements.	**Yes**
60.15.10.3.G	The on-site grading contours stated above apply only to the property lines of the parent parcel(s). They do not apply to internal property lines within a development.	The proposal, for each phase, has one or more edges that are adjacent to internal property lines.	**Yes**
Significant Trees and Groves			
60.15.10.4 Significant Trees and Groves	Standards for grading within 25 feet of significant trees or groves.	The applicant indicates that the Western Hemlock Mountain Hemlock Pacific Madrone, or Bigleaf Maple are present within the significant natural resource area. Existing trees that do remain onsite will be protected in accordance with Tree Protection standards in Section 60.60.20 of the Code.	**Yes**

ATTACHMENT E

TP2015-0008
ANALYSIS AND FINDINGS FOR
TREE PLAN TWO APPROVAL

Section 40.90.05 Tree Plan Applications: Purpose

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

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.

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

Section 40.45.15.5.C Approval Criteria:

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

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

The subject site contains Community Tress as well as protected trees located within SNRA areas as identified by the South Cooper Mountain Community Plan (SCMCP). Per the definition of Significant Natural Resource Areas (SNRAs) trees located within Upland Wildlife Habitat Class A and B and Riparian Wildlife Habitat Class I and II are to be protected through existing tree protection policies.

The applicant proposes to remove 75 community trees, with a total DBH of 1,280 inches from the site to accommodate the proposed residential development and associated improvements, meeting Threshold 1 of a Tree Plan Two application. Additionally the applicant proposes removal of nine (9) trees, with a total DBH of 155 inches within SNRAs, meeting Threshold 3 of a Tree Plan Two application.

The 44 community trees are proposed to be removed within proposed street, lot and tract areas to facilitate physical development of the site. The removal of two (2) of the protected trees within the SNRA (sheet LTP-6) are in order to allow daylighting of the existing piped stormwater conveyance through the site. Removal of two (2) trees from Tract X is necessary to grade the stormwater facility (sheet LTP-8). The removal of the 5 additional trees within Tract W in order to allow the placement of a pedestrian path.

In addition, the applicant proposes to remove 8 trees within an SNRA and 13 community trees in order to accommodate the east/west collector (Road 6C) street connection (Sheet LTP-7). The proposed collector connection is a narrower cross section of 68 feet, instead of the standard collector cross section of 74 feet, in order to minimize impacts to the natural resource area. The collector road extension is a required east-west collector as identified in the South Cooper Mountain Community Plan. Under Section 40.90.10.12 of the Development code removal of trees to construct public improvements is exempt from Tree Plan approval so long as the improvement is required and is not built in excess of the standard street widths in the Engineering Design Manual, as such the removal of the trees for the construction of the collector street are not considered as part of this application.

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

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

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

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

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

The community trees are not proposed for removal to observe good forestry practices. The community trees are proposed for removal to accommodate the development of the site (including the neighborhood park), and the associated grading and construction.

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

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

The community trees proposed to be removed are in order to accommodate the development of residential lots, roadways, open spaces and a neighborhood park. The applicant has proposed to cluster the development in order to maintain natural drainage ways and other natural open space areas. Alternative layouts, such as a traditional lot and block subdivision, would lead to a significant reduction in the number of community trees retained on site. The proposed development reasonably protects a portion of the existing trees on site. The 75 community trees are proposed to be removed within proposed street, lot and tract areas to facilitate physical development of the site. The removal of two (2) of the protected trees within the SNRA (sheet LTP-6) are in order to allow daylighting of the existing piped stormwater conveyance through the site. Removal of two (2) trees from Tract X is necessary to grade the stormwater facility (sheet LTP-8). The removal of the 5 additional trees within Tract W in order to allow the placement of a pedestrian path.

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

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

Property damage or other nuisances are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

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

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

In order for the proposed development to provide public streets the trees within the areas to be dedicated as streets must be removed. Twenty-one (21) community trees are proposed to be removed to allow for construction of Street M. Six (6) community trees are proposed to be removed to allow for construction of Street N. Six (6) community trees are proposed to be removed to allow for construction of Street O. The proposed streets M, N, and O are necessary public infrastructure to provide a street grid to serve the proposed development, as well as provide potential connections to future development to the north.

The applicant proposes to remove eight (8) trees within an SNRA and 13 community trees in order to accommodate the east/west collector street connection (Sheet LTP-7). The proposed collector connection is a narrower cross section of 68 feet, instead of the standard collector cross section of 74 feet, in order to minimize impacts to the natural resource area. The east/west collector extension is a required east-west collector as identified in the South Cooper Mountain Community Plan. Under Section 40.90.10.12 of the Development code removal of trees to construct public improvements is exempt from Tree Plan approval so long as the improvement is required and is not built in excess of the standard street widths in the Engineering Design Manual, as such the removal of the trees for the construction of the collector street are not considered as part of this application.

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

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

The trees proposed to be removed are for the purpose of development of the site, which includes residential lots, roadways, open spaces, stormwater facilities, trails, and a neighborhood park. Nine (9) trees are listed to be removed from an SNRA for the purposes of daylighting a stream (removing a piped conveyance) as well as construction of a stormwater facility and trail. The two trees to be removed to allow for daylighting the stream must be removed in order to access the pipe and rehabilitate the stream to a more natural condition. This restoration could be deemed a public purpose as the stream corridor functions to clean and cool storm water (Plan set Sheets LTP-6). Enhancement of tree or grove health is not a factor, however, removal will facilitate development, including streets, lots, water quality facilities, trails and the daylighting of a piped stormwater conveyance.

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

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

The applicant indicates that the tree removal is limited to areas intended for development of the site, avoiding SNRA locations where practicable. The nine (9) trees proposed to be removed in order to daylight the creek, grade a stormwater facility, and construct a trail will have minimal impact on the resource and will not result in a reversal of the wetland (SNRA) determination.

