Community Development Department / Planning Division
12725 SW Millikan Way / PO Box 4755
Beaverton, OR 97076
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www.BeavertonOregon.gov

MEMORANDUM

TO: Planning Commission

FROM: Leigh Crabtree, Associate Planner

DATE: December 9, 2014

SUBJECT: **Supplemental Materials**
South Cooper Mountain Community Plan
CPA2014-0011, CPA2014-0012, and TA2014-0002

Based on the discussion and testimony provided during the December 3, 2014 hearing, staff is providing the following supplemental information and materials for Planning Commission review:

South Cooper Mountain Concept Plan

Ex 4 **South Cooper Mountain Concept Plan**, revisions to:

- Land Use Framework, Land Use Patterns, North Cooper Mountain – pp. 25 and 28-31
  Modifications to reflect requests from Washington County
- Bicycle & Pedestrian Framework – pp. 40-42
  Modifications to reflect requests from THPRD
- *Implementation Plan Project #6 – SCM Stormwater Plan*
  revisions to be prepared for delivery 12-10-2014

Community Plan

Ex 5 **South Cooper Mountain Community Plan**,

- Land Use Implementation Policy 6.a.
  A request was made regarding clarification on how to account for parks in developing a site specific plan. Based upon the background work, THPRDs Comprehensive Plan, and the Concept Plan, a translated acreage level-of-service standard for the Plan area would be 1.26 – 1.40 acres per 1,000 residents.
- Density Calculations
  A request for simplified density calculations was requested through further discussion with developers. To clarify, calculation of minimum density will continue to follow the requirements as outlined in Development Code Section 20.25.05.A Minimum Residential Density for a specific development proposal. Proposed Section 20.25.05.C references Table 2 of the South Cooper Mountain Community Plan for zoning and capacity relevant to rezoning, not specific development density calculations.

Public Comment

Ex 6.56 **Ryan Imbrie for Ed Bartholemy**, received 12-09-2014
Ex 6.57 **THPRD**, received 12-09-2014

Comprehensive Plan

Ex 9 **Chapter 6, Transportation System Plan**,

- Figure 6.4a – minor revisions

Development Code

Modifications, proposed herein, are the result of two stakeholder meetings, December 8, 2014 and December 9, 2014.

- **Ex 12 Chapter 20 - Land Use** - Revised 12-09-2014
  Modification to remove PUD application requirement from residential land use
- **Ex 12 Chapter 40 - Land Division Amendments** - Revised 12-09-2014
  Modifications to add approval criteria to the Preliminary Partition and Preliminary Subdivision applications; requiring compliance with applicable Comprehensive Plan policies and/or figures.
- **Ex 12 Chapter 40 - PUD Approval Criteria Amendments** - Revised 12-09-2014
  Modifications to add approval criteria to the Conditional Use - Planned Unit Development application; requiring compliance with applicable Comprehensive Plan policies and/or figures.

Supplemental Fact Sheets

- **Ex 20 East-West Collector Fact Sheet**
- **Ex 21 Main Street Commercial Fact Sheet**
- **Ex 22 Title 13 - SNRA - HBA Fact Sheet**

EXHIBIT 4
Rev. 12/9/14

Beaverton
South Cooper Mountain
The Region's Next Great Community

All of the Urban Reserve Area (URA) shows conceptual "Future Land Use" because urban development cannot occur until Metro, in partnership with the region and subject to state review, expands the UGB to include some or all of this area. The timeline for development to occur in the URA is less predictable than in the UGB, and will likely span several decades.

Development Types

What is a Development Type?

Development types are the land use designations on the Concept Plan Land Use Framework. They are made up of multiple building types (created based on real buildings and local regulatory parameters), grouped and mixed together to represent the types of places and neighborhoods planned for South Cooper Mountain.

Summary of Development Types Identified for South Cooper Mountain

The development types found on the Concept Plan Land Use Framework are described below. Example images of some of the buildings that comprise the development type are included for illustrative purposes.

Map Symbol	Development Type	Description
	Urban Neighborhood	Primarily made up of apartments/condos and townhomes, with some small-lot single family homes.
	Future Urban Neighborhood	
	Compact Neighborhood	A mix of single family homes on small lots and townhomes.
	Future Compact Neighborhood	
	Single Family Neighborhood	Includes single family homes on lots ranging from 5,000 to about 7,000 square feet, with a small percentage assumed to be larger lots where topography or other conditions make a slightly lower density appropriate.
	Future Single Family Neighborhood	
	Future Cluster Neighborhood	Primarily applied in places with high quality upland habitat; houses are grouped together on more buildable portions of a property and can share views of and access to nearby natural areas. Lot sizes are assumed to include a range of sizes from relatively small lots to larger lots to account for topography and to provide a transition to resource areas.
	Low Density Neighborhood	Made up of single family homes on lots from roughly 7,000 to 10,000 square feet.
	Future Low Density Hillside Neighborhood	Made up of relatively large-lot single family homes to account for challenging slopes and provide opportunities for "executive"-style housing.
	Very Low Density Neighborhood	Single family homes on lots around one to two acres, similar to the existing development pattern in North Cooper Mountain, providing opportunities for "executive"-style housing.
	Main Street Commercial	Street-oriented ground floor retail, with potential for office and/or residential units on the second floor of some buildings. All of the commercial uses are intended to serve day-to-day needs of residents.

The plan focuses the highest density of housing (the Urban Neighborhood designation) in the southern portion of the SCMAA, close to Scholls Ferry Road and 175th Avenue, with density generally decreasing northward. The lowest density designation, Single Family Neighborhood, is placed near Loon Drive, Alvord Lane, and Horsetail Lane to promote compatibility with existing development and respect the sloped topography in these areas. Compact Neighborhood is the predominant land use designation in the eastern portion of the SCMAA where the land is relatively flat and can accommodate smaller lots, cottage clusters, and townhomes. The same topography extends west into the adjacent Lowlands area, so Future Compact Neighborhood is designated there in anticipation of a future UGB expansion. Density transitions along Tile Flat Road are planned through special setbacks (please seen Rural Edges section under Community Design Concepts).

Main Street Location

A 10-acre Main Street Commercial area is shown at the northwest corner of the intersection of Scholls Ferry Road and a future collector road. This location offers:

- Good visibility and frontage along Scholls Ferry Road.
- Proximity to the future high school: potential shared parking; complementary daily activities.
- Proximity to adjacent neighborhoods, particularly Urban Neighborhoods where higher density housing is planned.
- Access from the new north-south collector road envisioned to cross Scholls Ferry Road mid-way between existing intersections at 175th Avenue and Tile Flat Road.

North Cooper Mountain

Northern one-third of NCM

The Concept Plan shows the northern one-third of NCM as Low Density Neighborhood except in the area west of Grabhorn Road, which is designated Very Low Density Neighborhood. The area to the west of Grabhorn Road is designated Very Low Density Neighborhood in recognition of the fact that it is fully platted with one- to two-acre lots and lies immediately adjacent to an active quarry.

Southern two-thirds of NCM

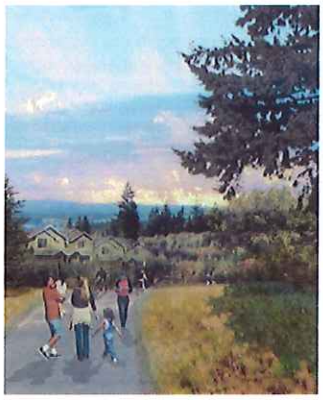
The southern two-thirds of North Cooper Mountain is designated Very Low Density Neighborhood, intended to roughly match the development pattern that exists in this area today, with single family homes on lots of roughly one to two acres.

Areas within the Urban Reserve

The portions of the planning area within the URA are not currently eligible for urban development, but are included in the concept plan to show how these areas might be incorporated in the UGB over the next 20 to 50 years. The land use patterns described for the landscape areas within the URA are intended to serve as a guide for more detailed comprehensive planning that will be required after future UGB expansions occur. Future urbanization planning will also be done in accordance with applicable land use laws and regional requirements in place at the time of any new UGB expansions.

Hilltop

The land use framework designates this area for both compact and single-family neighborhood development, with lower densities adjacent to Kemmer Road, the Nature Park, and natural resource areas, reflecting several key issues discussed during the scenario refinement process (summarized beginning on page 16). The recommended plan is summarized as follows:



- Target overall densities around 10 dwelling units/net acre.[3] This approach strikes a compromise between local concerns, stormwater considerations, and regional expectations and policies.
- Organize land uses so that the Future Compact Neighborhood designation is near 175th Avenue and Winkelman Park, with the Future Single Family Neighborhood designation in the northern, western and southern portions of the Hilltop.
- In the areas nearest Cooper Mountain Nature Park and creeks, designate the land as Future Cluster Neighborhood so that development is sited away from resource areas. As drawn, this band of the Future Cluster Neighborhood designation is approximately 400 to 500 feet in width.

Public viewpoints will be the hallmark of this area and will be a key public amenity.

The Creeks

Cooper Mountain Nature Park and the set of drainages and uplands within The Creeks, totaling nearly 600 acres in the central portion of the plan, comprise the primary natural resource areas and best opportunities for an enduring green legacy for the area. Providing infrastructure to the developable portions would have costs and impacts disproportionate to the housing benefits. It is therefore planned for natural area preservation, transfer of development rights, and careful transitions from resource areas to future development in adjacent areas.

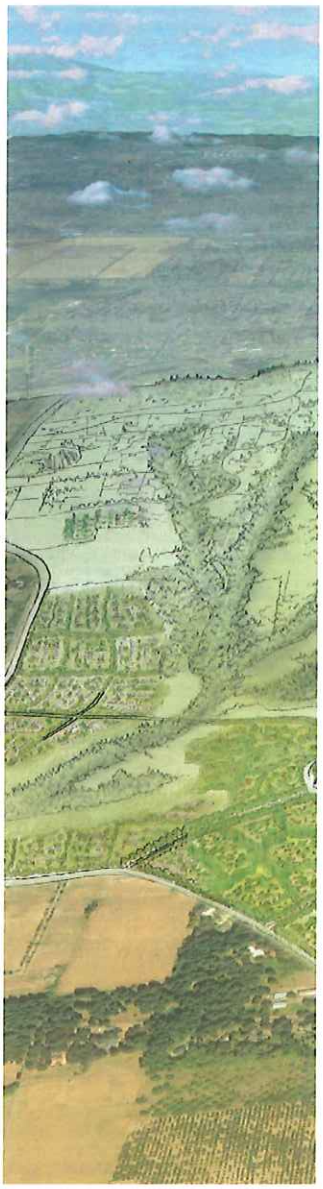
East Hills

The vision for the East Hills is carefully planned and connected single-family neighborhoods in the hillside setting. A small compact neighborhood area providing a node of medium density housing within the surrounding lower density areas is shown east of 175th Avenue (north of Siler Ridge Lane) where topography is relatively level. The Future Single Family Neighborhood designation is used in flatter areas and the Future Low Density Hillside Neighborhood designation is used in steeper areas and potentially geologically unstable areas.

The Lowlands

The URA Lowlands area is a logical extension of the land use pattern of the South Cooper Mountain Annexation Area, and makes a transition to McKernan Creek. Key land use concepts in this area include:

3 *A "net acre" excludes protected natural resource areas, slopes over 25%, and right-of-way. It represents an acre of buildable land.*



- Future neighborhoods abutting the SCMAA to the north and northwest extend the Compact Neighborhood and Single Family Neighborhood designations found within the UGB.
- There is a "shelf" of sloped land that separates the SCMAA terrace from the lower terrace of the Lowlands, which is designated Future Hillside Neighborhood due to the steep slopes.
- A node of Future Urban Neighborhood has been located on the lower terrace, to the west of the above-referenced slope. This flat area is appropriate for denser development and helps the plan avoid placing higher density adjacent to Tile Flat Road and the agricultural area in the Rural Reserves to the west. The Future Urban Neighborhood designation increases the overall density in the Lowlands, which aids the plan in satisfying Metro expectations for efficient use of new urban land and paying for the new infrastructure (including a pump station) needed to serve this area.
- A band of Future Cluster Neighborhood runs along McKernan Creek. This is intended to ensure that careful site planning in the future will protect habitat and riparian areas near the creek.

Grabhorn Meadow

Given the infrastructure challenges described previously and its location within the URA, it is reasonable to expect that development of Grabhorn Meadow will not occur for several decades. The Concept Plan identifies the majority of Grabhorn Meadow as Future Compact Neighborhood, with a band of the Future Cluster Neighborhood designation adjacent to McKernan Creek and its tributary. The Future Compact Neighborhood designation will provide roughly 15 units per net acre on average, a density that Metro has required for recently added new urban areas, and the ability to design lower density transitions adjacent to creeks on the eastern edge, and the rural reserve area to the west of Grabhorn Road.

Community Design Concepts

The following community design concepts are intended to guide future development in South Cooper Mountain as well as future plans and implementation measures.

Neighborhood Focal Points

Future schools and parks to serve South Cooper Mountain should, to the extent possible, be sited to serve as focal points for neighborhoods and to be centrally located to walkable service areas. Within neighborhoods, pocket parks and "tot lots" should also be provided to serve residents, as focal points of those neighborhoods that do not include neighborhood parks or elementary schools so that all residents are within an easy walk of recreational spaces. (See additional discussion of park and school needs beginning on page 37.)

Housing Variety

Providing a variety of housing types can improve the aesthetic character of the neighborhoods by avoiding large, monotonous areas of the same building form. A variety of housing also helps provide different housing types for different income levels. Neighborhoods should include a variety of housing types, designed and configured to be complimentary.

Integrating Affordable Housing

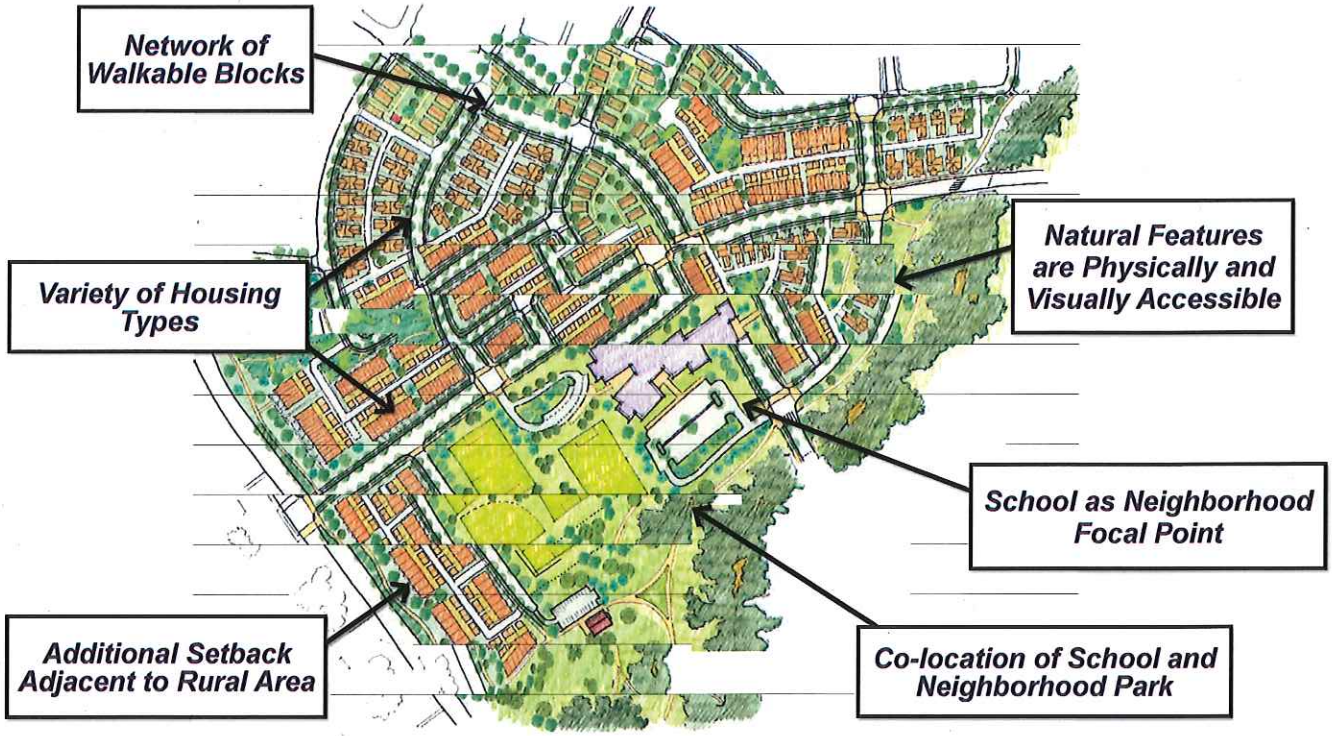
Clustering affordable housing within a single area tends to isolate and stigmatize residents. Providers of affordable housing must balance finding sites that provide amenities and services that support lower-income residents with integrating those residents into the broader community, so it is important to provide a variety of options and locations where affordable housing development is possible.

