
The Ridge at South Cooper Mountain Multifamily Beaverton, Oregon

Request for
Design Review III

Prepared for
West Hills Land Development

Prepared by
Otak, Inc.



Project No. 17849A
June 27, 2017
Revised July 19, 2017

REQUESTS

Design Review 3 approval is requested for The Ridge at South Cooper Mountain Multifamily Development, within the South Cooper Mountain Community Planning area. The proposed development includes 119 multifamily residential units in two buildings.

SITE INFORMATION

SUBJECT 18185 SW Scholls Ferry Road (Tax Lot 2S1060000500)
PROPERTY: 18407 SW Scholls Ferry Road (Tax Lot 2S1060000600)

**COMPREHENSIVE
PLAN DESIGNATION:** Urban High Density Residential; Urban Medium Density Residential;
Urban Standard Density Residential

**ZONING
DESIGNATION:** *Current:* Washington County Interim Zoning (AF-20)
Proposed: City of Beaverton R1 via pending PUD and ZMA
application.

APPLICANT/PROPERTY OWNER

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PROJECT DEVELOPMENT TEAM

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B. Neighborhood meeting documentation (agenda, affidavits of posting notices, neighborhood meeting notes, board posters, and meeting attendance list)	
C. Clean Water Services Service Provider Letter File Number 17-000670 issued April 10, 2017	
IX. Impact Studies	
A. Preliminary Drainage Report dated June 27, 2017, by Otak, Inc.	
B. Transportation Impact Analysis/Access Report dated February 15, 2017, and Memorandum “Estimated Volumes for Streets B, C and D” dated February 1, 2017 by Kittelson and Associates, Inc.	

C. Geotechnical Engineering Report dated June 1, 2016, by Hardman Geotechnical, Inc.
update name 2 docs

X. Plan Sheets

Sheet P0.0 — Cover Sheet

Sheet P1.0 — Existing Conditions - Aerial Photo

Sheet P2.0 — Preliminary Site Layout, Street Cross Sections and Parking Plan

Sheet P3.0 — Preliminary Plat

Sheet P4.0 — Preliminary Grading Plan

Sheet P4.1 — Preliminary Site Sections

Sheet P5.0 — Preliminary Utility Plan

Sheet P5.1 — Preliminary Utility Plan (Central)

Sheet L1.1 — Amenity Area Layout

Sheet L2.1 — Planting Plan North

Sheet L2.2 — Planting Plan South

Sheet L2.3 — Planting Plan Legend

Sheet L3.0 — Planting Details

Sheet IL1.1 — Site Lighting Plan

Sheet A00 — Cover Sheet

Sheet A01 — Bldg. A – Floor Plans

Sheet A02 — Bldg. A – Floor Plans

Sheet A03 — Bldg. A – Floor Plans

Sheet A04 — Bldg. A – Elevations

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Sheet A06 — Bldg. A – Typical Section

Sheet A07 — Bldg. B – Floor Plans

Sheet A08 — Bldg. B – Floor Plans

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Sheet A10 — Bldg. B – Elevations

Sheet A11 — Bldg. A – Elevations

Sheet A12 — Bldg. A – Typical Section

Sheet A13 — Perspective

Sheet A13 — Perspective

Note: Above plan sheets are also separately bound in a larger format within the development application submittal.

I. REQUESTS

Design Review III approval is requested for 2 buildings comprising 119 multifamily residential units.

II. PROJECT DESCRIPTION

Background

The site is within the South Cooper Mountain plan to the northeast of the intersection of SW Tile Flat Road and SW Scholls Ferry Road. The private Strobel Road forms the western boundary of the site and SW Scholls Ferry Road forms the southern boundary of the site. The site consists of two lots: TLID 2S106 500 (15.95 acres) and TLID 2S106 600 (12 acres). The subject sites are currently located within the Beaverton City Limits and in residential and agricultural use.

The proposed development is part of the larger The Ridge at South Cooper Mountain Planned Unit Development (PUD), which was submitted for land use approval to the City of Beaverton on February 13, 2017. The multifamily site is Phase 2 of the PUD project.

Development

The requested design review proposes two multi-family buildings with a total unit count of 119. Parking is a fundamental component of any development. 28 vehicles can be parked within buildings in garages. The remaining will be in a mix of surface spaces and carports. Garage parking is provided for 28 vehicles, and surface parking for 141 vehicles. In total, this provides 1.5 spaces per attached dwelling. The parking is also clustered near each of the two buildings to provide for a short and direct walking route to the entrances. Long-term bicycle parking ensures at least one space per unit in garages and storage lockers. Short-term bicycle parking is provided for 8 bicycles.