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

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

The applicant indicates remaining trees on-site will not pose a safety hazard due to windthrow.

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

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

Staff cites the Code Conformance Analysis chart at the end of the Tree Plan Staff Report, which evaluates the project as it relates to applicable code requirements of Sections 60.60 through 60.67, as applicable to the aforementioned criterion. As demonstrated on the chart, the proposal complies with all applicable provisions of Chapter 60.60 and 60.67.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

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

This approval criterion is identical to Facilities Review approval criterion J found within Attachment A above, page FR20-21. The applicant states that this Criterion is met because the grading standards of Section 60.15.10 are met. However, the grading standards referenced by the applicant do not apply to the proposed new streets. Therefore, design of the new streets is required in order to meet the applicable standards of Section 210 of the Engineering Design Manual. Compliance with these standards will be reviewed with the Site Development Permit for the development. Staff believe that the proposed grading is in compliance with the Engineering Design Manual and Development Code requirements.

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

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

The submitted tree plan proposal contained all applicable submittal requirements necessary to be deemed complete.

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

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

The applicant has submitted this Tree Plan Two application with associated Conditional Use (Planned Unit Development), Design Review 2, Preliminary Subdivision and Quasi-Judicial Zoning Map Amendment applications for this project. Concurrent review of the applications satisfies this criterion. No other applications are required of the applicant at this stage of City review. However, additional land use applications may be required as the proposed PUD progresses through development. Because the applications are being reviewed concurrently, the Planning Commission will review all the applications at one public hearing. Staff recommends a condition of approval requiring the associated applications to be approved before a site development permit is issued.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **TP2015-0008 (South Cooper Mountain Heights PUD)** subject to the applicable conditions identified in Attachment G.

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

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	All pruning must comply with the City's adopted Tree Planting and Maintenance Policy.	**YES w/COA**
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	The proposed tree removal complies with this section (see findings below).	**YES**
60.60.15.2.B	Mitigation is required as set forth in 60.60.25	Mitigation is not required for community trees. The applicant does not proposed to remove greater than 50% of the trees within the SNRA therefore not mitigation is necessary for the removal of nine (9) trees within the wetland area.	**YES**
60.60.15.2.C.1	Standards for SNRA & Significant Groves	The applicant will preserve more than 25% of the surveyed non-exempt trees on site.	**YES**
60.60.15.2.C.2	DBH shall be retained in cohesive Preservation Areas.	Trees not proposed to be removed in the SNRA's will be preserved. The removal of nine trees will not impact the preservation of the other trees within the SNRA which will be preserved within natural resource tracts	**YES**
60.60.15.2.C.3	Native understory vegetation and trees shall be preserved in Preservation Areas.	Native and understory vegetation will be preserved within the natural resource tracts.	**YES**
60.60.15.2.C.4	Preservation Areas shall be clustered and connect with adjoining	Preservation tracts are proposed for the natural resources on the site in accordance with the	**YES**

	portions of the SNRA or Significant Grove.	resource's existing location.	
60.60.15.2.C.5	Preservation Areas shall be set aside in conservation easements.	Resources areas are not proposed through Design Review. Preservation areas will be in natural resource tracts.	**N/A**
60.60.15.2.C.6	Preservation Areas conditioned for protection through the Land Division process.	Preservation areas will be set aside in natural resource tracts, per the proposal.	**YES**
60.60.15.2.C.7	Native species shall be preferred for preservation over non-native species.	The nine trees that are proposed to be removed in the SNRA are to accommodate daylighting the creek, stormwater facilities and trails	**YES**
60.60.15.2.C.8	Hazardous and dead trees should be fallen only for safety and left at the resource site unless the tree has been diagnosed with a disease.	No dead or dying trees are proposed to be removed.	**N/A**
60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	Protection measures are proposed in conformance with section 60.60.20, including construction fencing and efforts to ensure minimal impacts to existing vegetation that is to be retained. Some trees closer to development may need alternative protections measures. Staff recommends a condition of approval that the applicant adhere to Section 60.60.20 unless modified in agreement with the City Arborist.	**YES w/ COA**
60.60.25 Mitigation Requirements			
60.60.25	Mitigation Standards: (60.60.25.2.B) if less than 50% of the total DBH is proposed for removal no mitigation is required.	Nine trees with a total DBH of 155 inches are proposed to be removed from the SNRA area which has a total DBH 4,068 inches, which is a total of	**YES**

		approximately 3.8% of the total DBH within SNRA's on the site. No mitigation is required.	
60.67 Significant Natural Resources			
60.67.05.1	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	The proposed development and associated tree removal is subject to the relevant procedures identified in Chapter 50 including types 1, 2 and 3 land use applications. Review by CWS has been completed, see Impact Study C of Exhibit 2.1.	**YES**
60.67.15.2	For sites identified in the Local Wetland Inventory notice of the proposed development shall be provided to DSL.	DSL has been notified of the proposed application.	**YES**
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	The proposed development and associated tree removal is subject to the relevant procedures identified in Chapter 50 including types 1, 2 and 3 land use applications. Protective buffers will be established and enforced accordingly, per CWS.	**YES**

ATTACHMENT F

ZMA2015-0006
ANALYSIS AND FINDINGS FOR
ZONING MAP AMENDMENT APPROVAL

40.97.05 Zoning Map Amendment: Purpose

The purpose of a Zoning Map Amendment application is to provide for the consideration of legislative and quasi-judicial amendments to the zoning map. Legislative amendments to the zoning map are amendments of generally large size, diversity of ownership or of interest to a large geographic area. Quasi-judicial amendments to the zoning map are amendments that are generally small in size, single ownership or affect only a relatively small geographic area. Annexation related amendments to the zoning map are those amendments, whether legislative or quasi-judicial, which are associated with land being annexed into the City. It is recognized that such amendments may be necessary from time to time to reflect changing community conditions, needs, and desires. This Section is carried out by the approval criteria listed herein.