Walkable Streets

New development within South Cooper Mountain should be designed to offer a "friendly face" with physical and visual connections to the street in order to promote walking and biking, healthy lifestyles and a sense of community. This generally means that:

- garages and parking areas (other than driveways) should be located no closer to the street than the main pedestrian entrance;
- fences in front yards should not be so high as to block visual connections to the street; and
- buildings should have windows offering views onto the street.

Figure 5 - Neighborhood Design Principles



- Another key Neighborhood Route in the SCMAA would run north from Scholls Ferry Road along the edge of the central natural area in the SCMAA. This road could ultimately be extended into the URA (when that area is added to the UGB and urbanized) roughly where Horse Tale Road (a private road) exists today, continuing across McKernan Creek, linking to Kemmer Road. This would provide a second parallel route to 175th Avenue, providing for local trips, reducing turning movements on 175th Avenue, and facilitating walking, biking and access to Cooper Mountain Nature Park.
- A future north-south Neighborhood Route is identified winding through the East Hills from the intersection of 170th Avenue and Weir Road south to the SCMAA, enhancing connectivity through that part of the planning area; and providing a parallel route to 175th. This road would be developed segment by segment as future development in the East Hills is enabled by future UGB expansion(s).
- Improvements to Alvord Lane to Neighborhood Route standards are recommended in order to improve connectivity and provide safer pedestrian connections through neighborhoods.

Bicycle & Pedestrian Framework

Introduction

Provision of a diverse and connected bicycle and pedestrian network is one of the great opportunities for South Cooper Mountain. While the ultimate trail widths and designs will be determined in the future, the following trail typology is recommended for planning purposes (consistent with THPRD's adopted Trails Plan). When trails identified in the Concept Plan are implemented, the applicable City or THPRD trail standards in place at that time should be used.

Trail Types
(Tualatin Hills Parks & Recreation District)

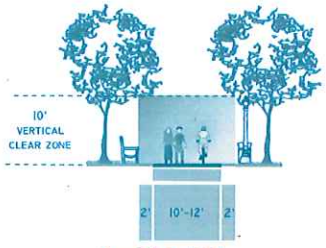


Figure 2. Regional Trail

- **Regional Multi-Use Trails:** Regional trails provide connections between communities and to regionally significant features and destinations. These are assumed to be paved paths that accommodate both pedestrians (including those with disabilities) and bicyclists. They may follow roads, separated from the roadway by a landscape buffer, or be located in their own separate right-of-way. Trail width may range from 10 to 14 feet depending on context and surrounding constraints (with 2 foot gravel shoulders wherever feasible).
- **Community Multi-Use Trails:** These trails link important land uses and areas of interest with one another and connect users to the regional trail system. They are assumed to be paved paths that accommodate pedestrians (including those with disabilities) and bicyclists, recognizing that topographic constraints may be challenging. Within the planning area, it is assumed that community multi-use trails along roadways will be separated by a landscape buffer and will provide for both sidewalk and trail functions on one side of the road. Trail width may be slightly less than for regional trails, with 8 to 10 feet of paved width and one- to two-foot gravel shoulders.

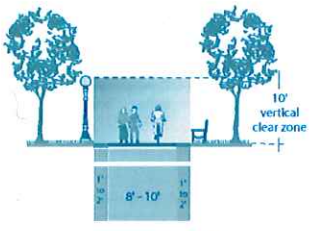


Figure 3. Community Trail

- **Nature Trails:** These are assumed to be soft-surface trails that are primarily or exclusively for pedestrians. They provide connections through and along natural

areas, including links to the Cooper Mountain Nature Park trail system. Widths may range from 3 to 8 or more feet; greater widths are appropriate for less constrained areas and those that provide more important connections (such as to Cooper Mountain Nature Park), while narrower widths may be appropriate in sensitive areas or areas with challenging topography. Trails identified as Nature Trails should be designed to provide ADA accessibility wherever possible, and, where topography allows and storm water runoff can be managed appropriately, should be designed as paved shared-use paths.

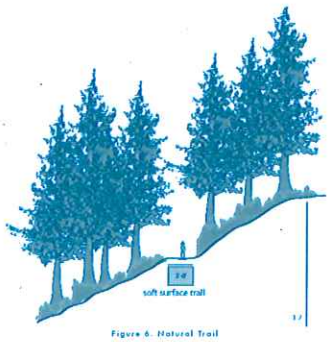


Figure 6. Natural Trail

The major components of the proposed bicycle and pedestrian framework are summarized below.

- **On-Street Bicycle & Pedestrian Facilities:** All new and improved roadways within the planning area are planned to have sidewalks. In addition, all new Arterial and Collector roadways are planned to have bike lanes, as identified in the City of Beaverton and Washington County TSPs, unless additional sidewalk width or a more protective bike lane treatment is specified as part of the Community Plan in order to provide a comfortable walking and cycling experience. Cross-sections developed by the City, Washington County, and THPRD will identify how trails should be designed when adjacent to roads and identify ownership and maintenance responsibilities.
- **Regional Trail connections:** The SCM Concept Plan area lies between the Westside Trail and the planned Reedville Trail (formerly called the BN Powerline Trail). While a full Regional Trail north of Scholls Ferry Road may not be feasible between the Westside Trail and 175th Avenue due to steep grades and existing development patterns, the planned River Terrace Trail provides such a link just south of Scholls Ferry Road. In addition, a network of bicycle and pedestrian facilities including trails and on-street connections will provide connectivity between the two regional trails, as well as linking to Cooper Mountain Nature Park, Winkelman Park, and the Jenkins Estate. Further study is needed to see if a trail alignment can be identified to connect from the Westside Trail to 175th Avenue.

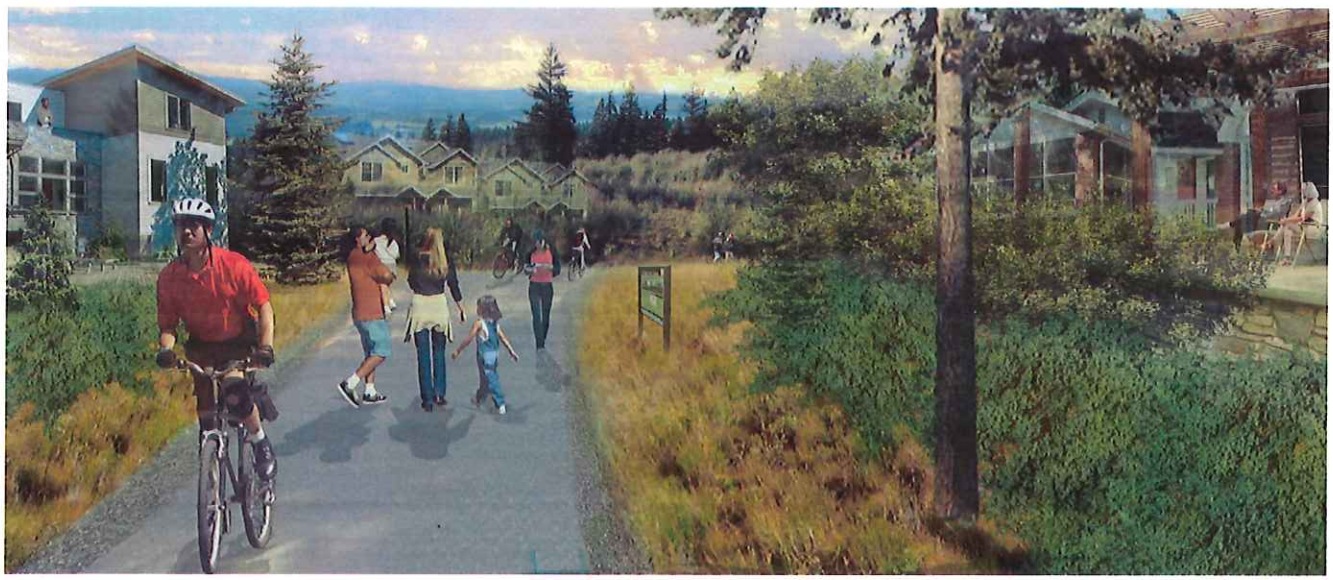
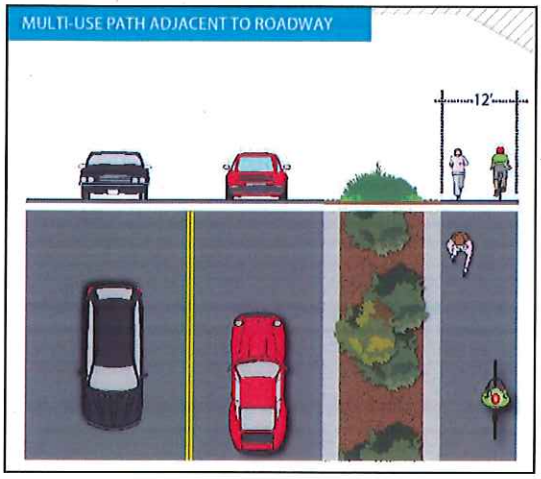


Figure 8 - Washington County Bicycle Facility Design Toolkit - Multi-Use Path Diagram



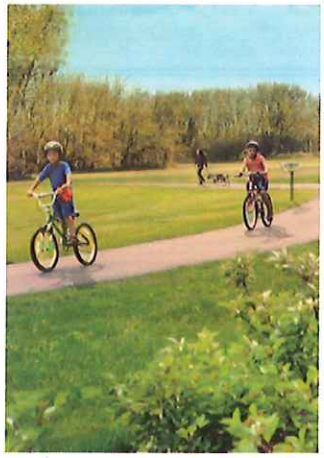
- **Cooper Mountain Loop Trails:** This system of community multi-use trails will follow major roadways within the planning area, running along the "inside" of the roads (i.e. the east side of Grabhorn Road & Tile Flat Road, the north side of Scholls Ferry Road, and the west side of 175th Avenue). These trails will link to one another and to the Cooper Mountain Regional Trail and the River Terrace trail system. The roadway cross-section and its relationship to the trail should be coordinated prior to construction (Washington County's Bicycle Facility Design Toolkit includes a cross-section that provides a useful starting point, see Figure 8). Right-of-way or easements for the trail should be purchased or dedicated simultaneously with road improvements or construction whenever possible.

- **McKernan Creek Trail:** This trail will run along the outer edge of the McKernan Creek riparian corridor, providing a link from Winkelman Park to Grabhorn Road. It provides the best opportunity for a Regional Trail linking to the Reedville Trail corridor within the SCM Concept Plan area.

- **Ridgeline Trail and other Nature Park connections:** A system of nature trails will provide links to Cooper Mountain Nature Park trail system from Winkelman Park, the McKernan Creek Trail, and the South Cooper Loop Trail. These trails provide an important set of connections and should be designed to provide access for as many types of users as possible.

- **Summer Creek Trail:** This trail follows the riparian corridor of Summer Creek, linking to Winkelman Park and the Cooper Mountain Nature Park trail system and the McKernan Creek Trail. A potential connection to the east near the southern tributary of Summer Creek and linking to local streets that connect to the Westside Trail is also shown.

- **Annexation Area Stream Corridor Trails:** A system of trails will run along the outer edges of several stream reaches within the SCMAA, providing a recreational amenity and safe, pleasant pedestrian connections. East of 175th Avenue, a connection to the River Terrace Trail south of Scholls Ferry Road crosses through the wetland area at an existing driveway and follows the riparian corridor northward to Alvord Lane.



- **Creek to Creek Trails:** These trails are proposed to provide a link between the McKernan Creek Trail and the Annexation Area stream corridor trails. The routes through the Urban Reserve Area are purely conceptual at this stage and very flexible, but should take advantage of tree groves and upland habitat areas where possible in order to help provide a habitat connection as well as a pedestrian connection.

- **Edge Trail:** This short trail is intended to provide connections from local roads in the East Hills to Tenax Woods and the city street system leading to the Westside Trail.

The above-described trail framework has been designed to connect to the River Terrace trail system, specifically the multi-use path along Roy Rogers Road and the River Terrace Trail (formerly called the 300-foot trail) within the community. The proposed bike/pedestrian framework is shown on Figure 9. Where trails parallel a road, right-of-way or easements for the trail should be purchased or dedicated simultaneously with road improvements or construction whenever possible.

EXHIBIT 6.56

Ed Bartholemy

From: Ryan Imbrie <ryan.imbrie@svn.com>
Sent: Monday, December 08, 2014 8:25 PM
To: Ed Bartholemy; Desi Kurtz
Subject: South Cooper Mountain Retail

RECEIVED
DEC 09 2014
City of Beaverton
Planning Services

Ed and Desi,

I reviewed the two PDF documents sent to me earlier today and still have the same concern that we have previously shared with the Commissioners. The report states that there is a potential need for approximately 100,000 SF of retail space in South Cooper Mountain. Assuming only 50% of your land can be turned into multifamily, you have 212,355 sf of land zoned for retail. Based on the FAR of .35 for new retail, this assumes you will need to build 74,325 SF of retail space.

A retail center of approximately 75,000 needs a draw to be successful. The typical draw for a center is a grocer. However, it this location, I am fairly certain that you will not have success leasing to a grocer. Traveling westbound down Scholls Ferry Road a motorist will pass in close proximity to Whole Foods, Albertsons, Walmart Neighborhood Center, Safeway and New Seasons. The grocery market is very well saturated at this point. The small shop tenants need to have foot traffic created by a grocer to have a flourishing business.

It is important to point out that the report itself states "Adjacent neighborhoods to the West of the SCM Concept Plan area have very strong established retail centers that not only satisfy the needs of local residents, but also attract residents from elsewhere in the region for shopping. It will be very difficult for any new commercial development in the SCMAA to compete with these retail centers, which are of high quality, larger in size, and are closer to the center of the region than the land in the Concept Plan area."

The report shows that the need for the 100,000 SF of retail space is based on 4,000 housing units in South Cooper Mountain. I find it interesting that in the River Terrace area they have planned 2,300 housing units and they only have 25,000 of retail being added (using the .35 FAR, only 1.64 acres). If we used a similar ratio we would only be forced to have 2.85 acres of commercial.

Best Regards,
Ryan Imbrie, CCIM | Senior Advisor
Sperry Van Ness | Imbrie Realty LLC
10300 SW Greenburg Road, Suite 487 | Portland, OR 97223
Phone 503.208.9403 | Fax 503.208.9080 | Cell 503.705.7352
ryan.imbrie@svn.com | www.svn.com | www.nnninvestments.com

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EXHIBIT 6.57

RECEIVED

DEC 09 2014

City of Beaverton
Planning Services

December 9, 2014

Kim Overhage, Chair
City of Beaverton Planning Commission
12725 SW Millikan Way
Beaverton, OR 97076

RE: South Cooper Mountain Concept and Community Plans

Dear Chair Overhage and members of the Planning Commission,

Thank you for providing additional time during the hearings process for the South Cooper Mountain Concept and Community Plans. Tualatin Hills Park & Recreation District (THPRD) has been working with city staff to make refinements to the plans and text to better provide a park and trails network in the planning area. The district is largely satisfied with the adjustments made thus far to the concept and community plans for South Cooper Mountain, but remains concerned about a few items.