Open Space

The Ridge Multifamily site provides 1.67 acres of open space, in the form of both active and passive open space, accessible both physically and visually to the development and community at large. Active open space for this site includes a pocket park, a view terrace plaza, a multi-use trail, and a community trail along the natural resource areas throughout the project site.

Water/Sewer/Stormwater

Water service will be provided by the City of Beaverton. A new 24" interim water line will be installed within SW Scholls Ferry Rd. to serve the site. Sanitary sewer service will be provided by the City of Beaverton via the new CWS pump station and force main in River Terrace. Stormwater facilities are subject to Slopes V. A preliminary stormwater management plan is included as Impact Study C.

Traffic/Access

Access to the site is proposed from the new east-west collector (Road 8B) identified by the South Cooper Mountain Community Plan. Internal site circulation will be provided by a network of public and private streets along with drive aisles. A Traffic Impact Analysis (TIA) completed by Kittleson & Associates is included as Impact Study F.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). A gated emergency access is proposed from SW Scholls Ferry Road in the southeast corner of the site to supplement access from Road 8B.

Trees

There is an evergreen tree farm in the southeast corner of the site. No preserved, historic, or significant tree groves have been identified on the site.

Summary

The following responses to the applicable policies of the Beaverton Development Code address various aspects of the project in more detail.

III. COMPLIANCE WITH THE APPLICABLE STANDARDS OF CHAPTER 20 LAND USES

20.05. RESIDENTIAL LAND USE DISTRICTS

20.05.15. Site Development Standards.

Response: Along with the submitted PUD application for The Ridge at South Cooper Mountain, the applicant requested Quasi-Judicial Zoning Map Amendment to apply the City of Beaverton's residential zoning to the site. The site currently retains Washington County's AF-20 zoning designation, but has been annexed into the City of Beaverton; under the new zoning designations, the multifamily site will fall within the R1 zoning district.

The table in Subsection 20.05.15 provides Site Development Standards. Compliance with applicable standard 20.05.15.F and 20.05.15.H is demonstrated in Table 1, below. Items A, D, E, F, and G are not applicable, and item B is addressed in the response to Subsection 20.25.

Table 1. Compliance with Site Development Standards:

Standard	Required	Proposed	
		Building A	Building B
F. Minimum Yard Setbacks	1. Front – 10 ft. 2. Side – 5 ft. (not abutting lower density residential zone) 3. Rear – 15 ft. 4. Garage – 5 ft. or 18.5 ft. 5. Garage door to rear – 24 ft. 6. Minimum between buildings – 6 ft.	1. 10 ft. 2. 10 ft. 3. Approx. 80 ft. 4. N/A 5. Approx. 80 ft. 6. N/A	1. 10 ft. 2. 10 ft. 3. Approx. 110 ft. 4. N/A 5. Approx. 130 ft. 6. N/A
H. Maximum Height	65 ft. as per the approved PUD	62 ft., 7 in.	62 ft., 2 in.

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.

Response: Section 20.05.20 specifies that attached residential dwellings are permitted uses in the R1 zone.

20.05.25. Use Restrictions

The following Use Restrictions refer to superscripts found in Section 20.05.20.

11. *A Conditional Use Permit-Planned Unit Development pursuant to 40.15.15.4 shall be required for residential development of a site equal to or greater than 10 acres and located within the boundary of the South Cooper Mountain Community Plan Area.*

Response: No use restrictions are associated with attached dwellings in the R1 district. These standards are not applicable.

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. [...]*

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.*

Response: Table 2 below demonstrates that the application is compliant with the minimum density standards for the High Density Residential comprehensive plan category and R1 zoning designation; it also lays out the process of determining net acreage from gross acreage for the site.

Table 2. Determination of Net Acreage and Proposed Residential Density:

Gross Acres	4.19
ROW (ac)	.62
Stormwater Tracts (ac)	0.41
Resource Tracts (ac)	N/A
Net Acres (Net x 0.8)	2.53
Maximum Density (Units)	302
Minimum Density (Units)	118
Proposed Dwelling Units	119

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

development on neighboring parcels. For the purposes of this standard, properties within a single, contiguous ownership also include those properties separated only by a street.

Response: This standard is not applicable.

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.*

Response: South Cooper Mountain Community Plan (SCMCP) Table 2 is included below for reference.