1. Quasi-Judicial Zoning Map Amendment.

A. Threshold. An application for Quasi-Judicial Zoning Map Amendment shall be required when the following threshold applies:

1. The change of zoning designation for a specific property or limited number of specific properties.

Section 40.97.15.1.C Approval Criteria

C. Approval Criteria. In order to approve a Quasi-Judicial Zoning Map Amendment 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 Quasi-Judicial Zoning Map Amendment application.

The applicant proposes a Zoning Map Amendment to implement City zoning on the subject site (Map # 2S106 Tax Lots 103 and 200) consistent with the South Cooper Mountain Community Plan (SCMCP) and the existing Land Use designations applied with the adoption of the SCMCP. The proposed zoning designation is in conjunction with a request for approval of a 721 dwelling unit subdivision and PUD. The applicant proposes to rezone the two properties to City R1, R2, R4, R5, and R7 zoning designations from Washington County AF-20 zoning, meeting threshold 1 for a Quasi-Judicial Zoning Map Amendment.

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

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

The applicant has paid the required fee for a Zoning Map Amendment.

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

3. The proposal conforms with applicable policies of the City's Comprehensive Plan.

Staff has identified the following Comprehensive Plan criteria as applicable to the proposed Zoning Map Amendment:

3.13.1 Goal: Provide for the establishment and maintenance of safe, convenient, attractive and healthful places to live.

c) Require Planned Unit Development application procedures for projects proposing two or more attached dwelling units within the Low Density and Standard Density land use designations. Planned Unit Developments encourage flexibility in standards and provide a mechanism for staff to make adequate findings with respect to compatibility in size, scale, and dimension. Exceptions to this requirement are dwellings designed as primary units with an accessory dwelling unit, as specified in the Development Code.

The applicant is proposing a 721 unit PUD and Subdivision development which contains active and passive open space as well as preservation of natural areas. The proposed development is designed to be safe, convenient, active and healthful. The proposed development provides pedestrian and vehicular connections to surrounding areas as well as through the site.

d) Apply Residential Neighborhood designations (Low Density, Standard Density, Medium Density and High Density) consistent with the Metro 2040 Growth Concept Map and the City's housing target implementing strategy.

The applicant is proposing to implement the city land use designations as adopted as part of the South Cooper Mountain Community Plan (SCMCP), which will include a variety of zoning districts. The Land Use designations have been applied through the SCMCP process, at which time consistency

with the Urban Growth Management Function Plan (UGMFP) was considered at the time of Land Use designation and implementing zoning consistent with the Land Use Designations for the subject site will be consistent with the UGMFP.

e) Apply zoning districts as shown in subsection 3.14 Comprehensive Plan and Zoning District Matrix.

The applicant proposes R1, R2, R4, R5, and R7 zoning districts, thereby complying with the Comprehensive Plan designations of Urban High, Medium and Standard Densities accordingly.

The South Cooper Mountain Community Plan (SCMCP) summarizes the overall development program for the community within Table 2 by Land Use designation. The following SCMCP Land Use Implementation Policy shall be complied with:

3) SCMCP Land Use Implementation Policy: Zoning may be applied through initiation by the City or as requested by an applicant. Zoning and development review applications may be requested concurrently. The mix of zones applied to a given development site shall be generally consistent with the assumed mix of zones shown in Table 2. Deviations of up to 10 percentage points may be allowed from the mix shown in Table 2 (e.g. if the mix shown is 30/70 then the deviation may be between 20/80 and 40/60). The percentage shall be calculated based on gross site acres.

The applicant has proposed the South Cooper Mountain Heights subdivision contain a mix of housing types, including single-family detached and attached housing, plus a future multi-family program. The proposed density mix (below) was developed in response to the SCMCP:

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)	**R-1**	11.53	9.224	100% R-1	100% R-1	340
Medium Density	**R-2**	11.18	4.39	30% R-2 70% R-4	38% R-2 62% R-4	110
	R-4	18.56	7.46			82
Standard Density	**R-5**	19.83	3.35	30% R-5 70% R-7	30% R-5 70% R-7	33
	R-7	46.63	22.53			156
Total		107.7	47.0			721

Other Comprehensive Plan criteria are addressed in approval criterion 4 of the Conditional Use – Planned Unit Development and in all policies related to the South Cooper Mountain Community Plan polices found at the end of criterion 4 of the Conditional Use (PUD).

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

4. All critical facilities and services are available or can be made available to an adequate capacity to serve the site and uses allowed by the proposed zoning designation.

The applicant has provided a phasing plan (Application Materials, Impact Study G) which outlines recommendations for all critical facilities for the proposed project. The recommendations are in compliance with the South Cooper Mountain Community Plan, and are further described within the Facilities Review Committee section of this staff report, see Attachment A. The Facilities Review Committee found that all critical facilities can be provided for as conditioned.

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

5. Essential facilities and services are available or can be made available to serve the site and uses allowed by the proposed zoning designation.

The applicant has provided analysis within the application materials on how all essential facilities will be provided. Compliance with the SCMCP and the Development Code are further described within the Facilities Review Committee section of this staff report, see Attachment A. The Facilities

Review Committee found that with the recommended conditions of approval, this proposal will provide required essential facilities, thereby meeting this criterion for approval.