Please see the attached document for THPRD's remaining comments regarding the South Cooper Mountain Concept and Community Plans, which include edits to the Bicycle and Pedestrian Framework.

Thank you again for your consideration of the district's changes relating to the South Cooper Mountain concept and community plans. Please enter this letter into the Planning Commission's record for the community and concept plan proceedings at the December 10, 2014 hearing.

Sincerely,

Aisha Willits
Director of Planning

C: Doug Menke, THPRD General Manager
Steven A. Sparks, City of Beaverton Principal Planner
Leigh Crabtree, City of Beaverton Associate Planner

- Another key Neighborhood Route in the SCMAA would run north from Scholls Ferry Road along the edge of the central natural area in the SCMAA. This road could ultimately be extended into the URA (when that area is added to the UGB and urbanized) roughly where Horse Tale Road (a private road) exists today, continuing across McKernan Creek, linking to Kemmer Road. This would provide a second parallel route to 175th Avenue, providing for local trips, reducing turning movements on 175th Avenue, and facilitating walking, biking and access to Cooper Mountain Nature Park.
- A future north-south Neighborhood Route is identified winding through the East Hills from the intersection of 170th Avenue and Weir Road south to the SCMAA, enhancing connectivity through that part of the planning area; and providing a parallel route to 175th. This road would be developed segment by segment as future development in the East Hills is enabled by future UGB expansion(s).
- Improvements to Alvord Lane to Neighborhood Route standards are recommended in order to improve connectivity and provide safer pedestrian connections through neighborhoods.

Bicycle & Pedestrian Framework

Introduction

Provision of a diverse and connected bicycle and pedestrian network is one of the great opportunities for South Cooper Mountain. While the ultimate trail widths and designs will be determined in the future, the following trail typology is recommended for planning purposes (consistent with THPRD's adopted Trails Plan). When trails identified in the Concept Plan are implemented, the applicable City or THPRD trail standards in place at that time should be used.

Trail Types
(Tualatin Hills Parks & Recreation District)

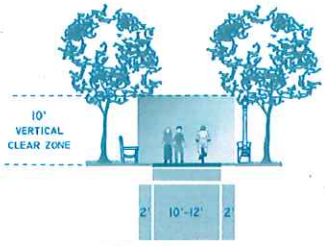


Figure 2. Regional Trail

- **Regional Multi-Use Trails:** Regional trails provide connections between communities and to regionally significant features and destinations. These are assumed to be paved paths that accommodate both pedestrians (including those with disabilities) and bicyclists. They may follow roads, separated from the roadway by a landscape buffer, or be located in their own separate right-of-way. Trail width may range from 10 to 14 feet depending on context and surrounding constraints (with 2 foot gravel shoulders wherever feasible).

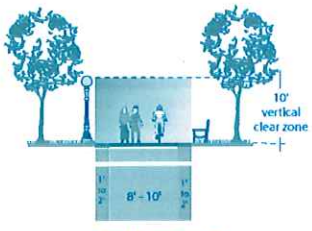


Figure 3. Community Trail

- **Community Multi-Use Trails:** These trails link important land uses and areas of interest with one another and connect users to the regional trail system. They are assumed to be paved paths that accommodate pedestrians (including those with disabilities) and bicyclists, recognizing that topographic constraints may be challenging. Within the planning area, it is assumed that community multi-use trails along roadways will be separated by a landscape buffer and will provide for both sidewalk and trail functions on one side of the road. Trail width may be slightly less than for regional trails, with 8 to 10 feet of paved width and one- to two-foot gravel shoulders.
- **Nature Trails:** These are assumed to be soft-surface trails that are primarily or exclusively for pedestrians. They provide connections through and along natural

areas, including links to the Cooper Mountain Nature Park trail system. Widths may range from 3 to 8 or more feet; greater widths are appropriate for less constrained areas and those that provide more important connections (such as to Cooper Mountain Nature Park), while narrower widths may be appropriate in sensitive areas or areas with challenging topography. Trails identified as Nature Trails should be designed to provide ADA accessibility wherever possible, and, where topography allows and storm water runoff can be managed appropriately, should be designed as paved shared-use paths.

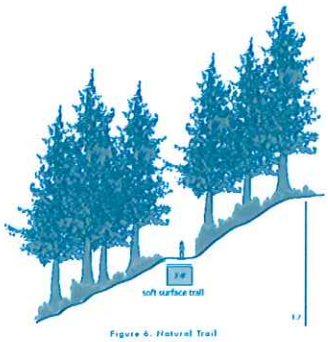


Figure 6. Natural Trail

The major components of the proposed bicycle and pedestrian framework are summarized below.

- **On-Street Bicycle & Pedestrian Facilities:** All new and improved roadways within the planning area are planned to have sidewalks. In addition, all new Arterial and Collector roadways are planned to have bike lanes, as identified in the City of Beaverton and Washington County TSPs, unless additional sidewalk width or a more protective bike lane treatment is specified as part of the Community Plan in order to provide a comfortable walking and cycling experience. Cross-sections developed by the City, Washington County, and THPRD will identify how trails should be designed when adjacent to roads and identify ownership and maintenance responsibilities.
- **Regional Trail connections:** The SCM Concept Plan area lies between the Westside Trail and the planned Reedville Trail (formerly called the BN Powerline Trail). While a full Regional Trail north of Scholls Ferry Road may not be feasible between the Westside Trail and 175th Avenue due to steep grades and existing development patterns, the planned River Terrace Trail provides such a link just south of Scholls Ferry Road. In addition, a network of bicycle and pedestrian facilities including trails and on-street connections will provide connectivity between the two regional

Language should speak to a planned regional trail connection linking Winkelman Park to the Westside Trail. Based on challenging topography and existing development patterns, further study is needed to determine the trail alignment.

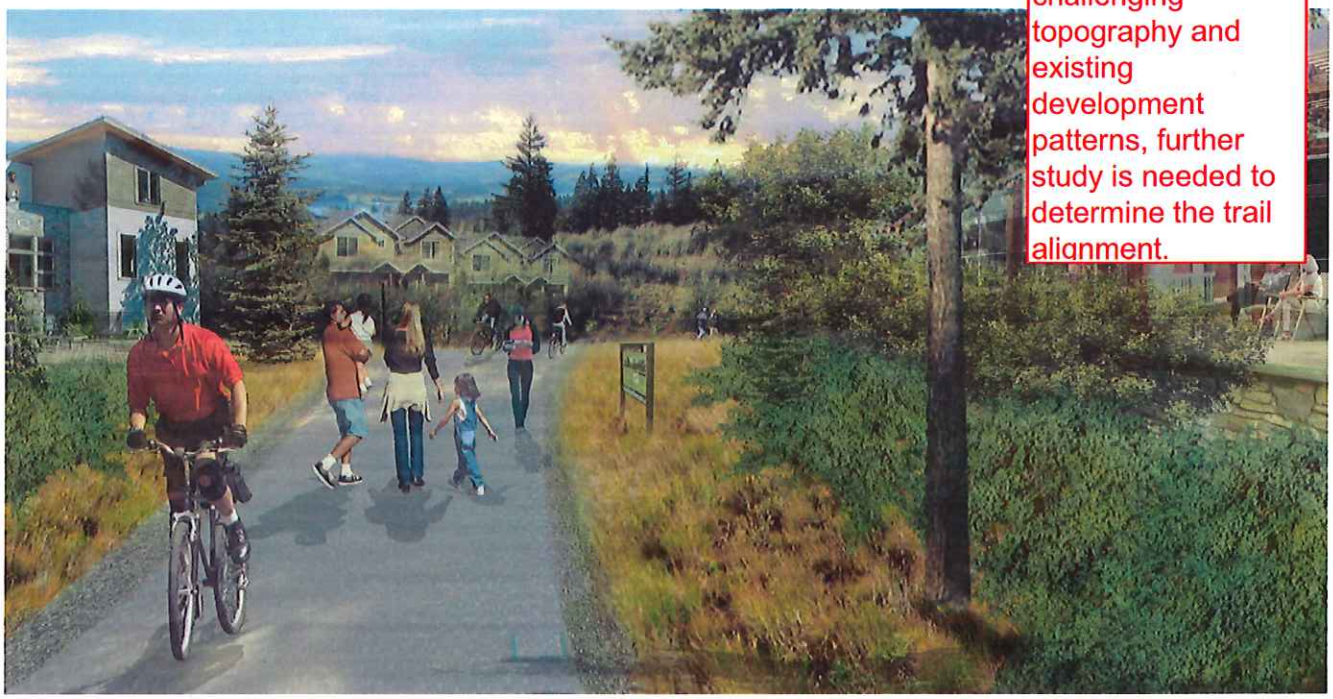
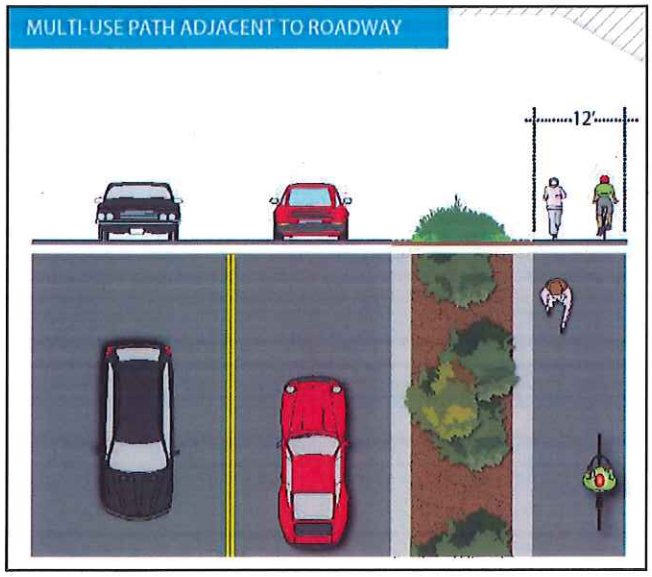


Figure 8 - Washington County Bicycle Facility Design Toolkit - Multi-Use Path Diagram



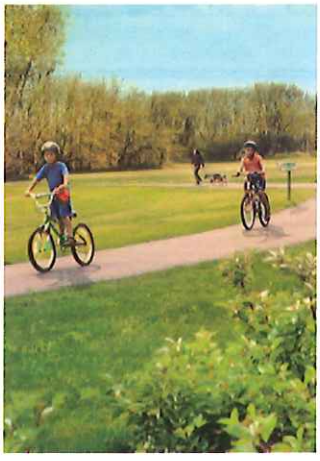
trails, as well as linking to Cooper Mountain Nature Park, Winkelman Park, and the Jenkins Estate. Further study is needed to see if a trail alignment can be identified to connect from the Westside Trail to 175th Avenue.

- **Cooper Mountain Loop Trails:** This system of community multi-use trails will follow major roadways within the planning area, running along the "inside" of the roads (i.e. the east side of Grabhorn Road & Tile Flat Road, the north side of Scholls Ferry Road, and the west side of 175th Avenue). These trails will link to one another and to the Cooper Mountain Regional Trail and the River Terrace trail system. The roadway cross-section and its relationship to the trail should be coordinated prior to construction (Washington County's Bicycle Facility Design Toolkit includes a cross-section that provides a useful starting point, see Figure 8). Right-of-way or easements for the trail should be purchased or dedicated simultaneously with road improvements or construction whenever possible.

- **McKernan Creek Trail:** This trail will run along the outer edge of the McKernan Creek riparian corridor, providing a link from Winkelman Park to Grabhorn Road. It provides the best opportunity for a Regional Trail linking to the Reedville Trail corridor within the SCM Concept Plan area.

- **Ridgeline Trail and other Nature Park connections:** A system of nature trails will provide links to Cooper Mountain Nature Park trail system from Winkelman Park, the McKernan Creek Trail, and the South Cooper Loop Trail. These trails provide an important set of connections and should be designed to provide access for as many types of users as possible.

- **Summer Creek Trail:** This trail follows the riparian corridor of Summer Creek, linking to Winkelman Park and the Cooper Mountain Nature Park trail system and the McKernan Creek Trail. A potential connection to the east near the southern tributary of Summer Creek and linking to local streets that connect to the Westside Trail is also shown.

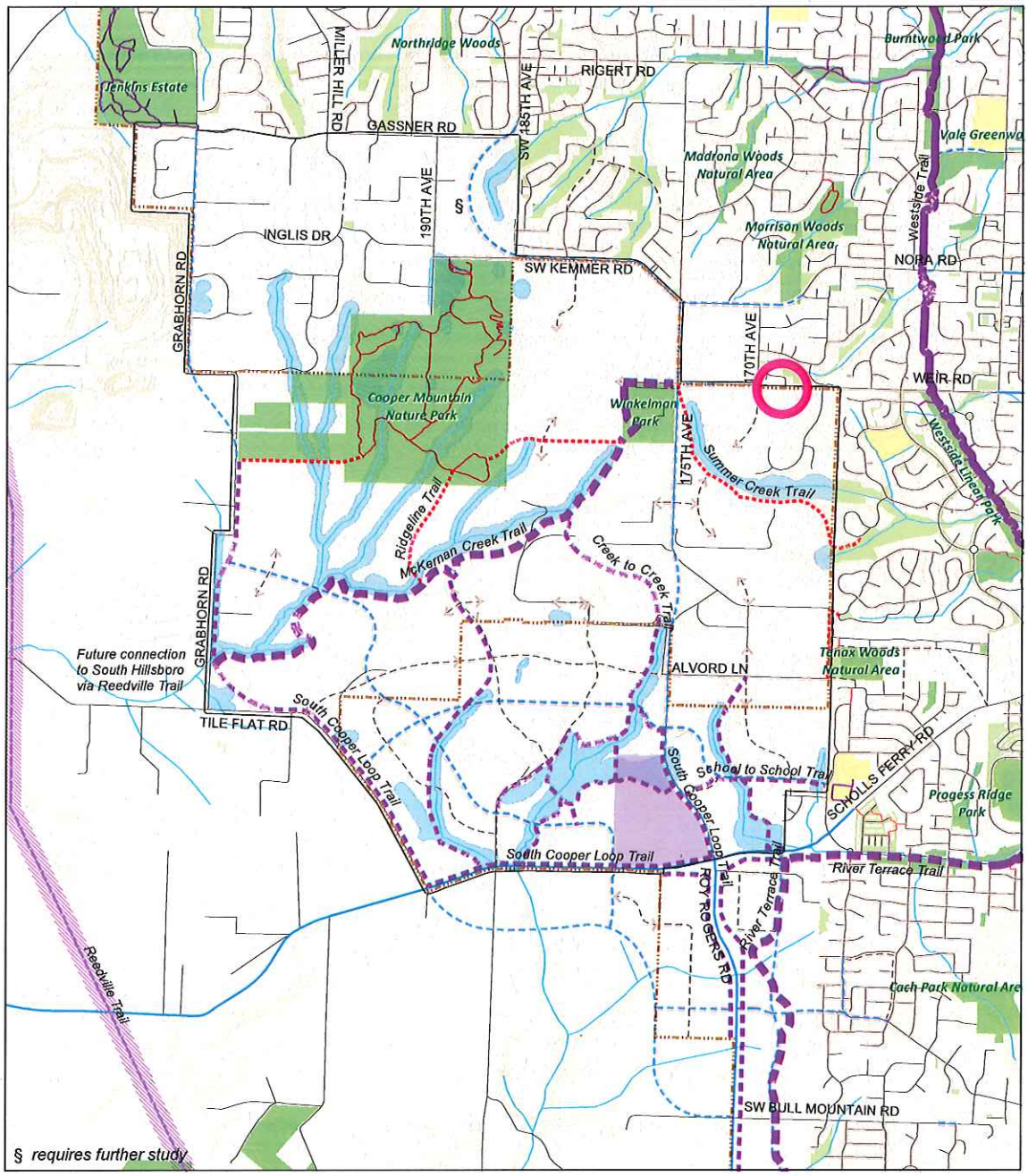


- **Annexation Area Stream Corridor Trails:** A system of trails will run along the outer edges of several stream reaches within the SCMAA, providing a recreational amenity and safe, pleasant pedestrian connections. East of 175th Avenue, a connection to the River Terrace Trail south of Scholls Ferry Road crosses through the wetland area at an existing driveway and follows the riparian corridor northward to Alvord Lane.