Table 2: Land Use Designations and Capacity Estimates

Land Use Designation	Gross Acres ¹⁷	Gross Residential Acres ¹⁸	Net Residential Acres ¹⁹	Assumed Mix of Zones	Estimated Housing Capacity (units) ²⁰	Minimum Housing Capacity (units) ²¹
High Density	109	59	27	100% R-1	1,090	950
Medium Density	237	221	128	30% R-2 70% R-4	1,810	1,450
Standard Density	170	159	89	30% R-5 70% R-7	620	500
Main Street	9	0	0	100% NS	N/A	N/A
Total	525	438	245		3,530	2,900

Table 3 below demonstrates compliance with the assumed density mix from SCMCP Table 2.

Table 3. Demonstration of Consistency with SCMCP Table 2

Land Use Designation	Gross Residential Acres	Net Residential Acres	Assumed Mix of Zones	Proposed Mix of Zones	Minimum Housing Capacity (Units)	Maximum Housing Capacity (Units)	Proposed Housing Units
High Density	6.93	2.71	100% R-1	100% R-1	118	302	119

IV. COMPLIANCE WITH THE APPLICABLE STANDARDS OF CHAPTER 40 APPLICATIONS

40.03. FACILITIES REVIEW COMMITTEE

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

Response: The proposal is for Design Review Three and is subject to this chapter.

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

Response: Chapter 90 of the Development Code defines “critical facilities” to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. Critical facilities and services are either in place or will be at the time of completion of development as described below.

Public Water

Public water supply for the site will be provided by the City of Beaverton. Water lines will be constructed within the proposed rights-of-way within the development and will connect to a proposed 24-inch interim line located in Scholls Ferry Road. The water mains will be stubbed to the north, west and east to provide for future connection to adjacent development.

Public Sanitary Sewer

Public sanitary sewer for the site will be provided by the City of Beaverton. The project area will be conveyed to the new River Terrace Pump Station, which was completed in 2016. The anticipated sanitary sewer infrastructure in this basin will include a network of small diameter gravity sewer pipes and manholes located within future roadways and easements. Potential connections can be made to the existing sanitary system in SW Scholls Ferry Road.

Stormwater Drainage, Treatment, and Detention

Storm drainage collection and treatment for this area is within the jurisdiction of Clean Water Services. A Preliminary Drainage Report for the project is included as Impact Study A. This Plan outlines compliance with the Clean Water Services’ (CWS) Design & Construction Standards (Clean Water Services 2007 and Clean Water Services 2009).

The proposed Ridge at South Cooper Mountain Multi-family development project will include a stormwater management system designed to meet the requirements of SLOPES V and the City of Beaverton. The project will consist of two multifamily buildings and parking. The development also includes sidewalks, public trail, public roadways, private driveways, utilities, and a stormwater management system. It will create approximately 3.93 acres of new impervious area. Water quality and quantity requirements will be met using a single proposed extended dry detention pond located within the project limits within Tract H. Storm drainage will be collected by a system of storm sewers within the public streets within and adjacent to the site. Lots will, in general, be graded to direct surface flows to the adjacent streets and be served by laterals from the public storm sewers. The storm sewers within the development will direct stormwater to regional stormwater management treatment and detention facilities located within the proposed regional facility. Discharge from the stormwater facility will be directed to the existing drainage to the south. Public stormwater management easements will be provided. The onsite conveyance system will be sized during the final design phase using standards set by the City of Beaverton.

Transportation

The overall transportation system for The Ridge at South Cooper Mountain development was outlined in the PUD application submitted on April 5, 2017.

Sheet P2.01 illustrates proposed street cross sections for the proposed streets to be constructed with the development.

Access to the site is proposed to be from Road 8B, which is a new collector street that was proposed with the overall PUD. The proposed development includes two new streets. Private Street B will run east-west through the site and will connect with future development to the east. Public Road A will run north-south from Road 8B to the intersection of Private Street B, south to SW Scholls Ferry Road. The access from Public Road A onto Scholls Ferry will be for emergency vehicles and pedestrians only. See Sheet P2.0 for details.

Public Road A will be developed to the City of Beaverton L2 standards and will include 52-foot rights-of-way, pavement width of 28-feet, curbs, planter strips, sidewalks, street trees and other street improvements.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Primary and secondary emergency access is required through the proposed development for emergency vehicle access. The proposed emergency access is provided via a connection with SW Scholls Ferry Road from the new street that will run north-south through the site. This access will be available for emergency vehicles only. Fire hydrants will be installed as directed by City of Beaverton and the Tualatin Valley Fire and Rescue District.

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

Response: Chapter 90 of the Development Code defines “essential facilities” to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way. Essential facilities and services are either in place or will be at the time of completion of development as described below.