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

6. The proposal is or can be made to be consistent with all applicable provisions of Chapter 20 (Land Uses).

Staff cites the Code Conformance Analysis chart within Attachment A, on page FR-22 of this report, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Urban High Density (R1) zone; Urban Medium Density (R2 and R4) zone; and Urban Standard Density (R5 and R7) zone, as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards of proposed zones or will be evaluated through the Conditional Use-PUD process, which allows for modifications to the site development standards of Chapter 20. No Variance or Adjustment applications were submitted with this proposal

The Zoning Map Amendment is not dependent upon approval of the Preliminary Subdivision, Design Review Two or Tree Plan Two applications.

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

7. The proposal shall include a Traffic Impact Analysis that meets the requirements of 60.55.20. The analysis shall demonstrate that development allowed under the proposed zoning can meet the requirements of 60.55.10.1, 60.55.10.2, 60.55.10.3, and 60.55.10.7. The analysis shall identify the traffic impacts from the range of uses allowed under the proposed zoning and demonstrate that these impacts can be reasonably mitigated at the time of development.

The applicant has provided a traffic impact study completed by Kittleson & Associates (Section IX-Impact Study A of the submitted application materials). Based on estimates for land use codes *210 (Single Family Detached Housing), 230 (Residential Condominium/Townhouse),* and *220 (Apartment)* found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 9th edition*, the development will generate approximately 5,330 total daily trips using the May unit counts or 5,490 total daily trips using the October unit counts. The final documents resubmitted in the December TIA materials show approximately the same unit counts as the October TIA submittal. The only difference is with a potential additional 5 single family

detached dwelling units that could be developed within the PUD as a future phase. This potential future phase is dependent on the development of an adjacent property to the north of the PUD boundary and that potential development providing future street connectivity to streets within the PUD. The December 2, 2015 and November 17, 2015 TIA submittals both use 5,490 total trips for the number of trips to be generated by the development, which is based on 271 detached homes, 110 townhomes, and 340 apartments. The Facilities Review Committee section (Attachment A) of this report reviewed the traffic analysis for the proposed project, and found with the recommended conditions of approval, the proposal will provide the transportation-related critical facilities necessary for the proposed development and that those facilities will have adequate capacity to serve the development at the time of its completion

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

8. As an alternative to 40.97.15.1.C.8, the applicant may provide evidence that the potential traffic impacts from development under the proposed zoning are no greater than potential impacts from development under existing zoning.

The applicant has provided a Transportation Impact Study which analyzes in detail the impacts associated with the proposed project once developed. The applicant has addressed criterion 7.

Therefore, staff finds this criterion for approval is not applicable.

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

All submittal requirements identified in Section 50.25.1 of the Development Code are contained in the submittal package.

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

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

The applicant has submitted the required application materials for review of a Zoning Map Amendment application in the proper sequence. No other applications are required with the proposed zone change.

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

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **ZMA2015-0005 (South Cooper Mountain Heights PUD)**. There are no conditions of approval for Zoning Map Amendments.

Exhibit 3.1

Public Comments Response:

Staff has received correspondence concerning the proposed Planned Unit Development (PUD) applications. The main issues identified are as follows:

- Water
- Alvord Lane
- Tax Lot numbering
- Construction Hours
- Open Spaces – maintenance and fencing
- Trees and tree removal
- Final Plats

Water:

Alvord Land is the location for the extension of a new 16 inch water line to be installed by the City of Beaverton. Alvord Lane is a public right-of-way within Washington County; however, the right-of-way is not maintained by Washington County. An upper water pressure zone is within the Alvord Lane and Champlain rights-of-way, and will need to be extended to the south and southwest by the developer in order to provide water to the development of the PUD. Conditions of approval have been written regarding water supply, in particular by Site Development, condition number 28. All utilities for the proposed PUD project area must be in compliance with City Engineering standards as determined by the City Engineer.

Alvord Lane:

Alvord Lane is within the Urban Reserve Area (URA) and is a public right-of-way, as platted in the Sky High Acres Plat No. 2, (circa 1952), within Washington County jurisdiction. The City Public Works Division will be placing a new 16 inch waterline within the right-of-way as will be necessary to provide water to the northern portion of the PUD, in addition to any new future development that will occur west of SW 175th Avenue. Public works will be responsible for the construction of the water line, in addition to mitigating any impacts created by the placement of the water line within the right-or-way, and adhere to all Washington County standards and permit issuance requirements.

Tax Lot Numbering

Tax lot numbering for the South Cooper Mountain Heights PUD project will be determined by Washington County as subdivision plats are recording. The City of Beaverton is not responsible for providing information to that regard, but rather the county Assessor's office.

Construction Hours

Construction work hours are addressed within the Engineering Design Manual (EDM), Chapter 1, Section 150. "Work hours for all items covered by site development permits shall be from 7:00 A.M. to 6:00 P.M., Monday through Friday. The City Engineer may allow longer or require shorter work hours depending on site-specific conditions." In summary, construction hours are regulated by the City Engineer and must be in compliance with the EDM; therefore, does not require a separate condition of approval by staff as part of this project.

Open Space – Maintenance and Fencing

All open space tracts will be owned and maintained by the developer until such time that an HOA or public agency takes over ownership. This has been reviewed within the staff report and is within the conditions of approval as condition number 66. Specifically, until such time as maintenance or ownership responsibilities are transferred to CWS, THPRD, or another public agency, the HOA is responsible for maintaining all tracts. Staff cannot speak to providing fencing along the entire southern property line of the property owner at 16550 SW Alvord Lane, as that would need to be discussed further with the property owner and the applicant.

Trees and tree removal

If there are trees this property owner wants removed from the southern adjacent property, staff would suggest the property owner discuss this with the applicant, as there are some trees within areas immediately to the south of the aforementioned property that may be removed as the development progresses.