- **Creek to Creek Trails:** These trails are proposed to provide a link between the McKernan Creek Trail and the Annexation Area stream corridor trails. The routes through the Urban Reserve Area are purely conceptual at this stage and very flexible, but should take advantage of tree groves and upland habitat areas where possible in order to help provide a habitat connection as well as a pedestrian connection.

- **Edge Trail:** This short trail is intended to provide connections from local roads in the East Hills to Tenax Woods and the city street system leading to the Westside Trail.

Figure 9 - Concept Plan Bicycle & Pedestrian Framework



Concept Plan Bicycle & Pedestrian Framework

- Proposed Regional Trail
- Proposed Community Multi-Use Trail
- Proposed Nature Trail
- Regional Multi-use Trails
- Community Multi-use Trails
- Local Multi-use Trails
- Existing Pedestrian-Only Nature Trails
- Private Paths
- Conceptual Future Trails
- Existing Sidewalk
- Existing Bike lane
- Streets
- Other Planned Roads
- Planned Sidewalks*
- Planned Sidewalks & Bike Lanes
- Planned Sidewalk (one side) & Bike lanes
- 10' contours
- Streams
- Riparian & Wetland Buffers
- Study Area
- Urban Growth Boundary
- Planned High School Site
- Existing Parks and Natural Areas
- Preserved by Home Owners Assns.
- Existing Schools

Date: 11/25/2014

The location and classification of all transportation facilities outside Beaverton City Limits are preliminary and subject to change. Proposed trail locations inside Beaverton City Limits are approximate and subject to further refinement.

* New local streets (not shown) will have sidewalks.

Prepared By: Angelo Planning Group

This map is intended for informational purposes only.

NORTH

0 500 1,000 2,000 Feet

The above-described trail framework has been designed to connect to the River Terrace trail system, specifically the multi-use path along Roy Rogers Road and the River Terrace Trail (formerly called the 300-foot trail) within the community. The proposed bike/pedestrian framework is shown on Figure 9. Where trails parallel a road, right-of-way or easements for the trail should be purchased or dedicated simultaneously with road improvements or construction whenever possible.

Future Transit Framework

Based on discussions with Tri-Met officials and Tri-Met's Westside Service Enhancement Plan, the most likely near-term extension of transit service to the planning area is the extension of bus service from Washington Square to the SCMAA along Scholls Ferry Road. This route will likely include a stop at Progress Ridge as well. A future stop to serve the SCMAA could potentially be located at the planned Beaverton School District high school or at the Main Street, if the necessary facilities, including a bus pullout area and access to amenities for drivers (such as restrooms or shops) are available and if there is a logical way for the bus to turn around. Service would potentially run daily throughout most of the day with fairly frequent service (15 to 20 minute headways) during peak times and half-hour to hour headways during off times.

In the longer-term, limited-stop commuter-oriented transit service could be provided from Sherwood to Hillsboro along Roy Rogers Road and 175th Avenue through the planning area. Future stops could be located adjacent to the Future Compact Neighborhood nodes along 175th Avenue. Service would likely be limited to peak commute hours, and could be provided in a single direction (north) in the morning and the reverse direction (south) in the evening. This line would likely utilize the connection from 175th Avenue to 185th Avenue. Improvements to 175th Avenue to eliminate the sharp turn at "the kink" would be required in order to provide bus service on 175th Avenue.

Transportation Design Concepts

Crossing Treatments

With several busy arterial roads bounding and splitting the South Cooper Mountain area, crossings will be critical to ensuring safe pedestrian access throughout the plan area. All signalized intersections within and abutting the plan area should be designed with high-quality pedestrian crossing treatments, including count-down timers and high-visibility cross-walks. Pedestrian and bicycle connections to the planned high school and to River Terrace are particularly important for providing safe routes to school and providing access from River Terrace to the planned Main Street within the South Cooper Mountain area. If a full signalized intersection will not be provided on 175th Avenue adjacent to the planned high school, a mid-block crossing with a pedestrian refuge in the median and pedestrian-activated flashing beacons or a traffic light should be provided instead to ensure access both to the high school and the play fields that will also serve the broader community.

Traffic Calming

Several new road connections are proposed to improve connectivity within the South Cooper Mountain area as well as to better link it to surrounding neighborhoods. In some cases, this will create the potential for cut-through traffic in existing and future

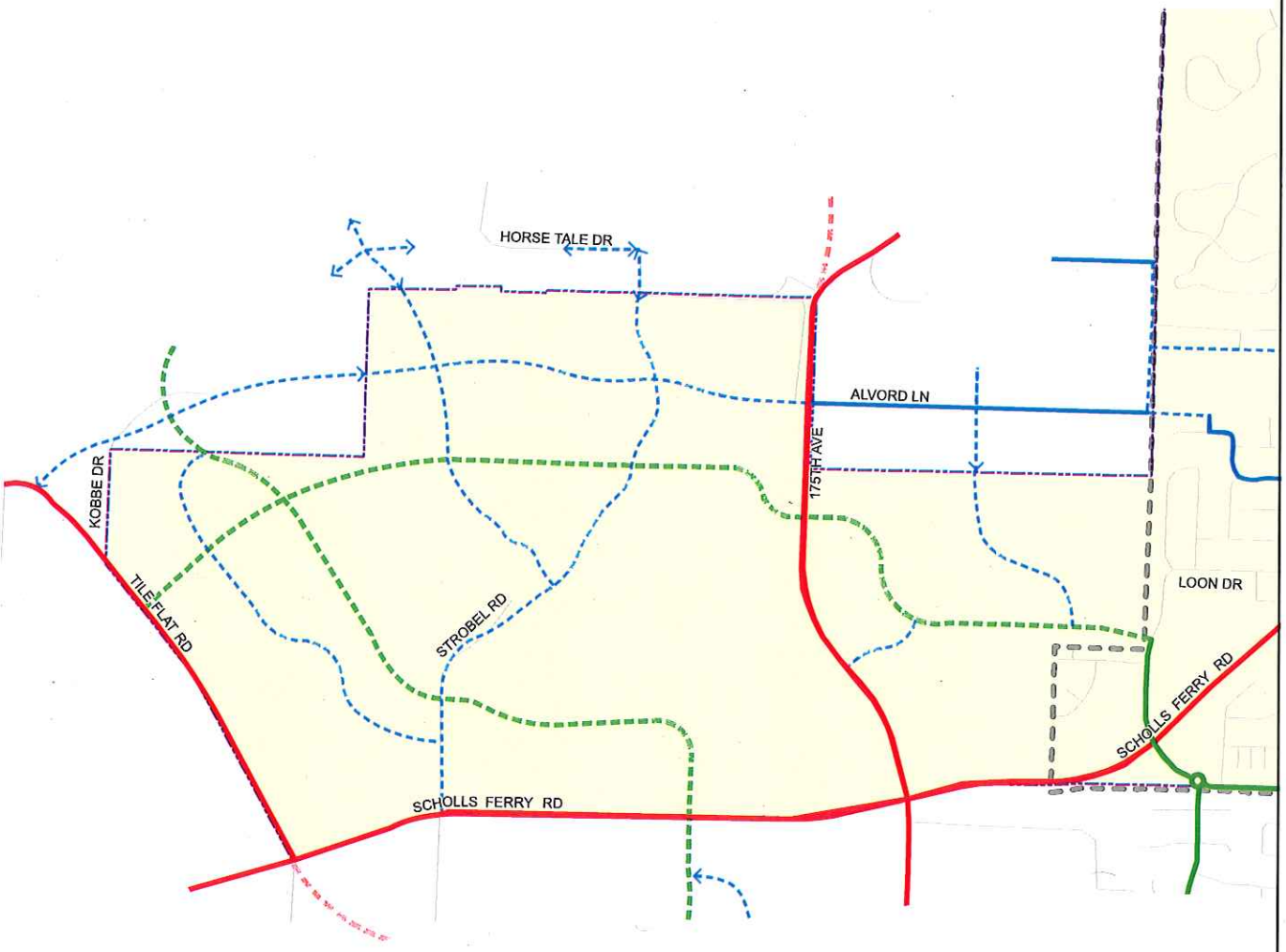
EXHIBIT 9

City of Beaverton

FIGURE 6.4a

Transportation System Plan

Functional Classification



GEOGRAPHIC INFORMATION SYSTEM

LEGEND

- Freeway
- Arterial
- Proposed Arterial
- Principle Arterial
- Collector
- Proposed Collector
- Neighborhood Route
- Proposed Neighborhood Route
- City Limits
- 2008 TSP Study Area

1,000 500 0 1,000 Feet

This map is intended for informational purposes only. It is not intended for legal, engineering, or surveying purposes. While this map represents the best data available at the time of publication, the City of Beaverton makes no claims, representations, or warranties as to its accuracy or completeness. Metadata available upon request.

North

S:_CDD_2014_14_0871\14_0871_FunctionalClassificationFIG_6-4a.mxd GIS-DT 12/04/2014

CHAPTER 20 – LAND USES

20.05. RESIDENTIAL LAND USE DISTRICTS

20.05.15. SITE DEVELOPMENT STANDARDS

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012]

Development Standards Superscript Refers to Footnotes	R1	R2	R4	R5	R7	R10
A. Minimum Land Area[1] (sq ft)	1,000	2,000	4,000	5,000	7,000	10,000
B. Minimum and Maximum Residential Density	Refer to Sections 20.25.05. and 20.25.15.B.					
C. Lot Dimensions[16]						
1. Minimum Width						
a. Interior	14	14	24 / 40[2]	0	65	80
b. Corner	20	20	24 / 40[2]	0	70	90
2. Minimum Depth						
a. Interior	None	None	80	0	90	120
b. Corner	None	None	80	0	80	110
D. Minimum Land Area (sq ft) for Land Divisions on Sites Less than Two Acres[3] [16]	N/A	N/A	N/A	4,500	6,300	9,000
E. Lot Dimensions for Land Divisions Less than Two acres[16]						
1. Minimum Width						
a. Interior	N/A	N/A	N/A	0	65	75
b. Corner	N/A	N/A	N/A	0	70	85
2. Minimum Depth						
a. Interior	N/A	N/A	N/A	0	90	110
b. Corner	N/A	N/A	N/A	0	80	100

EXHIBIT 12

Development Standards Superscript Refers to Footnotes	R1	R2	R4	R5	R7	R10
F. Minimum Yard Setbacks[4] 16						
1. Front	10	10	10	15	17	25
2. Side	0 or 5 or 10[5]	0 or 5 or 10[5]	0 or 5 10 or 5[6]	5	5	5
3. Rear	15	15	15	20	25	25
4. Garage[7]	5 or 18.5[8]	5 or 18.5[8]	20	20	20	20
5. Garage Door to Rear[9]	24	24	24	24	24	24
6. Minimum Between Buildings[10]	6	6	6	6	6	6
Development Standards **Superscript Refers to Footnotes**	**R1**	**R2**	**R4**	**R5**	**R7**	**R10**
G. Reduced Yard Setbacks[11] 16						
1. Front	N/A	N/A	10	10	10	10
2. Rear	N/A	N/A	5	5	5	5
3. Side	5[12]	5[12]	5	5	5	5
4. Garage	N/A	N/A	20	20	20	20
H. Building Height						
1. Maximum	60	40	35	35	35	35
Wireless Communication Facilities						
I. Maximum Height						
1. WCF[13]	80	80	80	80	80	80
2. Equipment Shelters[15]	12	12	12	12	12	12
3. Roof Mounted Antennas	Shall not extend above maximum height of underlying zone or increase the height of any building which is nonconforming due to height.					
J. Yard Setbacks[15]						
1. Requirements	Shall comply with underlying zoning district requirements					
2. Other	Refer to 60.70.35.14.A and B					

All Dimensions are in Feet.

1. For Detached, minimum land area per dwelling unit in the R5, R7, and R10 zones. For Attached and Detached, minimum parent parcel of land area per dwelling unit in the R1, R2, and R4 zones. [ORD 4584; June 2012]
2. 24 foot lot width is required for attached dwellings, 40 feet for detached dwellings.

3. Minimum lot area in conjunction with a land division application where the resulting average lot size within the land division is no less than the minimum lot size of the zone. Refer to Section 40.45.
4. R4 lots that abut property zoned R5, R7, or R10 shall provide the abutting district setbacks for any setback, which abuts that district.
5. If dwellings are attached 0 side yard. Side which is not attached 5 feet. If abutting lower density residential zone 10 feet.
6. If dwellings are detached, 5 feet. If dwellings are attached, 0 feet with 10 feet for sides not attached. [ORD 4584; June 2012]
7. Carports shall meet the same yard setbacks as the dwelling. Garage setbacks shall be measured from the elevation containing the garage door and vehicle entrance of carports to the property line. For all other garage elevations, the building setback applies.
8. Either no greater than 5 feet or a minimum of 18.5 feet.
9. Measured from garage door elevation to opposite side of the alley right-of-way, common accessway, common driveway, or access easement line.
10. Minimum spacing between buildings on the same parcel or in the same development.
11. Upon approval of Flexible Setback 40.30 application.
12. Allowed except where abutting a lower density zone where standard setback is applied.
13. Inclusive of antenna.
14. At-grade equipment shelters.
15. Applicable to all WCF towers, antenna arrays, and ground and/or roof-mounted equipment shelters
16. In the South Cooper Mountain Community Plan Area Lot Dimensions and Yard Setbacks for proposed Compact Detached Housing shall comply with the standards in Section 60.05.15.9 or the guidelines of Section 60.35.20.5.

20.05.20. LAND USES

The following Land Uses are classified in the following three categories: Permitted (P) including their accessory uses and structures, Conditional Uses (C), or Prohibited (N) uses as identified in the table below for Residential Zoning Districts. All superscript notations refer to applicable Use Restrictions Section 20.05.25. [ORD 4584; June 2012]

Category and Specific Use Superscript Refers to Use Restrictions		R1	R2	R4	R5	R7	R10
		P: Permitted C: Conditional N: Prohibited					
Residential							
1. Care	A. Care Facilities	P	P	P	P	P	P
2. Dwellings[12]	A. Accessory Dwelling Units	P	P	P	P	P	P
	B. Attached[1]	P	P	C[2]	N C[3]	N	N
	C. Detached	P	P	P	P	P	P
	D. Home Occupation	P	P	P	P	P	P
	E. Manufactured and Mobile Homes[4]	N	P[5]	P	P	P	P
	F. Manufactured and Mobile Homes Parks and Subdivisions	N	C	C	P	N	N
	G. Planned Unit Development	C	C	C	C	C	C
Commercial							
3. Care	A. Hospitals	C	C	C	C	C	C
	B. Medical Clinics	C	C	C	C	C	C
	C. Child Care Facilities	C	C	C	C	C	C
	D. Residential Care Facilities	C	C	C	C	C	C
4. Lodging	A. Temporary Living Quarters	C[6]	C[6]	C[6]	N	N	N
5. Storage	A. Self Storage Facilities	C	C	C	N	N	N
	B. Storage Yards[7]	C	C	C	C	C	C
Civic							
6. Cemetery		C	C	C	C	C	C
7. Education	A. Educational Institutions	C	C	C	C	C	C

Category and Specific Use Superscript Refers to Use Restrictions		R1	R2	R4	R5	R7	R10
			P: Permitted	C: Conditional	N: Prohibited		
	B. Commercial Schools	N	N	N	N	N	N
8. Places of Worship		C	C	C	C	C	C
9. Public Buildings and Uses	A. Non-Profit Public Services in Public Buildings	P[8]	N	N	N	N	N
	B. Public Buildings	C	C	C	C	C	C
	C. Public Sewer and Water and Utility Transmission Lines	P	P	P	P	P	P
	D. Public Sewer, Water Supply, Water Conservation and Flood Control Facilities other than Transmission Lines	C	C	C	C	C	C
10. Recreation	A. Public Parks, Parkways, Playgrounds, and Related Facilities	C	C	C	C	C	C
	B. Public Recreational Facilities	C	C	C	C	C	C
11. Utilities	A. Utility Substations and Related Facilities other than Transmission Lines	C	C	C	C	C	C