Police Protection

The site will be served by the City of Beaverton Police Department.

Schools

The site is located within the Beaverton School District (BSD) and will be served by Scholls Heights Elementary School at 16400 SW Loon Drive; Conestoga Middle School at 12250 SW Conestoga Drive; and the new high school being constructed at 12500 SW 175th Avenue. The high school is expected to open for the 2017-2018 school year.

Per the service provider letter dated January 27, 2017 that was submitted with The Ridge at South Cooper Mountain PUD application, the Beaverton School District has provided comments addressing the anticipated impacts of the PUD project to the District. In summarizing their comments, the District has indicated that the proposal will result in a moderate impact to schools in the area and anticipates sufficient capacity to accommodate new students from the proposed PUD project.

Transit Improvements

The site is not currently served by transit, and no transit facilities are proposed within the development. The nearest TriMet bus line is Route 92, the South Beaverton Express, which stops at the intersection of SW Scholls Ferry Road/SW Teal Boulevard/SW Horizon Boulevard (approximately 1.5 miles east of the project site). The standards of this section are not applicable.

Pedestrian and Bicycle Facilities in the Public Right-of-Way

As part of the overall PUD, the applicant will dedicate sufficient right-of-way to accommodate the desired 5-lane arterial cross-section for SW Scholls Ferry Road and the desired 3-lane collector cross-section for Road 8B. The circulation network was planned in accordance with the South Cooper Mountain Community Plan, and all streets are designed in accordance with the City of Beaverton's Engineering Design Manual (EDM).

The proposed multifamily development includes a north-south community trail, as illustrated in Figure ES-5 of the South Cooper Mountain Community Plan. This trail will follow the stream on site, cross Road 8B, and terminate at the eastern property line for future connection with the Creek to Creek Trail.

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

Response: The proposed development is consistent with all applicable provisions of Chapter 20 as adjusted through the Planned Development process and through the provisions of 40.30. Compliance with Chapter 20 is addressed above.

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

Response: Relevant provisions related to this chapter include Section 60.30 Off-Street Parking and Section 60.55 Transportation Facilities, which are addressed below.

Off-Street Parking (Section 60.30)

According to this section, attached dwellings units require 1.25 to 1.75 parking spaces per unit, depending on the number of bedrooms. Garage parking is provided for 28 vehicles, and surface parking for 141 vehicles. There is also nearby on-street parking available which is in addition to the off-street provision. In total, this provides 1.5 spaces per attached dwelling. Long-term bicycle parking for 119 bicycles; this is a rate of one space per dwellings unit. Short-term bicycle parking is provided for 6 bicycles. Off-street parking provisions are further detailed in the response to Section 60.30.

Transportation Facilities (Section 60.55)

The February 1, 2017, Traffic Impact Analysis prepared by Kittelson & Associates that was prepared for The Ridge at South Cooper Mountain PUD states that 1,330 trips will be generated from the multifamily units within the proposed development. However, that analysis assumed 200 multifamily units would be developed, and the actual proposed unit count is 116, so the actual trip generation would be lower.

Improvements and dedications required by applicable provisions of this section will be provided in proportion to the impacts of the development.

E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage facilities,

roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas, and other facilities not subject to maintenance by the City or other public agency.

Response: A Home Owner's Association (HOA) will be created for the Ridge at South Cooper Mountain PUD. HOA policies and responsibilities will be established to ensure compliance with this criterion. The owner or owners of the proposed multi-family buildings will be a party to the HOA and thusly responsible for maintenance.

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

Response: Two new streets—Public Road A and Private Street B—will be developed to safely move people to and from the site. The public street has been designed to meet the City's L2 local street standards, and include sidewalks on both sides of the street. The private street also includes sidewalks in both sides with a curb-to-curb width of 28 feet. The applicant is improving three-quarters of the roadway width for Public Road A, assuming that the neighboring project to the east will build sidewalks and other frontage improvements. The streets have also been designed to meet the City's minimum and maximum intersection spacing standards (100 feet and 530 feet, respectively).

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

Response: The proposed on-site vehicular and pedestrian circulation provides the following connections to the surrounding circulation systems:

- Pedestrian, bicycle, and vehicle access to Road 8B and the overall The Ridge at South Cooper Mountain development.
- Pedestrian and bicycle access between SW Scholls Ferry Road to the future Creek to Creek Trail/McKernan Creek Trail to the north.
- Future pedestrian, bicycle, and vehicle access to future development to the east.