Final Plats

All final plats will be reviewed, approved and recorded in compliance with state law. There are conditions of approval that are specific to the order of final plat approvals. Specifically, conditions 46 (d), D, E, 55, 72, G, and 81.

ATTACHMENT G

CONDITIONS OF APPROVAL

ZMA2015-0006

No conditions of approval

CU2015-0006

1. Prior to Site Development Permit issuance ensure that the Zoning Map Amendment application (ZMA2015-0006) is effective and is consistent with the submitted plans. (Planning / SLF)

2. Rear loaded dwellings without driveway parking shall have a minimum four (4) foot setback from the rear property line to comply with Section 60.35.10.3.C.2 of the Development Code. (Planning / SLF/JF)

DR2015-0071

A. Prior to Site Development Permit Issuance, the applicant shall:

3. Ensure that all associated applications, including Conditional Use (CU2015-0006), Preliminary Subdivision (LD2015-0013), Tree Plan Two (TP2015-0008) and Zoning Map Amendment (ZMA2015-0006) applications have been approved and are consistent with the submitted plans. (Planning / SLF)

B. Prior to Final Inspection, the applicant shall:

4. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning / SLF)

5. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning / SLF)

6. Ensure all landscaping approved by the decision making authority is installed. (Planning / SLF)

LD2015-0013

7. Prior to approval of the Preliminary Land Division application, the applicant shall receive approval of the corresponding Zoning Map Amendment and Conditional Use–New Planned Unit Development applications. (Planning / SLF)

C. Prior to Issuance of the Site Development Permit:

8. The applicant shall submit plans that show a pedestrian crossing at the southern terminus of the north-south pedestrian walkway with a Rectangular Rapid Flashing Beacon. (Transportation / KR)

9. The applicant shall submit plans that show a 3-lane Collector Street per City standards, with landscaped median islands for Road 6C (east/west collector) between SW 175th Avenue and Loon Drive, including the realignment of Loon Drive at the new intersection with Road 6C. Where existing houses near the Loon Drive connection limit the available right-of-way (ROW) width, the new Collector Street shall have a 2-lane configuration. (Transportation / KR)

10. The applicant shall submit plans that show Street F with the following modified Neighborhood Route cross-sections: 5-foot sidewalk on the north side of the street, with a 7.5-foot planter strip with street trees, 36 feet of pavement, and a 7.5-foot planter strip with street trees and a 12-foot multi-use path on the south side of the street, with 0.5-foot maintenance and monumentation gaps along the outer edges of the right-of-way. For the segments near the intersections with SW 175th Avenue and Road 6C, Street F shall have three 12-foot travel lanes. For the interior segment, Street F shall have two 11-foot travel lanes and 7-foot parking lanes on each side. (Transportation / KR)

11. The applicant shall submit plans that demonstrate that Street H and Street K can be extended in a logical, efficient, and well-connected manner into the multi-family section of the development. (Transportation / KR)

12. The applicant shall submit plans that show that the nature trails are designed to be 10 feet wide, with gravel shoulders of at least 1 foot. The nature trails should have a maximum slope of no more than 10 percent. Where Community Trails are combined with sidewalks, the trail shall consist of at least 12 feet of concrete, separated by a planter strip with street trees whenever possible. (Transportation / KR)

13. The applicant shall submit plans that include a barricade and future street extension sign for the northwestern terminus of Street O which comply with all of the standards in the Engineering Design Manual. (Transportation / KR)

14. The applicant shall submit plans that show that the following streets are constructed to the City's L1 standard: Street C, Street H, Street K, Street L, and Street P. (Transportation / KR)

15. The applicant shall submit plans that show the construction of Street O (south of Road 6C, SW Bittern Terrace extension) with the phase of the development that adds units to SW Oystercatcher Lane or SW Moorhen Way. (Transportation / KR)

16. The applicant shall submit plans that show an emergency access connection from the west end of Street A to SW 175th Avenue. This connection shall be gated, if a Knox box is provided. The secondary fire access path shall be constructed to support the load requirements of TVF&R. (Transportation / KR)

17. The applicant shall make all arrangements necessary to allow for the substantial completion of the permitted public water, storm and sanitary sewer improvements in SW 175th Avenue by the Beaverton School District for the new South Cooper Mountain High School, in addition to the Barrows Road Clean Water Services gravity sewer project, needed to serve this development as determined by the City Engineer. If at the time of a pending site development permit issuance for the first phase of the South Cooper Mountain Heights development and these necessary projects have not been substantially completed, then the approval of a final land division and plat recordation shall be delayed until all the critical public infrastructure referenced is in place, accepted by the City, and able to serve the South Cooper Mountain Heights development. (Site Development Div./JDD)

18. The applicant shall submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development / JJD)

19. The applicant shall contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2007-020), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development / JJD)

20. The applicant shall submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development / JJD)

21. The applicant shall have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, Clean Water Services SPL (Service Provider Letter) required plantings, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development / JJD)

22. The applicant shall submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development / JJD)

23. The applicant shall submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to, the 175th Avenue and Scholls Ferry Road right of ways. (Site Development / JJD)

24. The applicant shall submit a copy of issued permits or other approvals as needed from the State of Oregon Division of State Lands and the United States Army Corps of Engineers (for work within or affecting a jurisdictional wetland). (Site Development / JJD)

25. The applicant shall have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development / JJD)

26. The applicant shall provide a public utility plan for water provision as documented in the attached October 28, 2015, correspondence from David Winship, City Utilities Engineer, including a large telemetry-monitored pressure reducing valve station in the northwest corner of the development and a minimum 16 inch diameter water line crossing the development from Loon Drive to 175th Avenue within the proposed collector street. The project shall be eligible for a water system development charge credit equal to the estimated construction cost value of extra capacity improvements as determined and administered by the City Utilities Engineer. (Site Development / JJD)