1

Category and Specific Use Superscript Refers to Use Restrictions		R1	R2	R4	R5	R7	R10
			W1: WCF Type 1	W2: WCF Type 2	W3: WCF Type 3	N: Prohibited	
Wireless Communication Facilities (WCF)							
12. New WCF	A. Tower Construction	W3	W3	W3	W3	W3	W3
	B. Attachment to existing or new building or structure not using stealth design	W3	W3	W3	W3	W3	W3
	C. Replacement tower to	W1	W1	W1	W1	W1	W1

Category and Specific Use Superscript Refers to Use Restrictions		R1	R2	R4	R5	R7	R10
		W1: WCF Type 1		W2: WCF Type 2	W3: WCF Type 3	N: Prohibited	
	provide collocation opportunity[9]						
	D. Attachment of a new WCF to buildings or structures and utilize stealth design	W1	W1	W1	W1	W1	W1
	E. Attachment of WCF to existing structures, tower or pole structures [10]	W1	W1	W1	W1	W1	W1
13. WCF in Right-of-Way	A. Installation of WCF within right-of-way[11]	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3	W2 / W3
14. Collocation	A. New WCF on existing WCF tower	W1	W1	W1	W1	W1	W1
	B. New WCF inclusive of antennas on existing WCF tower exceeding height standard	W2	W2	W2	W2	W2	W2
15. Antennas	A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W1	W1	W1	W1	W1	W1

1
2
3

Category and Specific Use Superscript Refers to Use Restrictions		R1	R2	R4	R5	R7	R10
		W1: WCF Type 1		W2: WCF Type 2	W3: WCF Type 3	N: Prohibited	
Wireless Communication Facilities (WCF)							
16. Satellite Antennas and Direct to Home	A. DHSS antennas >1 m. in diameter	W2	W2	W2	W2	W2	W2
	B. Up to 2 antennas >2 m. in diameter	N	N	N	N	N	N

Category and Specific Use Superscript Refers to Use Restrictions		R1	R2	R4	R5	R7	R10
		W1: WCF Type 1		W2: WCF Type 2	W3: WCF Type 3	N: Prohibited	
Satellite Services	C. Up to 5 antennas >2 m. in diameter	N	N	N	N	N	N
	D. More than 5 antennas >2 m. in diameter	N	N	N	N	N	N

[ORD 4595; February 2013]

20.05.25. USE RESTRICTIONS

The following Use Restrictions refer to superscripts found in Section 20.05.20. [ORD 4584; June 2012]

1. Existing duplexes as of effective date of this ordinance in the R10, R7, and R5 zones are Permitted uses.

2. Two attached dwellings are Conditional Uses; three or more attached dwellings subject to PUD approval.

3. Duplexes are Conditional Uses, other attached dwellings are Prohibited.

4. The placement of a manufactured home is subject to the design and placement criteria found in Section 60.20.20.

5. Manufactured Homes and Mobile Homes are Permitted in approved Manufactured Home Subdivisions and Parks.

6. Limited to uses of Boarding, Rooming, and Lodging House.

7. Storage yards for recreational vehicles, boats, and trailers owned by residents in a residential development or planned unit development.

8. Only when abutting or directly across the street from Regional Center zones.

9. On a location containing an existing tower supporting one carrier and shall be consistent with previous land use approvals.

10. Not permitted on single family dwellings.

11. W3 when located on streetlights, or traffic signal lights, or high voltage power utility poles in the right-of-way of designated Collector, Neighborhood Route, or Local Streets; W2 in the right-of-way of designated Freeways and Arterial Street.

~~12. For proposed development sites that are located within the boundary of the South Cooper Mountain Community Plan Area and are equal to or greater than 10 gross acres in size a Conditional Use - Planned Unit Development application, pursuant to 40.15.15.4, shall be required for residential development.~~

20.10. COMMERCIAL LAND USE DISTRICTS

20.10.05. Corridor and Main Street Areas. These areas of the City implement the Corridor and Main Street policies of the City's Comprehensive Plan and are identified on the City's Zoning Map. Full urban services are to be provided.

Four commercial zones establish varied levels of commercial uses and residential densities.

20.10.10. Purpose.

1. **Neighborhood Service (NS)**
The NS District is intended to provide minimal areas of service and convenience uses to meet the frequent needs of nearby residents.

2. **Community Service (CS)**
The CS District is intended to provide for a variety of business types compatible with and of similar scale to commercial activities found principally along the City's major streets.

3. **Corridor Commercial (CC)**
The CC District is intended to provide Corridors to develop into multiple use employment and service centers.

4. **General Commercial (GC)**
The GC District is intended to provide businesses requiring extensive land intensive outdoor storage and/or display of merchandise, equipment, or inventory.

20.10.15. SITE DEVELOPMENT STANDARDS

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below. [ORD 4584; June 2012]

Development Standards Superscript Numbers Refer to Footnote	NS	CS	CC	GC
A. Minimum Parcel Area - Non-Residential	7,000	7,000	None	7,000
B. Minimum Land Area[1] - Residential	Refer to Section 20.25.05.			
1. Attached	1,000 / unit	1,000 / unit	1,000 / unit	1,000 / unit
2. Detached	4,000 / unit	4,000 / unit	4,000 / unit	4,000 / unit
C. Lot Dimensions				
1. Minimum Width	70	70	None	70
2. Minimum Depth	100	100	None	100
D. Minimum Yard Setbacks				
1. Front[2]	20	20	None	20
2. Side[3]				
a. Interior	10	10	None	10
b. Corner	20	20	None	20
3. Rear[4]	20	20	None	20
E. Minimum Open Air Display Setbacks[5]				
1. Front	20	20	None	20
F. Building Height				
1. Maximum[6]	35	60	60	60

1. For Attached, minimum parent parcel of land area per dwelling unit; For Detached, minimum land area per dwelling unit.
2. Under the conditions outlined in Section 60.05.15.6. of this Code, buildings in commercial zones located on parcels that exceed 60,000 square feet shall be exempt from Section 20.10.15.D.1., minimum front setbacks. Front yard setbacks for parcels in excess of 60,000 gross square feet shall be governed by the Design Review Design Standard specified in Section 60.05.15.6. Any deviation from that standard shall be reviewed through the Design Review Three application process and the corresponding Design Review Design Guideline.
3. Under the thresholds outlined in Section 40.30., application may be made for zero side yard setbacks.
4. Rear yard setback is applicable to only the portion of the rear yard which abuts a residential zone; otherwise the minimum rear yard setback is 0 feet.
5. Where permitted, open air sales / display / storage of merchandise shall be setback at least 20 feet from the front property line. The area shall be designated and subject to Decision Maker approval.
6. Maximum building height of any building within 100 feet of a residentially zoned property is 35 feet.

Development Standards Superscript Numbers Refer to Footnote	NS	CS	CC	GC
Wireless Communication Facilities				
G. Maximum Height				
1. WCF[7]	100	100	100	100
2. Equipment Shelters[8]	12	12	12	12
3. Roof Mounted Antennas	Shall not extend above maximum height of underlying zone or increase the height of any building which is nonconforming due to height.			
H. Yard Setbacks[9]				
1. Requirements	Shall comply with underlying zoning district requirements			
2. Other	Refer to 60.70.35.14.A and B			

All Dimensions are in Feet.

7. Inclusive of antenna.
8. At-grade equipment shelters.
9. Applicable to all WCF towers, antenna arrays, and ground and/or roof-mounted equipment shelters.

20.10.20. LAND USES

The following Land Uses are Permitted (P), allowed with a Conditional Use (C) approval, or Prohibited (N) as identified in the following table for the Commercial Zoning Districts. All superscript notations refer to applicable Use Restrictions Section 20.10.25.

Category and Specific Use Superscript Refers to Use Restrictions		NS	CS	CC	GC
		P: Permitted C: Conditional N: Prohibited			
Residential					
1. Care	A. Care Facilities	P	P	P	P
2. Dwellings	B. Accessory Dwelling Units	P	P	P	P
	C. Attached	C[1]	P	P	P
	D. Detached	C[1]	P	P	P
	E. Home Occupation	P	P	P	P
	F. Manufactured and Mobile Homes	N	N	N	N
	G. Manufactured / Mobile Homes Parks and Subdivisions	N	N	N	N
	H. Planned Unit Development	C	C	C	C
Commercial					
3. Animal	A. Animal Care, Major	C	C	C	C
	B. Animal Care, Minor	P	P	P	P
4. Care	A. Hospitals	C	C	C	C
	B. Medical Clinics	C	C	C	C
	C. Child Care Facilities	C	P	P	P
	D. Residential Care Facilities	C	C	C	C
5. Eating and Drinking Establishment		P	P	P	P
6. Financial Institutions		P	P	P	P
7. Live / Work Uses		P	P	P	P
8. Office		P[2]	P	P	P
9. Parking as the Principal Use		N	N	C	P
10. Retail Trade[3]		P	P	P	P
11. Service Business / Professional Services		P	P	P	P

Category and Specific Use Superscript Refers to Use Restrictions		NS	CS	CC	GC
		P: Permitted	C: Conditional	N: Prohibited	
12. Storage	A. Self Storage Facilities	N	N	C	P
	B. Storage Yards	N	N	C	P
13. Temporary Living Quarters		N	C[4]	P	P
14. Vehicles	A. Automotive Service, Major	C	C	N	C
	B. Automotive Service, Minor	C	P	C	P
	C. Bulk Fuel Dealerships	C	P	C	P
	D. Sales or Lease	N	N	N	P
	E. Rental	N	C	C	P
Civic					
15. Cemetery		N	N	N	N
16. Education	A. Commercial Schools	C	P	P	P
	B. Educational Institutions	P	P	P	P
17. Places of Worship		C	P C[7]	P	P
18. Public Buildings, Services and Uses		C	C	C	C
19. Recreation	A. Public Parks, Parkways, Playgrounds, and Related Facilities	P	P	P	P
	B. Recreational Facilities	P	P	P	P
20. Social Organizations		C	P C[7]	P	P
21. Transit Centers		N	C	C	N
22. Utilities	A. Utility Substations and Related Facilities other than Transmission Lines	C	C	C	C
	B. Transmission Lines	P	P	P	P
Hours of Operation					
23. Uses Operating between 10:00 p.m. and 7:00 a.m.[5]		P C[6]	P C[6 7]	P	P C[8]

1
2

Category and Specific Use Superscript Refers to Use Restrictions		NS	CS	CC	GC
		W1: WCF Type 1	W2: WCF Type 2	W3: WCF Type 3	
		N: Prohibited			
Wireless Communication Facilities (WCF)					
24. New WCF	A. Tower Construction	W3	W3	W3	W3
	B. Attachment to existing or new building or structure not using stealth design	W3	W3	W3	W3
	C. Replacement tower to provide collocation opportunity[9]	W1	W1	W1	W1
	D. Attachment of a new WCF to buildings or structures and utilize stealth design[10]	W1	W1	W1	W1
	E. Attachment of WCF to existing structures, tower or pole structures[11]	W1	W1	W1	W1
25. WCF in Right-of-Way	A. Installation of WCF within right-of-way[12]	W2 / W3	W2 / W3	W2 / W3	W2 / W3
26. Collocation	A. New WCF on existing WCF tower	W1	W1	W1	W1
	B. New WCF inclusive of antennas on existing WCF tower exceeding height standard	W2	W2	W2	W2
27. Antennas	A. Attachment of antennas to WCF tower or pole structures other than used for cellular phone service	W1	W1	W1	W1
28. Satellite Antennas and Direct to Home Satellite Service	A. DHSS antennas >1 m. in diameter	W1	W1	W1	W1
	B. Up to 2 antennas >2 m. in diameter	W1	W1	W1	W1
	C. Up to 5 antennas >2 m. in diameter	W2	W2	W2	W2
	D. More than 5 antennas >2 m. in diameter	W3	W3	W3	W3

20.10.25. USE RESTRICTIONS

The following Use Restrictions refer to superscripts found in Section 20.10.20.

1. Detached or Attached Dwellings; only 50% of the contiguous area within any NS zone may be developed residentially.
2. No freestanding office structure or group of office structures shall exceed a combined total of 15,000 square feet.
3. No sales or outdoor storage of animals or livestock are allowed with this use.
4. Limited to Hotels and Extended Stay Hotels located on a lot or parcel adjoining U.S. Highway 26, Canyon Road, Tualatin Valley Highway or Oregon State Highway 217, subject to the following:
   a. It shall be located on the portion of the lot immediately adjoining the highway.
   b. Signage is allowed as per Section 60.40.35.3. of this code. However, only one freestanding sign, up to 32 square feet per face, 64 square feet for all four faces combined or one wall sign up to 64 square feet may orient toward an abutting Arterial or regional traffic route.
   c. Signage shall not be allowed for auxiliary uses such as restaurants, meeting rooms, etc.
   d. Auxiliary uses such as restaurants and meeting rooms shall be designed to meet the needs of the guests of the facility and not the general public.
5. Applicable to all uses.
6. Office uses do not require a Conditional Use for extended hours of operation.
7. If property is greater than 500 feet from an existing Residential use in a Residential zone the use is Permitted. If property is within 500 feet from an existing Residential use in a Residential zone the use requires Conditional Use approval.
8. Conditional Use required when abutting a Residential Zone.
9. On a location containing an existing tower supporting one carrier and shall be consistent with other approvals.
10. Provided the buildings or structures are not exclusively used for single-family or multi-family residential purposes.

20.10.25.

11. Not permitted on single family dwellings.

12. W3 when located on streetlights, or traffic signal lights, or high voltage power utility poles in the right-of-way of designated Collector, Neighborhood Route, or Local Streets; W2 in the right-of-way of designated Freeways and Arterial Streets.

20.10.30. OTHER NS ZONING REQUIREMENTS

Uses shall be subject to the following (excludes parks and playgrounds):

1. Activity is conducted wholly within an enclosed structure, except for outside play areas for child care and educational facilities and as allowed in item 2, below.
2. Accessory open air sales / display / storage shall constitute no more than 5% of the gross building floor area of any individual establishment.
3. Excluding food stores, individual establishments shall not exceed 15,000 square feet gross floor area.

20.10.35. OTHER CS ZONING REQUIREMENTS

Uses shall be subject to the following (excludes parks and playgrounds):

1. Activity is conducted wholly within an enclosed structure, except for outside play areas for child care and educational facilities and as allowed in item 2, below.
2. Accessory open air sales / display / storage shall constitute no more than 5% of the gross building floor area of any individual establishment.

20.10.40. OTHER CC ZONING REQUIREMENTS

Uses shall be subject to the following (excludes parks and playgrounds):

1. Activity is conducted wholly within an enclosed structure, except for outside play areas for child care and educational facilities, transit centers and as allowed in items 2 and 3 below.
2. Accessory open air sales / display / storage shall be Permitted for horticultural and food merchandise only and shall constitute no more than 5% of the gross building floor area of any individual establishment.

****

20.25. DENSITY CALCULATIONS

20.25.05. Minimum Residential Density.

A. New residential development in all Residential, Commercial, and Multiple Use districts which permit residential development must achieve at least the minimum density for the zoning district in which they are located. Projects proposed at less than the minimum density must demonstrate on a site plan or other means, how, in all aspects, future intensification of the site to the minimum density or greater can be achieved without an adjustment or variance. If meeting the minimum density will require the submission and approval of an adjustment or variance application(s) above and beyond application(s) for adding new primary dwellings or land division of property, meeting minimum density shall not be required.

For the purposes of this section, new residential development shall mean intensification of the site by adding new primary dwelling(s) or land division of the property. New residential development is not intended to refer to additions to existing structures, rehabilitation, renovation, remodeling, or other building modifications or reconstruction of existing structures.

Minimum residential density is calculated as follows:

1. Refer to the definition of Acreage, Net. Multiply the net acreage by 0.80.

2. Divide the resulting number in step 1 by the minimum land area required per dwelling for the applicable zoning district to determine the minimum number of dwellings that must be built on the site.