27. The applicant shall provide a revised public utility plan for sanitary sewer that extends the minimum 12-inch diameter sewer guaranteed by the Beaverton School District northward within 175th Avenue to the northernmost point along the South Cooper Mountain Height's development frontage. This is as per the City of Beaverton South Cooper Mountain Sewer Master Plan requirement and is the alternate plan for sanitary sewer described in the application narrative within the conclusion of the September 8, 2015, sanitary sewer phasing memo. (Site Development / JJD)

28. The applicant shall have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development / JJD)

29. The applicant shall submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the 2006 plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (Site Development Div. /JJD)

30. The applicant shall provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report (December 2015), demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2007-020 in regard to water quality treatment. However, it will need to be supplemented to include how the entire development proposal including Phase 1 will meet the SLOPES V requirement for stormwater management. (Site Development / JJD)

31. The applicant shall provide final grading plans with a detailed drainage analysis of the subject site by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development / JJD)

32. The applicant shall provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. Any extra-capacity water and storm water facility improvements, as defined and determined by the City Utilities Engineer, shall be eligible for system development charge credits to be assigned to lots within the subdivision. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. (Site Development / JJD)

33. The applicant shall submit a revised grading plan showing that each lot or adjacent residential property has a minimum building pad elevation that is at least one foot higher than the maximum possible high water elevation (emergency overflow) of the storm water management facilities. Additionally, a minimum finished floor elevation that is at least three feet higher than the maximum possible high water elevation shall be established for each new building lot and documented on the plans. This land-use approval shall provide for minor grade changes less than four vertical feet variance to comply with this condition without additional land-use applications, as determined by the City Engineer and City Planning Director. (Site Development / JJD)

34. The applicant shall submit a design for the retaining walls surrounding, adjacent, and within storm water quality facilities designed by a civil engineer or structural engineer for the expected hydrological conditions. These retaining walls shall be watertight for all areas of earthen fil or where deemed necessary by the City Engineer. Additionally, these walls shall be designed as poured-in-place, reinforced, 4000 PSI, portland cement concrete with cobblestone face texturing, or a City Engineer approved equivalent, and with minimum 18-inch wide, 4-inch thick, cap on the top of the stem of each wall. (Site Development / JJD)

35. The plans shall show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all storm control structures unless otherwise specifically approved by the City Engineer. A direct walking route to the structures in the pond area shall be no steeper than 4(horizontal) to 1 (vertical) slope. This direct route shall be a minimum of 6-feet wide and have a surface consisting of the equivalent of 3-inches of crushed rock (to allow walking access in winter) and vegetation shall allow easy access. This direct access route shall be delineated on the plans. (Site Development / JJD)

36. The applicant shall submit a geotechnical and geo-environmental report with the site development permit application for review and approval by the City Engineer. The report shall include an assessment of the soil and any ground/surface water issues, slope stability, and recommended construction methods. It shall be prepared by a professional engineer or registered geologist to the specifications of the City Engineer. (Site Development / JJD)

37. The applicant shall submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking areas and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site and individual lots/tracts. (Site Development / JJD)

38. The applicant shall pay a storm water system development charge (overall system conveyance) for the net new impervious area proposed for any common areas or private streets. (Site Development / JJD)

39. The applicant shall provide plans for street lights (Illumination levels to be evaluated per City Design Manual, Option C requirements unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development / JJD)

40. The applicant shall provide plans showing a City standard commercial driveway apron at the intersection of any private, common driveway and a public street. (Site Development / JJD)

41. The applicant shall provide a plan showing that Street A will have emergency access onto SW 175th Avenue. The access shall have a gate (installed and maintained by the applicant and/or HOA) with a Knox box lock and drivable landscaping or paving materials. (TVF&R / JF)

42. The applicant shall be responsible for constructing Street O and Road 6C with the phases of development that require Street O and Road 6C as a secondary means of access. (TVF&R / JF)

43. The applicant shall coordinate with Tualatin Hills Park & Recreation District (THPRD) to provide signage for the Community Trail along Street F and Road 6C. (Planning / SLF)

44. The applicant shall provide plans that show the north-south Community Trail will have 10 feet of asphalt, along with gravel shoulders of at least 1 foot in width. The trail shall be within a property corridor that is at least 15 feet wide, centered on the trail; the property corridor shall either be within a tract dedicated to the public or a public agency, or within a public access easement. (Planning / SLF)

45. The applicant shall coordinate with THPRD regarding the specific design of the north-south trail with regard to furnishings, lighting, signage, accessibility, etc. (Planning / SLF)

46. With regard to the proposed park site, the applicant shall ensure that:

    a. If owned and maintained by THPRD, park programing and design to be coordinated with THPRD through THPRD's park master planning process prior to construction of the park.

    b. If owned and maintained by THPRD, park construction and transfer of land ownership to THPRD to be complete prior to final plat approval of Phase 3.

    c. If owned and maintained by THPRD, park improvements would be eligible for park SDC credit with an approved MOU between THPRD and the developer.

    d. If not owned and maintained by THPRD, park improvements will be owned and maintained by the Homeowners' Association. (Planning / SLF/KR)

47. In coordination with the Beaverton School District, the applicant shall provide plans that show the following improvements to the SW Scholls Ferry Rd. / SW 175th Avenue intersection: a southbound buffered bike lane, two southbound travel lanes, two southbound left-turn lanes, one northbound through lane, and a northbound buffered bike lane, along with the sidewalks. The applicant shall design the improvements to Washington County standards, as determined by the County Engineer. These improvements shall be continued north for a distance sufficient to provide the standard roadway tapering. (Transportation / KR)

48. The applicant shall provide plans that show right-of-way dedication sufficient to provide a minimum of 51 feet from ROW centerline along the northern portion of the SW 175th Avenue frontage and a minimum of 59 feet from centerline along the southern portion of the site's SW 175th Ave. frontage. (Transportation / KR)

49. The applicant shall provide certification from a registered professional engineer that adequate sight distance exists in both directions (or can be obtained pursuant to specific improvements) at both public street connections, Road 6C and Street F, to SW 175th Avenue prior to commencing any site preparation activities. These sight distance measurements should account for ROW dedication. (Transportation / KR)

D. Prior to Final Plat Approval for the partition of Tax Lot 2S1060000200:

50. The applicant shall have dedicated sufficient right-of-way along SW 175th Avenue to provide 51 feet from centerline (59 feet where additional turn lane required for the SW Scholls Ferry Rd. intersection), to meet the Washington County roadway design standards (Exhibit "A" to Washington County Ordinance No. 738). (Transportation / KR)

51. The applicant shall dedicate 7 feet of right-of-way along the SW Scholls Ferry Rd. frontage in order to meet the City's Planter Strip standard for an Arterial Street. (Transportation / KR)

52. The applicant shall record with Washington County a Final Land Division application for a partition, consistent with the City of Tigard and City of Beaverton IGA (Agenda Bill No. 15180). The primary purpose of this partition is to separate the portion of Tax Lot 2S10600200 which is within the City of Tigard from the portion within the City of Beaverton which is subject to this PUD approval. Please note that approval of a preliminary partition application is required prior to submittal of a Final Land Division application. (Planning / SLF)

53. The applicant shall record a motor vehicle access restriction along the site's frontage of SW Scholls Ferry Rd. and SW 175th Avenue, with the exception of the public street connections (Road 6C and Street F) approved to SW 175th Avenue. (Transportation / KR)

54. The applicant shall dedicate additional right-of-way to provide adequate corner radius at all intersections with County-maintained roads and adequate right-of-way for all signalized intersections. (Transportation / KR)

E. Prior to Final Plat Approval for a subdivision of Tax Lot 2S1060000200 or its successors:

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 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 a 7.5-foot planter strip (measured from the face of the curb to the front of the sidewalk) wherever practicable. (Transportation / KR)

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)

57. The applicant shall construct street lighting at the outer edge of the ultimate right-of-way of SW 175th Avenue to meet Washington County illumination standards. (Transportation / KR)

58. The applicant shall submit to the City a copy of the CC&Rs that provide for the maintenance of the private common open space, including all the trails, pathways, and walkways. (Transportation / KR

59. The applicant shall pay a proportional share of the cost to improve the intersection of SW 175th Avenue and SW Kemmer Road to Washington County. The current cost estimate of the improvements to the intersection is $2.5 million, with the development's share estimated at $214,302. The applicant shall submit evidence of payment to the City. (Transportation / KR).

60. If at the time of a pending site development permit issuance for the first phase of the South Cooper Mountain Heights development and these necessary projects have not been substantially completed, then the approval of a final land division and plat recordation shall be delayed until all the critical public infrastructure referenced is in place, accepted by the City, and able to serve the South Cooper Mountain Heights development.

    If at the time of first phase final plat application submittal for the South Cooper Mountain Heights development, and the South Cooper Mountain High School's permitted public water, storm, and sanitary improvements within 175th Avenue and the Barrows Road Clean Water Services gravity sewer project are both not substantially completed, as determined by the City Engineer, then the approval of the first final land division and plat recordation shall be delayed until all the critical public infrastructure referenced is in place, accepted by the City, and able to serve the South Cooper Mountain Heights development. (Site Development / JDD)

61. The applicant shall have commenced construction of the site development improvements to provide minimum critical public services to each proposed lot (access graded, cored and rocked; wet utilities installed) as determined by the City Engineer and to allow for verification that the location and width of proposed rights of way and easements are adequate for the completed infrastructure, per adopted City standards. (Site Development / JJD)

62. The applicant shall show granting of any required on-site easements on the subdivision plat, along with plat notes as approved by the City Engineer for area encumbered and County Surveyor as to form and nomenclature. All public storm water facility tracts shall be conveyed to the City of Beaverton by means of the plat. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet current City standards in relation to the physical location of existing site improvements. (Site Development / JJD)

63. The applicant shall demonstrate that all lots meet ordinance standards for lot size, dimension and frontage. The final plat shall be fully dimensioned and indicate the square footage of each lot, include all yard setbacks. (Planning / SLF)

64. The applicant shall provide written assurance to the Planning Division that each and every lot is buildable without variance under City Ordinances effective as of the date of preliminary plat approval. Tracts and other parcels not proposed for development shall also be listed with a statement of their purpose. (Planning / SLF)

65. The applicant shall pay all City liens, taxes and assessments or apportion to individual lots. Any liens, taxes and assessments levied by Washington County shall be paid to them according to their procedures. (Planning / SLF)

66. The applicant shall submit a completed Land Division Agreement form to provide assurance that all the conditions of approval shall be met and that the development will be constructed in accordance with City requirements. (Planning / SLF)

67. The applicant shall submit a Final Land Division Application. In accordance with Section 50.90 of the Development Code, submittal of a complete final land division application shall be made within 24 months after preliminary plat approval, unless a time extension is approved. (Planning / SLF)

68. The applicant shall identify all improvements within tracts and public rights-of-ways and specify the maintenance responsibilities of those improvements. (Planning / SLF)

69. The applicant shall provide a street name shown on the site development plans identical with those on the Final Plat, and street name signs shall not be installed prior to final plat approval. (Planning / SLF)

70. Until such time as maintenance or ownership responsibilities are transferred to CWS, THPRD, or another public agency, the applicant shall ensure that the HOA shall be responsible for maintaining all tracts, including the proposed park, shown as Tract V. (Planning / SLF)