3. If the resulting number in step 2 is not a whole number, the number is rounded to the nearest whole number as follows: If the decimal is equal to or greater than 0.5, then the number is rounded up to the nearest whole number. If the decimal is less than 0.5, then the number is rounded down to the nearest whole number.

20.25.05.

B. **Residential Density Averaging.** Within a single land use zone, residential densities may be averaged across a property in order to allow for a variety of housing types, provided that the property is within a single, contiguous ownership, except that within a PUD may be averaged across multiple land use zones provided that the applicant demonstrates that the proposed development is compatible with existing and planned development on neighboring parcels. For the purposes of this standard, properties within a single, contiguous ownership also include those properties separated only by a street. [ORD 4584; June 2012]

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

EXHIBIT 12

40.45.15.

4. Preliminary Partition.

A. Threshold. An application for Preliminary Partition shall be required when the following threshold applies:

1. The creation of up to and including three (3) new parcels from at least one (1) lot of record (parent parcel) in one (1) calendar year. [ORD 4487; August 2008] [ORD 4584; June 2012]

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

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

1. The application satisfies the threshold requirements for a Preliminary Partition. If the parent parcel is subject to a pending Legal Lot Determination under Section 40.47., further division of the parent parcel shall not proceed until all of the provisions of Section 40.47.15.1.C. have been met. [ORD 4584; June 2012]

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

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

4. Oversized parcels (oversized lots) resulting from the Partition shall have a size and shape that facilitates the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed partition and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot. [ORD 4584; June 2012]

5. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following: [ORD 4584; June 2012]

   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, minimizes grading impacts on adjacent properties, and where street improvements are proposed, provides a standard street cross section with sidewalks. [ORD 4584; June 2012]

6. Applications that apply the lot area averaging standards of Section 20.05.15.D. do not require further Adjustment or Variance approvals for the Land Division. [ORD 4584; June 2012]

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

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

9. In addition to approval criteria 40.45.15.4.C.1 through 8, applications within the South Cooper Mountain Community Plan Area shall show compliance with the following applicable Comprehensive Plan policies and/or figures:

   a) South Cooper Mountain Community Plan, Land Use Implementation Policy 6 (Neighborhood Parks & Elementary Schools).

   b) South Cooper Mountain Community Plan, Neighborhood and Housing Policies 1 and 2 (Neighborhood Design).

   c) South Cooper Mountain Community Plan, Main Street Policies 2 through 4 (Main Street Design).

   d) South Cooper Mountain Community Plan, Figure 10 (Community Plan Street Framework).

   e) South Cooper Mountain Community Plan, Street Policies 1 and 10.

   f) South Cooper Mountain Community Plan, Figure 11 (Community Plan Bicycle & Pedestrian Framework).

   g) South Cooper Mountain Community Plan, Bicycle and Pedestrian Framework Policies 1 and 2.

   h) South Cooper Mountain Community Plan, Figure 12 (Natural Resources in the Community Plan Area).

   i) South Cooper Mountain Community Plan, Natural Resource Policies 1 and 2.

   j) South Cooper Mountain Community Plan, Urban Forestry Policies 2 and 3.

   k) South Cooper Mountain Community Plan, Scenic View Policy 1.

l) South Cooper Mountain Community Plan, Rural Transition Policy 1.

m) South Cooper Mountain Community Plan, Infrastructure Policies 1 and 7.

n) Comprehensive Plan, Figure 6.2a, Planned Bicycle and Pedestrian Network.

o) Comprehensive Plan, Figure 6.4a, Functional Classification.

p) Comprehensive Plan, Figure 6.6a, Future Streets Where Right-of-Way is Planned for More Than Two Lanes.

q) Comprehensive Plan, Figure 6.20, Local Connectivity Map.

[ORD 4487; August 2008]

D. Submission Requirements. An application for a Preliminary Partition shall be made by the owner of the subject property or the owner's authorized agent, on a form provided by the Director and shall be filed with the Director. Provided, however, where the application is made in conjunction with a Legal Lot Determination under Section 40.47., the City may consider the application even if fewer than all the owners of the existing legal lot or parcel have applied for the approval. The application shall be accompanied by the information required by the application form, and by the information required by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference. [ORD 4487; August 2008]

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

F. Appeal of a Decision. Refer to Section 50.65.

G. Expiration of a Decision. Refer to Section 50.90. The filing of a Final Land Division application in accordance with Section 40.45.15.7. shall occur within two (2) years of the date of

Preliminary Partition approval. [ORD 4265; October 2003] [ORD 4487; August 2008]

H. Extension of a Decision. Refer to Section 50.93.

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. [ORD 4487; August 2008]

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

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. [ORD 4584; June 2012]

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

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.

4. Oversized lots resulting from the subdivision shall have a size and shape which will facilitate the future potential partitioning or subdividing of such oversized lots in accordance with the requirements of the Development Code. In addition, streets, driveways, and utilities shall be sufficient to serve the proposed subdivision and future potential development on oversized lots. Easements and rights-of-way shall either exist or be proposed to be created such that future partitioning or subdividing is not precluded or hindered, for either the oversized lot or any affected adjacent lot. [ORD 4584; June 2012]

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.

6. Applications that apply the lot area averaging standards of Section 20.05.15.D. shall demonstrate that the resulting land division facilitates the following: [ORD 4584; June 2012]

   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, minimizes grading impacts on adjacent properties, and where a street is proposed provides a standard street cross section with sidewalks. [ORD 4584; June 2012]

7. Applications that apply the lot area averaging standards of Section 20.05.15.D. do not require further Adjustment or Variance approvals for the Land Division. [ORD 4584; June 2012]

8. The proposal does not create a lot which will have more than one (1) zoning designation. [ORD 4584; June 2012]

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

10. In addition to approval criteria 40.45.15.5.C.1 through 9, applications within the South Cooper Mountain Community Plan Area shall show compliance with the following applicable Comprehensive Plan policies and/or figures:

a) South Cooper Mountain Community Plan, Land Use Implementation Policy 6 (Neighborhood Parks & Elementary Schools).

b) South Cooper Mountain Community Plan, Neighborhood and Housing Policies 1 and 2 (Neighborhood Design).

c) South Cooper Mountain Community Plan, Main Street Policies 2 through 4 (Main Street Design).

d) South Cooper Mountain Community Plan, Figure 10 (Community Plan Street Framework).

e) South Cooper Mountain Community Plan, Street Policies 1 and 10.

f) South Cooper Mountain Community Plan, Figure 11 (Community Plan Bicycle & Pedestrian Framework).

g) South Cooper Mountain Community Plan, Bicycle and Pedestrian Framework Policies 1 and 2.

h) South Cooper Mountain Community Plan, Figure 12 (Natural Resources in the Community Plan Area).

i) South Cooper Mountain Community Plan, Natural Resource Policies 1 and 2.

j) South Cooper Mountain Community Plan, Urban Forestry Policies 2 and 3.

k) South Cooper Mountain Community Plan, Scenic View Policy 1.

l) South Cooper Mountain Community Plan, Rural Transition Policy 1.

m) South Cooper Mountain Community Plan, Infrastructure Policies 1 and 7.

n) Comprehensive Plan, Figure 6.2a, Planned Bicycle and Pedestrian Network.

o) Comprehensive Plan, Figure 6.4a, Functional Classification.

p) Comprehensive Plan, Figure 6.6a, Future Streets Where Right-of-Way is Planned for More Than Two Lanes.

q) Comprehensive Plan, Figure 6.20, Local Connectivity Map.

[ORD 4487; August 2008]

D. Submission Requirements.

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

2. The Director may consider and act upon a request to develop a subdivision in phases. If the subdivision is to be phased, the applicant shall propose a phasing program in

writing at the time of Preliminary Subdivision application submittal. The applicant is responsible for providing a time schedule for the final platting of the various phases. In no case shall the total time period for the final platting of all stages be greater than five (5) years without filing a new Preliminary Subdivision application.

[ORD 4487; August 2008]

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

F. Appeal of a Decision. Refer to Section 50.65.

G. Expiration of a Decision. Refer to Section 50.90. Except where a phasing program is approved under Section 40.45.15.4.C.7., the filing of a Final Land Division application in accordance with Section 40.45.15.7. shall occur within two (2) years of the date of Preliminary Subdivision approval. For a phased project, the total time period for the filing of a final plat, shall not exceed five (5) years from the date of the City's final Preliminary Subdivision Approval decision. After five (5) years, unless otherwise vested, the preliminary approval shall expire. [ORD 4265; October 2003] [ORD 4487; August 2008]

H. Extension of a Decision. Refer to Section 50.93.

EXHIBIT 12

40.15.15.

4. **Planned Unit Development.** [ORD 4432; April 2007]

A. Threshold. A Planned Unit Development is an application process which: [ORD 4578; March 2012]

1. May be chosen by the applicant when one or more of the following thresholds apply: [ORD 4578; March 2012]

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]

b. When a land division of 2 acres or greater in size within any City zoning district requires collectively more than 3 of the following land use applications or combination thereof: [ORD 4584; June 2012]
(1). Minor Adjustment;
(2). Major Adjustment;
(3). Flexible Setback; or
(4). Variance.
[ORD 4578; March 2012]

2. [ORD 4578; March 2012] Is required prior to, or concurrent with, other development applications when development is proposed on land within the SC-S (Station Community-Sunset) zoning district. Sign Applications excepted. [ORD 4597; February 2013]

B. Procedure Type. The Type 3 procedure, as described in Section 50.45. of this Code, shall apply to an application for PUD approval. The decision making authority is the Planning Commission.

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.

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

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.

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

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

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

7. The width of 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.

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.

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 and 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.

d. Proposals within the South Cooper Mountain Community Plan Area are exempt from the Open Space requirements of 60.35.15.1.

10. [ORD 4578; March 2012] 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.

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 or the PUD has received an extension approval pursuant to Section 50.93. of the Development Code. However, all PUD phases must commence construction within five (5) years of the date of decision of the PUD. Refer to Section 50.90. [ORD 4584; June 2012]

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

13. In addition to approval criteria 40.15.15.4.C.1 through 12, proposals within the South Cooper Mountain Community Plan Area shall demonstrate compliance with the following applicable Comprehensive Plan policies and figures:

a. South Cooper Mountain Community Plan, Land Use Implementation Policy 6 (Neighborhood Parks & Elementary Schools).

b. South Cooper Mountain Community Plan, Neighborhood and Housing Policies 1 and 2 (Neighborhood Design).

c. South Cooper Mountain Community Plan, Main Street Policies 2 through 4 (Main Street Design).

d. South Cooper Mountain Community Plan, Figure 10 (Community Plan Street Framework).

e. South Cooper Mountain Community Plan, Street Policies 1 and 10.

f. South Cooper Mountain Community Plan, Figure 11 (Community Plan Bicycle & Pedestrian Framework).

g. South Cooper Mountain Community Plan, Bicycle and Pedestrian Framework Policies 1 and 2.

h. South Cooper Mountain Community Plan, Figure 12 (Natural Resources in the Community Plan Area).

i. South Cooper Mountain Community Plan, Natural Resource Policies 1 and 2.

j. South Cooper Mountain Community Plan, Urban Forestry Policies 2 and 3.

k. South Cooper Mountain Community Plan, Scenic View Policy 1.

l. South Cooper Mountain Community Plan, Rural Transition Policy 1.

m. South Cooper Mountain Community Plan, Infrastructure Policies 1 and 7.

n. Comprehensive Plan, Figure 6.2a, Planned Bicycle and Pedestrian Network.

o. Comprehensive Plan, Figure 6.4a, Functional Classification.

p. Comprehensive Plan, Figure 6.6a, Future Streets Where Right-of-Way is Planned for More Than Two Lanes.

q. Comprehensive Plan, Figure 6.20, Local Connectivity Map.

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

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

F. Phasing. If the application proposes to develop the PUD in a single phase, the decision shall expire two (2) years after the date of decision. Refer to Section 50.90.

Phasing of the development may be permitted with approval of the Planning Commission. A deed restriction for those areas of the parent parcel in which deferred development will occur shall limit the number of future units developed to an amount consistent with the minimum and maximum density or Floor Area Ratio (FAR) permitted for the overall development. [ORD 4584; June 2012]

G. Appeal of a Decision. Refer to Section 50.70.

H. Expiration of a Decision. The PUD decision shall expire five (5) years after the date of decision. Refer to Section 50.90.

I. Extension of a Decision. Refer to Section 50.93.

EXHIBIT 20

South Cooper Mountain Community Plan
East-West Collector Alignments

The proposed **East-West Collector** alignment provides for circulation within the Community Plan area as well as connecting future neighborhoods in the plan area to new and existing neighborhoods to the east and south of the plan area and vice-versa. The road is intended to provide an alternative to Scholls Ferry Road for local trips, particularly to local destinations such as schools and parks.

The general location of the proposed East-West Collector is based on the Metro Regional Transportation Functional Plan's (RTFP) (Title 1, Section 3.08.110(C) required connectivity considerations and maximum spacing for collector streets. The RTFP is a regulatory document that implements the goals, objectives and policies of the Regional Transportation Plan (RTP). The Beaverton Comprehensive Plan is consistent with and implements the RTP.

The information here provides justification for the precise location of the connection to the City of Beaverton's existing transportation network.

ANALYSIS OF ALIGNMENT OPTIONS FOR SOUTH COOPER MOUNTAIN EAST-WEST COLLECTOR & BEAVERTON SCM COMMUNITY PLAN: EAST-WEST COLLECTOR SENSITIVITY ANALYSIS

In response to concerns voiced by neighbors to the east of the Community Plan area, three alignments were reviewed in the analyses provided to the City of Beaverton in October 2014 (Attachment D to the October 29, 2014 staff report and Exhibit 14 to the November 26, 2014 staff report). The following review focuses on the portion of the East-West Collector that is east of 175th Avenue.

Alignment Option 1:
Alvord Lane and Black Bird Drive

The Alvord Lane alignment is located within the Urban Reserve Area which is subject to future Urban Growth Boundary Area expansions by Metro, which are not expected for at least 10 to 15 years. Thus, Alvord Lane remains in rural use without urban upgrades and the SCM Community Plan cannot rely on this alignment to support development of the Community Plan area.

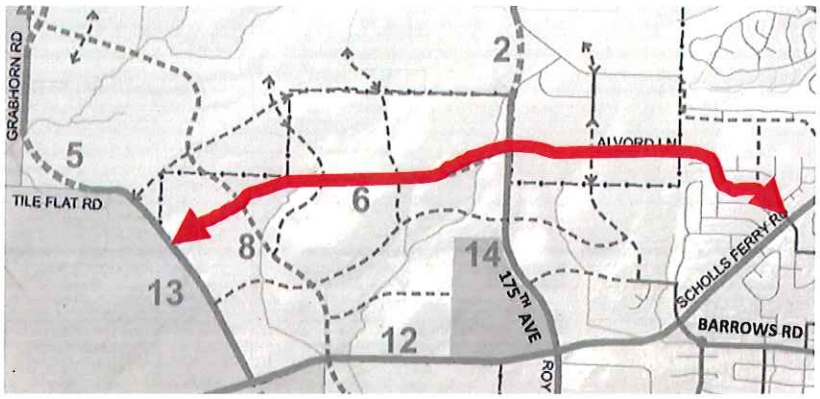


Figure 1: Alignment Option 1

Alignment Option 2:
Loon Drive

The Loon Drive alignment connects to a segment of right-of-way that is currently designed as a collector street and connects to Barrows Road, classified as a collector, at an existing signalized intersection. This alignment directs cut-through traffic away from the local streets within the Churchill Forest neighborhood. Further, the effected portion of Loon Drive does not include any private driveways, which significantly improves traffic flow and safety by reducing potential vehicle turn conflicts. This alignment would cross a Riparian Wildlife Habitat Class I resource.