71. The applicant shall coordinate with the Beaverton School District for the design and installation of the traffic signals for the SW 175th Avenue / SW Scholls Ferry Road and SW 175th Avenue / Street F intersections. (Transportation / KR)

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)

F. Prior to Building Permit issuance:

73. The applicant shall submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development / JJD)

74. The applicant shall have substantially completed the site development improvements as determined by the City Engineer, including streetlights being fully functional. (Site Development / JJD)

75. The applicant shall have placed underground all existing overhead utilities and any new utility service lines within the project and along any existing street frontage, as determined at site development permit issuance. (Site Development / JJD)

76. The applicant shall make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development / JJD)

77. The applicant shall pay a storm water system development charge (overall system conveyance). (Site Development / JJD)

78. Due to having only a single fire department access, the applicant shall be required to provide/install fire sprinklers, complying with NFPA 13D, on lots 207-225 and lots 247-281. (Planning for TVF&R / JF/ SLF)

79. Prior to occupancy (Final Permit Inspection) of the residential units in each phase, not including model homes, the applicant shall have completed construction of the main elements of the pedestrian trail system located in said phase, including the pedestrian connections to SW 175th Avenue from the Local Streets and the pedestrian connection to SW Scholls Ferry Road west of the natural resource area. The pedestrian circulation system may be expanded and extended with future phases of development to improve pedestrian connectivity. (Transportation / KR)

80. Prior to occupancy of any new dwelling unit, the applicant shall submit **final** certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer. (Transportation / KR).

G. Prior to Final Plat Approval for a subdivision of Tax Lot 2S1060000103 or its successors:

81. The applicant shall construct and dedicate the new east/west collector road, (Road 6C) between Street P and Loon Drive, including the intersection of Road 6C with Loon Drive along with the corresponding segment of the 12-foot multi-use pathway, prior to final plat Approval of Phase II of the development. The pathway shall have a paved width of at least 12 feet and shall be separated by at least a 7.5-foot planter strip (measured from the face of the curb to the front of the sidewalk) wherever practicable. The intersection of Loon Drive and Road 6C shall have a marked crosswalk with Rectangular Rapid Flashing Beacons (Transportation / KR)

82. The applicant shall construct half-street improvements to Washington County's A-2 (5-lane) Arterial Street Standards, modified to include Arterial Street planter strip and sidewalk to meet City of Beaverton standards, along the SW 175th Avenue frontage of Taxlot 2S10600200 or all of its successors If the County has these improvements included in a programmed and funded street improvement program at the time of Final Plat Approval for a subdivision of this property, the enforcement of this Condition of Approval shall be deferred until the completion of the County's street improvement project, provided that the street improvements are expected to be completed within 1 year of the Final Plat Approval. (Transportation / KR)

H. Prior to Final Plat Approval or Final Design Review inspection (occupancy) for the Multi-Family portion of the development:

83. The applicant shall construct a sidewalk and planter strip with street trees along the SW Scholls Ferry Rd. frontage of Taxlot 2S1060000200 or all of its successors that meet the City's Engineering Design Standards for an Arterial Street. (Transportation / KR)

I. Prior to Release of Performance Security:

84. The applicant shall have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development / JJD)

85. The applicant shall submit any required on-site easements not already dedicated on the subdivision plat, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development / JJD)

86. The applicant shall provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation within the construction disturbed or sediment affected areas surrounding or within the surface water quality facility, vegetated corridor, and the common use areas, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City prior to release of the security. (Site Development / JJD)

87. The applicant shall plant all street trees (as referenced on Plan Set Sheet L1.1) within an 8-foot planting space as required by the City Arborist. (Public Works: Operations / TC & PH)

88. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning / JF)

J. Prior to Final Inspection of any Building Permit, the applicant shall:

89. Install or replace, to City specifications, all sidewalks, curb ramps and driveway aprons which are missing, damaged, deteriorated, or removed by construction along the house frontage. (Site Development / JJD)

90. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development / JJD)

TP2015-0008

91. In accordance with Section 50.90.1 of the Development Code, Tree Plan approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code, or authorized development has otherwise commenced in accordance with Section 50.90.3.B of the Development Code. (Planning / SLF)

92. If protected trees are to be removed, and or trees within a Significant Natural Resource Area (SNRA), then prior to removing those trees, the applicant shall ensure that all associated applications (Conditional Use CU2015-0006 and Land Division LD2015-0013 and Design Review DR2015-0071) have been approved and are consistent with the submitted plans for the Tree Plan application. (Planning / SLF)

93. All pruning must comply with the City's adopted Tree Planting and Maintenance Policy. (Planning Division/JF)

94. The applicant must comply with the tree protection provisions of Section 60.60.20 of the Development Code, unless modified in agreement with the City Arborist. Plans showing compliance with these standards, including placement of orange tree fencing shall be provided prior to Site Development Permit issuance. (Planning Division/JF)

95. At the conclusion of the construction the applicant shall submit a report showing which Community Trees were kept, which were damaged or destroyed, and which were removed. (Planning Division/SLF)

Supplemental Conditions of Approval:

S1: Prior to Final Plat Approval for a Subdivision for Taxlot 2S1060000200 (West Property) or its successors, the applicant shall construct a southbound left-turn lane on SW 175th Ave. at the Road 6C intersection with 100 feet of storage.

S2: Prior to Final Plat Approval for a Subdivision for Taxlot 2S1060000200 (West Property) or it successors, the applicant shall construct a southbound left-turn lane on SW 175th Ave. at the Street F/high school entrance intersection with 100 feet of storage.

*** END OF CONDITIONS OF APPROVAL ***