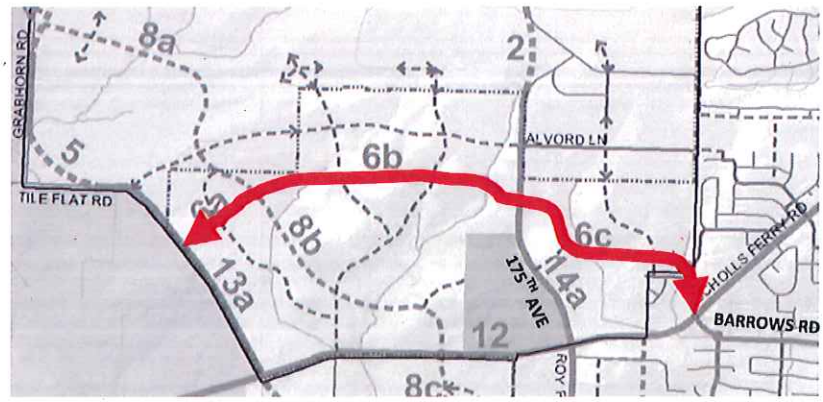


Figure 2: Alignment Option 2

Alignment Option 3:
Proposed River Terrace Boulevard

The River Terrace Boulevard alignment requires traversing or bridging Significant Local Wetland W-H, as indicated in the Local Wetland Inventory for the Community Plan area. Wetland W-H provides for diverse wildlife habitat and intact fish habitat. Additionally, the financial, time and permitting costs associated with disturbance and mitigation of or bridging over a significant wetland are prohibitive.

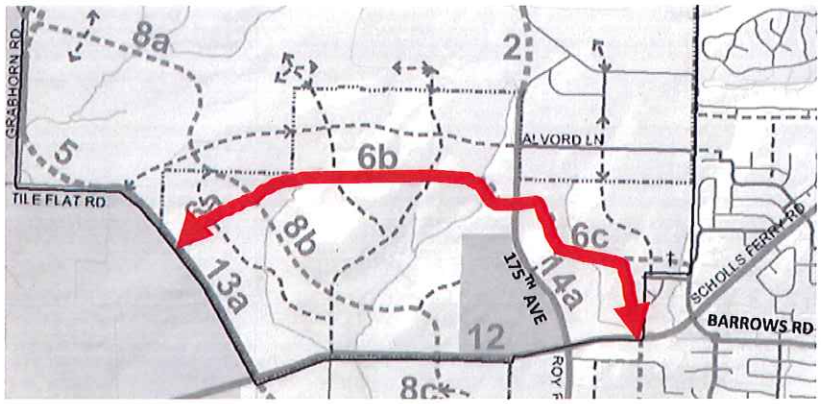
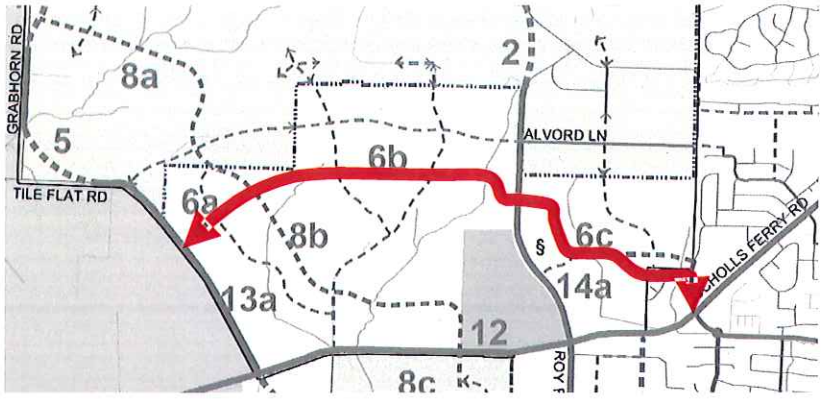


Figure 3: Alignment Option 3

Furthermore, the River Terrace Boulevard connection is considered tentative as any recommended improvement to Scholls Ferry Road must be coordinated with and approved by Washington County. Future and more detailed analysis will determine whether specific signal or intersection improvements will be warranted or technically feasible. All traffic signals and intersection improvements must meet signal warrants and operational standards.

Alignment Option 4:
Oystercatcher Lane

Oystercatcher Lane currently provides an opportunity to accommodate the needed east/west vehicle movement. However, this alternative was not selected because Oystercatcher Lane is designed as a Local Street and has approximately 20 dwellings with individual access points on the street. The street is not adequately designed nor can it be feasibly be redesigned to operate as a Collector Street.



Conclusion and Recommendation

Based on the analysis of impacts, the project team recommends that alignment Option 2 be carried forward into the Concept and Community Plans. Option 2 provides better transportation performance, fewer negative impacts to natural resource areas, and construction is more feasible than Options 1, 3 and 4. Negative impacts related to safety and traffic volumes in the Loon Drive vicinity are considered relatively nominal and typical for similar neighborhoods in Beaverton. Any potential negative impact within the Loon Drive vicinity may be mitigated by refinement of the precise alignment of the road connection, landscape buffers, and other street design elements. Any potential negative impacts in the vicinity of the Sterling Park neighborhood and Scholls Heights Elementary School may be addressed through traffic calming elements along the southern portion of Loon Drive to discourage northbound through traffic and intersection design treatments to provide safe crossing of Loon Drive However, it is worth noting that the traffic analysis prepared for this planning effort shows negligible through traffic continuing north on Loon Drive. The considerations would inform the final alignment and design of this street connection.

NATURAL RESOURCES

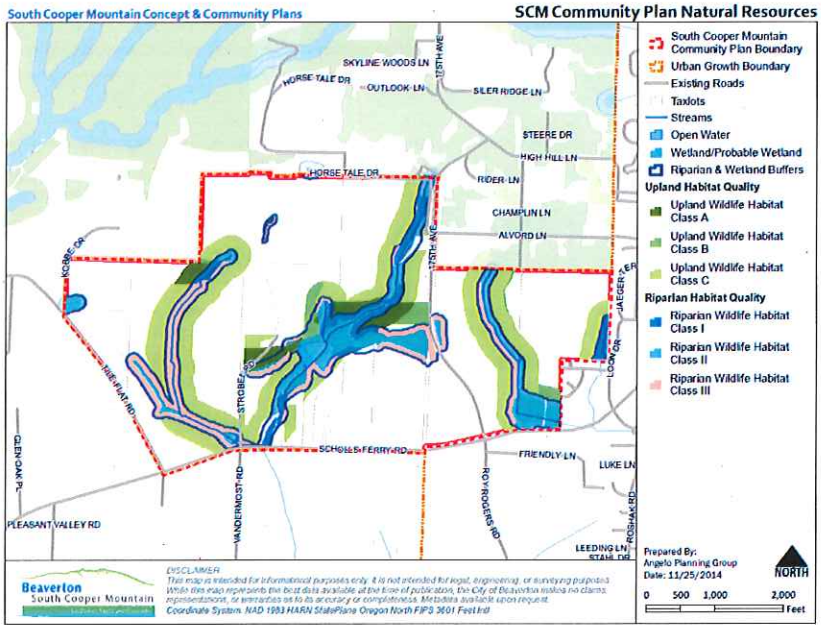
Natural Resources are an important component to the planning of South Cooper Mountain. In 2013 the project team inventoried the natural resources within the larger Concept Plan area and took a closer look at resources within the Community Plan area.

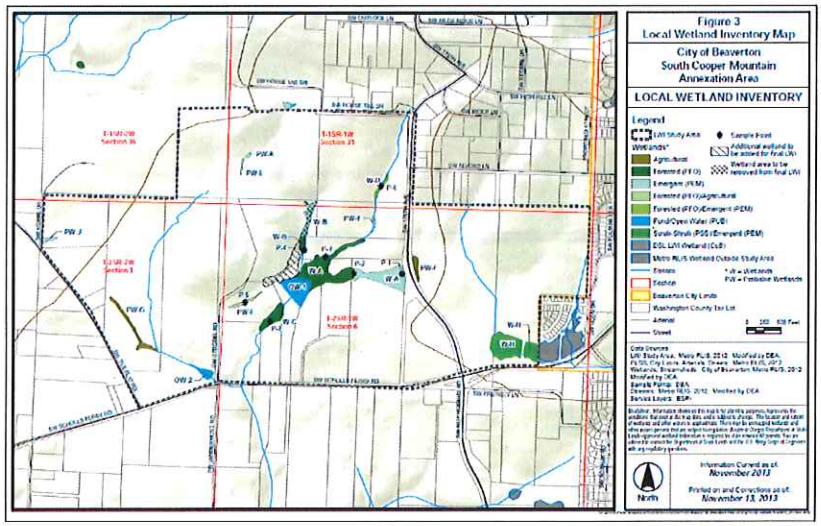
Natural Resources Memo

Upland Wildlife Habitat classes and Riparian Wildlife Habitat classes are part of Metro's Title 13: Nature in Neighborhoods program. For areas that were added to the UGB after adoption of Title 13 in 2005, Upland Class A and B and Riparian Class I and II are considered Significant Natural Resources. The City also acknowledges Class C and III resources for application of the voluntary Habitat Benefit Area program within Section 60.12 of the Development Code.

Option 1: Alvord Lane and Black Bird Drive would cross resources within the URA.

Options 2 and 4: Loon Drive would cross a Riparian Class I resource.





Local Wetland Inventory

Of the five wetlands evaluated, three met locally significant wetland criteria, wetlands W-A, W-C, and W-H. This means at least one of the four functions evaluated rated highly.

Option 3: Proposed River Terrace Boulevard would impact Significant Local Wetland W-H.

Of the various options, Option 4 would have the least impact to natural resources because a bridge currently exists over the Riparian Class I resource. However, because of street design and neighborhood compatibility reasons identified above, Option 4 is not the preferred option. Of the remaining options, Option 2 has the least adverse impact to existing natural resources.

DESIGN SPEED

Section 210.5 of the Engineering Design Manual (EDM) prescribes the following Design speeds for each classification:

Arterials	45 miles per hour
Collectors	35 miles per hour
Neighborhood Routes	25 miles per hour
Locals	25 miles per hour

Design speed is the maximum safe speed that can be maintained over a specified section of roadway when traffic, weather, and other conditions are so favorable that the design features of the roadway govern. The City Engineer may approve a lower alternative design speed where it can be shown that the 85th percentile speed of traffic will be lower than the design speed standard during all hours. The design speed is the minimum speed that shall be used in design of safe road geometry. The design speed shall not prohibit the use of traffic calming features or signing, where appropriate, to encourage lower traffic speeds. Please note that design speed is different than posted speed.

OREGON SPEED ZONING PROGRAM

By law, the Oregon Department of Transportation is responsible for establishing speed zones on all highways in Oregon. If a city or county thinks the speed for a particular street or highway should be changed it can make a request to ODOT for a review and investigation. Factors taken into consideration are:

- accident history;
- roadside culture;
- traffic volumes; and
- roadway alignment, width and surface.

American law follows the basic idea that most people are reasonable and laws exist to control the few who are unreasonable or inconsiderate. The posted speed zones follow the same idea. The methods for establishing speed zones are based upon careful studies that have been performed in Oregon and throughout the United States.

Many people believe that lowering posted speeds will mean fewer accidents, but studies do not prove this. Unrealistically low speeds frustrate many drivers, resulting in numerous speeding violations and unsafe driving, actually causing more accidents. Some motorists may try to make up time by taking a shortcut through residential or other areas that are not suited to higher speeds and increased numbers of cars.

More information at: http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/docs/pdf/speed_final.pdf

SCHOOL ZONE SPEED LIMIT

The law has two categories of school zones:

- School zones on roadways adjacent to school grounds can be either:
  - "When Flashing"; or
  - "School Days 7AM to 5PM"
- Those school zones at a school crosswalk away from school grounds can be either:
  - "When Flashing"; or
  - "When Children are Present"

Locations Where School Speed Zones are Encouraged

Where all the following conditions exist, a school zone is recommended when supported by an engineering study:

- The roadway is adjacent to the school grounds (not limited to front of school buildings)
- There is at least one marked school crosswalk within the proposed school zone which is not protected by a signal or STOP sign.
- The property houses a full time public or private school
- The school is elementary or middle level (schools that include grades K-8) instruction
- The posted speed is 40 MPH or below

RIVER TERRACE

Tigard's River Terrace Community Plan is the implementation of the Bull Mountain Concept Plan previously completed by Washington County. The Community Plan is set to go to Tigard's City Council on December 16, 2014.

Here is a direct link to the documents page that includes the November Tigard Planning Commission version and December Tigard City Council version of the Community Plan drafts: http://riverterracetigard.com/documents-2/. This page has other River Terrace documents as well, i.e. master plans, funding strategy, etc.

The blog post, http://riverterracetigard.com/2014/12/08/updated-river-terrace-community-plan-december-2014/, provides links to the River Terrace Community Plan and a memo that summarizes how it has changed from the time of Planning Commission review. The Community Plan has a series of 14 maps at the end that show zoning, trails, roads, etc.

Staff's continued understanding is that the **River Terrace Boulevard** connection to Scholls Ferry Road will need to be reviewed as to whether or not it meets warrants and a design will need to be reviewed for safety. In the River Terrace Community Plan Tigard is showing a signal at Scholls Ferry Road and River Terrace Boulevard on the TSP maps, but whether or not a signal is installed at this location is something to be determined at a later date (this is true for all the recommended signals.)

Here's how Tigard is framing the issue:

Community Plan Page 8-1:

1 *Not all roads or intersections in the planning area are under the jurisdiction of the city. Any recommended improvement to a road or intersection not under the jurisdiction of the city must be coordinated with and approved by the applicable road authority. Specific recommendations are included here and in the River Terrace TSP Addendum to establish the community's vision and the city's intention to work toward implementing that vision. Future and more detailed analysis will determine whether specific signal or intersection improvements will be warranted or technically feasible.*

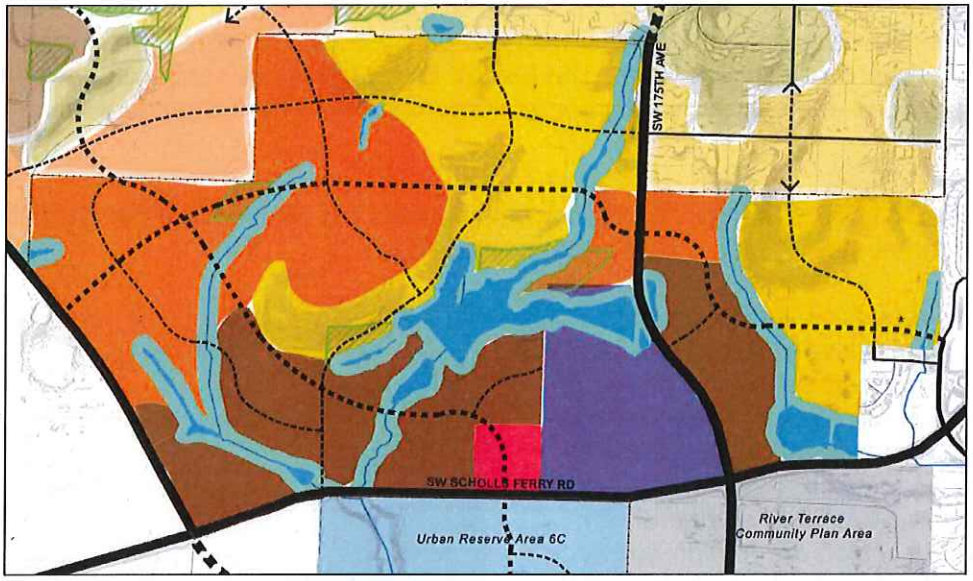
Community Plan Page 8-2:

2 *All of these streets are under Washington County's jurisdiction. Any recommended improvements must be coordinated with and approved by Washington County.*

3 *All traffic signals and intersection improvements must meet signal warrants and operational standards.*

EXHIBIT 21

South Cooper Mountain Community Plan
Main Street Commercial



Final Preferred Concept Plan Scenario

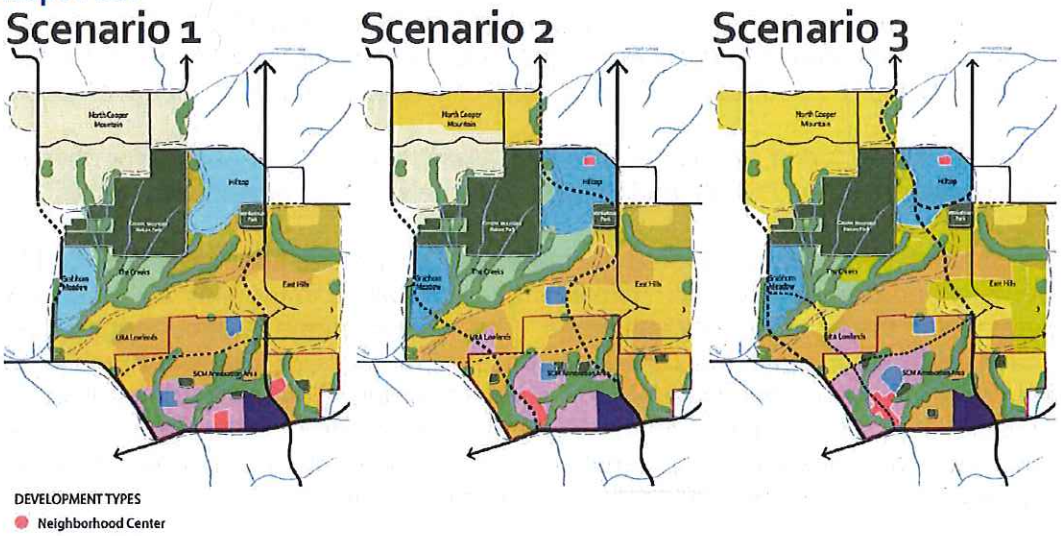
The Final Preferred Concept Plan Scenario, depicted above, as approved by Beaverton City Council on April 8, 2014, identified the 10 acre parcel at the northwest corner of the intersection of SW Scholls Ferry Road and the future collector road for Main Street Commercial. This location was chosen for the following reasons:

- Good visibility and frontage along Scholls Ferry Road.
- Proximity to the future high school: potential shared parking; complementary daily activities.
- Proximity to adjacent neighborhoods, particularly Urban Neighborhoods where higher density housing is planned.
- Access from the new north-south collector road envisioned to cross Scholls Ferry Road mid-way between existing intersections at 175th Avenue and Tile Flat Road.

At their April 3, 2014 meeting, the Community Advisory Committee (CAC) reviewed the preferred scenarios. In their review, the CAC outlined recommendations, refinements, and areas for further study including the following for the South Cooper Mountain Annexation Area, "Majority support, with one member opposed, for the land use pattern as shown on the Preferred Scenario maps. The one member opposed expressed concern that not enough commercial area is being planned."

South Cooper Mountain Concept Plan

Prior to selecting the preferred location for Main Street Commercial, various ideas were distilled through the South Cooper Mountain Concept Plan public involvement process and advisory committee meetings to develop three scenarios, depicted to the right ,that included alternate locations for Neighborhood Center (Main Street Commercial) use designation.



For purposes of the Concept Plan, a 0.25 to 0.30 Floor Area Ratio (FAR) was used to reflect expected commercial development for this location, likely to include a surface parking scenario (no structured parking). To Serve the Concept Plan area, a 0.25 to 0.30 FAR yields **a land need of 7.6 to 9.2 acres, which was rounded to 8-10 acres**. This approach recognized that some of the Main Street Commercial area may be developed with residential uses and that the residential capacity in the Concept Plan in the Market Study, addressed below, was a preliminary estimate. The Market Study and Commercial Capacity Analysis, referenced below, provided context and background for development of the Concept Plan.

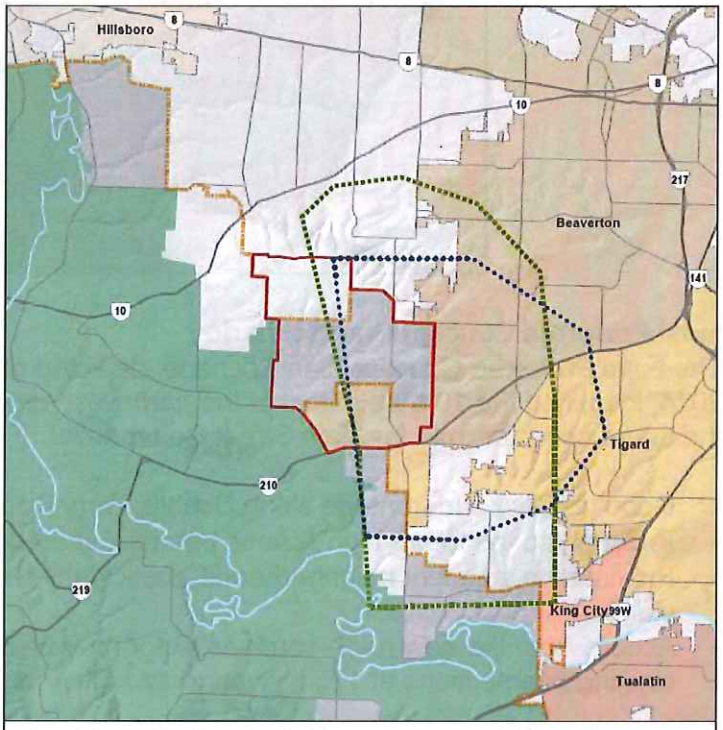
Market Study

A market study, dated May 29, 2013 by ECONorthwest, includes baseline housing and retail estimates. On page 16, the retail market study yields the following key findings:

- *Adjacent neighborhoods to the West of the SCM Concept Plan area have very strong established retail centers that not only satisfy the needs of local residents, but also attract residents from elsewhere in the region for shopping. It will be very difficult for any new commercial development in the SCMAA to compete with these retail centers, which are of high quality, larger in size, and are closer to the center of the region than the land in the Concept Plan area.*

- *Given the challenge of competing with existing commercial centers, the commercial development in the SCMAA will need to survive based primarily on demand from residents of the SCM Concept Plan area, which could be roughly 4,000 to 6,000 households when the area is fully developed.*

- *The amount and location of commercial development in the SCMAA should take into consideration planned development at River Terrace. Development at River Terrace is planned to include 2,300 housing units, and 25,000 SF of neighborhood commercial space (the amount and location of retail is under discussion at this time). Commercial development in both River Terrace and the SCMAA should be coordinated to ensure both areas are successful.*



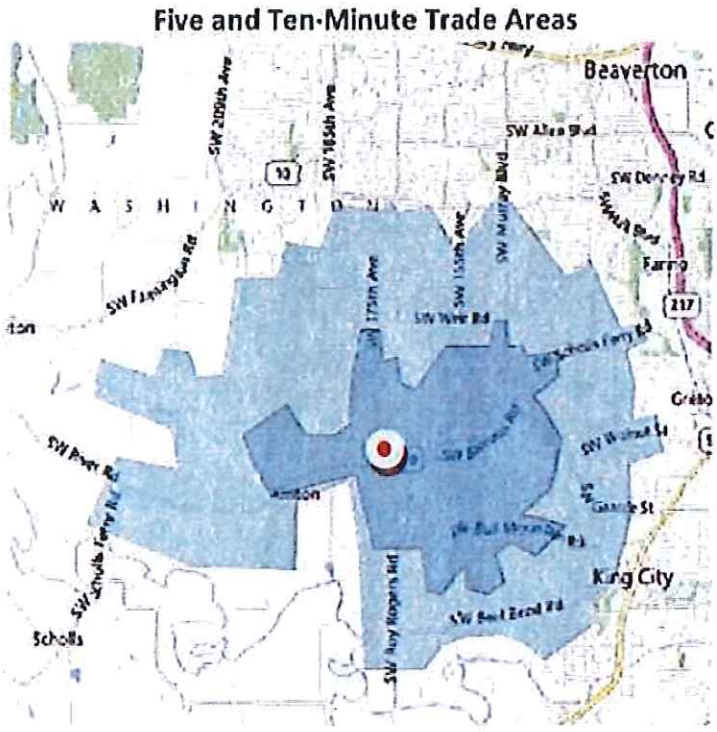
- *For planning purposes, we recommend the South Cooper Mountain Concept Plan area assume demand for approximately 100,000 SF of retail space. Assuming an FAR of 0.5 for new retail development, this would require about 200,000 SF of land, or approximately 4.5 net developable acres.*

Page 15 of the market study indicated that, "Assuming an FAR of 0.35 for new retail development, this would require about 285,000 SF of land, or approximately 6.5 net developable acres."

The market study was completed over one year prior to the final recommended South Cooper Mountain Concept and Community Plan. The estimates contained in the May 2013 study were preliminary to determining the final capacity estimates. The recommended Plan currently estimates are that the full build-out of the entire approximately 2,300 acre Concept Plan area will result in roughly 7,500 additional housing units. The build out of the approximately 544 acre Community Plan area will result in roughly 3,500 additional housing units. Staff continue to recommend the Main Street area to total 10 acres because the total anticipated new dwelling units identified by the Concept and Community Plans are substantially similar to the dwelling unit assumptions made by the 2013 market study.

Commercial Capacity Analysis for the South Cooper Mountain Urban Reserves and Annexation Areas

A commercial Capacity Analysis, dated November 12, 2012 by Johnson Reid, includes the following points:



"Neighborhood Center: A Neighborhood Center is a retail configuration serving a trade area of 1.5 miles or five-minute drive time. Neighborhood centers typically range from 30,000 to 100,000 square feet and generally require a minimum of 3,000 rooftops for support. They are most commonly anchored by a supermarket, major drugstore, or discount department store."

This analysis determined that the total supportable retail acres for the Annexation Area would be 17.5 - 64.7 acres and for the Urban Reserve Area would be 37.0 - 122.3 acres, "with the addition of 5,600 to 10,500 new household growth." This analysis used a 0.25 FAR, which, "Assumes typical suburban retail profile: single-story with four parking spaces per 1,000 square feet of developed space."

"Categories with the greatest anticipated need include Building Materials & Supply Stores, Electronics & Appliance Stores, Health & Personal Care Stores, and General Merchandising. While Food & Beverage Stores re generally well served with the New Seasons at Progress Ridge, Albertsons, and Safeway, the area may have room for a niche tenant. Over the intermediate-term, greater retail diversity would enhance the livability of the neighborhood by reducing trips and traffic congestion along Scholls Ferry Road."

Metro's 2040 Growth Concept defines Main Street as the following:

Main streets are similar to town centers: a traditional commercial identity but on a smaller scale with a strong sense of the immediate neighborhood. They feature good access to transit…

Beaverton Comprehensive Plan includes the following excerpts describing Main Street Areas:

Main Streets allow a mix of commercial and medium to high density residential zoning districts. Main Streets within the City and its environs are currently developed primarily as commercial centers with some moderate and high density residential interspersed. Densities within this land use designation are intended to reach the target of 39 persons per acre as the areas redevelop.

Within the Main Street land use designation, commercial zoning is intended to provide for the shopping and service needs of the immediate neighborhood and should be readily accessible by foot, bicycle, and automobile. Two types of commercial activity are expected, individual stores, generally not exceeding 10,000 square feet in gross floor area and centers where any individual business should not exceed 15,000 square feet, with the exception of food markets. Residential zoning, within the Main Street land use designation, is intended to provide for single family attached and detached and multi-family developments. Generally, housing density will range from 8 to 43 units per acre. Where possible, residential and commercial uses should be part of an integrated mixed use development.

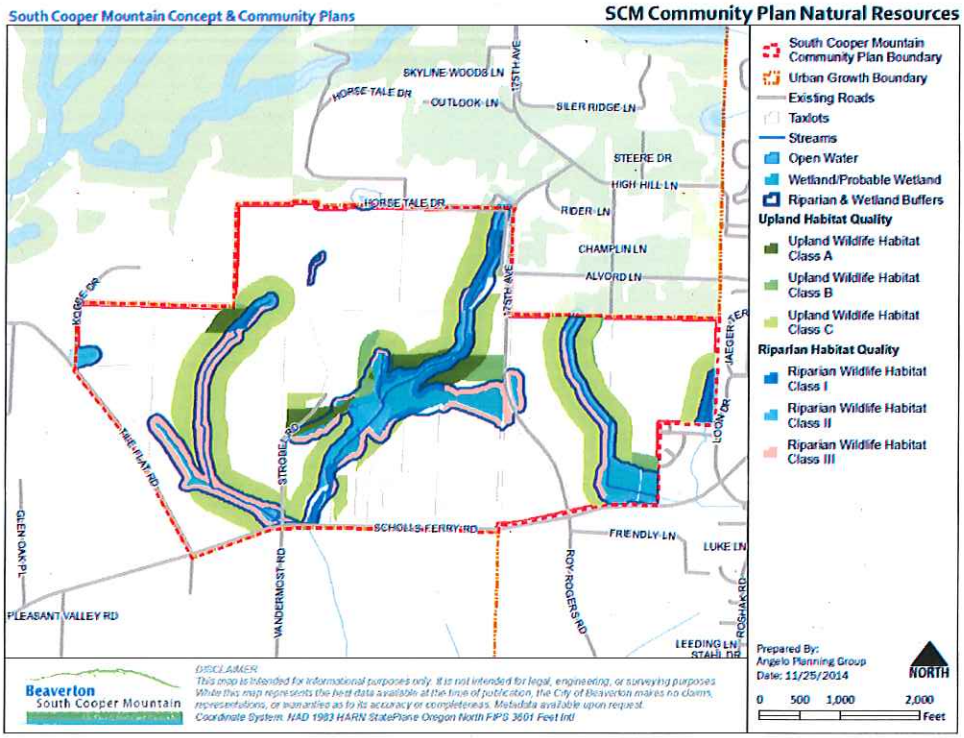
Beaverton Development Code Section 20.10.30 includes the following 'Other NS Zoning Requirements':

Uses shall be subject to the following (excludes parks and playgrounds):

1. *Activity is conducted wholly within an enclosed structure, except for outside play areas for child care and educational facilities and as allowed in item 2, below.*
2. *Accessory open air sales / display / storage shall constitute no more than 5% of the gross building floor area of any individual establishment.*
3. *Excluding food stores, individual establishments shall not exceed 15,000 square feet gross floor area.*

South Cooper Mountain Community Plan EXHIBIT 22

Title 13 Resources - Significant Natural Resources Areas - Habitat Benefit Areas



Metro Urban Growth Management Functional Plan Title 13

The South Cooper Mountain Community Plan is subject to the requirements of Metro's Title 13. The South Cooper Mountain Natural Resources Memo of June 2013 included review of the Community Plan area relative to Title 13 resources and on page 6 states, "Following Metro mapping methods, all areas within 300 feet of streams or wetlands were mapped as well, whether they currently contain native habitat (Class A or B), or are occupied by agricultural lands or non-native grasslands (Class C)."

Metro Title 13 Habitat Conservation Areas proposed for adoption include Riparian Wildlife Habitat Class I, II, and III and Upland Wildlife Habitat Class A, B, and C. Per Metro Code Sections 3.07.1320 and 3.07.13.70, Riparian Wildlife Habitat Class I and II and Upland Wildlife Habitat Class A and B are recognized regionally significant resources per Goal 5. Therefore, the city is proposing acknowledgement of Riparian Wildlife Habitat Class I and II and Upland Wildlife Habitat Class A and B, as depicted on the proposed Habitat Benefit Area Map (aka Natural Resources Map), as Significant Natural Resource Areas.

Habitat Benefit Areas

Section 60.12 of the City's Development Code is the Title 13 implementation program adopted for the compliance with Title 13 and will apply to all of mapped habitat classes on the proposed Habitat Benefit Area Map (aka Natural Resources Map). This approach includes Upland Wildlife Habitat Class C which is not required by Metro Title 13, but will allow use of credits at the time of a development proposal. This section of the Development Code is a voluntary (non-regulatory) incentive option intended to improve Habitat Benefit Areas.

Trees within a Significant Natural Resource Area

Section 40.90 and 60.60 of the Development Code will apply to Trees within Riparian Wildlife Habitat Class I and II and Upland Wildlife Habitat Class A and B, as these areas are recognized as Significant Natural Resource Areas per Title 13 and acknowledged through policies to implement the South Cooper Mountain Community Plan, for the plan area only. Trees within a Significant Natural Resources area are reviewed for protection and removal and mitigation is required.