Sheet P2.0 of this application includes depiction of conceptual roadway extensions to the north and east from the project site onto neighboring properties. When built, these connections, including the full build out of the eastern portion of Road A, will provide proper conveyance for all vehicle and non-auto modes of travel to and from the site.

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

Response: The proposed buildings included sprinklers on all floors to prevent damage from fire. Emergency vehicle staging may occur both in both parking areas and the future cul-de-sac of Road A near the connection to SW Scholls Ferry Road. Specific details regarding fire flow and hydrant placement will be reviewed by the Tualatin Valley Fire and Rescue District during site development and building permit stages.

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

Response: All streets and public facilities are designed in accordance with the EDM. The development includes street lights, which will provide adequate protection from crime or

vehicular accidents. Development permits will be submitted for life and safety review prior to site development.

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

Response: Site grading is subject to the standards of Subsection 60.15.10 Grading, and the grading of new streets is required to meet the applicable standards of Chapter II Streets, Chapter VII Bicycle and Pedestrian Facilities, and Chapter VII Standard Drawings of the EDM. Compliance with 60.15.10 is detailed in the responses to that section, below. Compliance with Section 210 of the EDM will be reviewed with the Site Development Permit for the development. See Sheets P4.0-P4.1 for details.

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

Response: The street network and facilities are designed in accordance with the EDM to provide accessibility as required. Any required on-site pedestrian routes will meet the standards of the American with Disabilities Act (ADA). ADA ramps will be provided within the development to facilitate accessible travel.

- L. *The application includes all required submittal materials as specified in Section 50.25.1. of the Development Code.*

Response: This application includes all required submittal materials specified in this section.

40.20. DESIGN REVIEW

40.20.15. Application.

3. Design Review Three.

- A. Threshold. *An application for Design Review Three shall be required when an application is subject to applicable design guidelines and one or more of the following thresholds describe the proposal:*
8. *A project meeting the Design Review Two thresholds which does not meet an applicable design standard.*

Response: The proposed development meets Design Review Two threshold A.3, because it includes new construction of attached residential dwellings in zones where attached dwellings are a Permitted Use. The development does not meet all applicable design standards; therefore Design Review Three is required.

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

Response: The application is subject to review through the Type 3 procedure.

- C. Approval Criteria. *In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*
1. *The proposal satisfies the threshold requirements for a Design Review Three application.*

Response: The proposal includes 116 attached residential dwellings (multifamily units) and does not meet all applicable design standards; the proposal meets Design Review Three threshold A.8. This criterion is met.

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

Response: All required fees have been submitted with this application.

3. *For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

Response: The proposal does not meet Design Review Three application thresholds 1 through 6. This criterion is not applicable.

4. *For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance with specific Design Guidelines if any of the following conditions exist: [...]*
 - a. *A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable standard; or*
 - b. *The location of existing structural improvements prevent the full implementation of the applicable standard; or*
 - c. *The location of the existing structure to be modified is more than 300 feet from a public street.*

Response: The proposal is for a new development on a largely vacant site. This criterion is not applicable.

5. *For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in the Development Code or greater, can be realistically achieved at ultimate build out of the DRBCP.*

Response: The proposal does not use a Design Review Build-out Concept Plan (DRBCP). This criterion is not applicable.

6. *For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s).*

Response: The proposed development addresses Design Standards where the standards can be met, and otherwise addresses Design Guidelines. Compliance with the standards and guidelines is addressed in the response to Sections 60.05.15 through 60.05.50. This criterion is met.

7. *For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address Design Guidelines only, the proposal is consistent with the applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).*

Response: The proposed development addresses a combination of Design Standards and Guidelines. This criterion is not applicable.

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

Response: This application includes documents related to the Design Review Three request. No additional required applications have been identified at this time.

D. *Submission Requirements. An application for a Design Review Three 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 Design Review Three application shall be accompanied by the information required by the application form, and by Section 50.25. (Application Completeness), and any other information identified through a Pre-Application Conference.*

Response: This application includes a form provided by the Director, and is accompanied by the information required by the application form, by Section 50.25, and other information identified through the Pre-application Conference held on September 28, 2016. This criterion is met.

V. COMPLIANCE WITH APPLICABLE STANDARDS OF CHAPTER 60 SPECIAL REQUIREMENTS

60.05. *DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES*

DESIGN REVIEW STANDARDS

60.05.15. *Building Design and Orientation Standards.*

Unless otherwise noted, all standards apply in all zoning districts.

1. *Building articulation and variety.*

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

Response: The proposed development includes two attached residential (multifamily) buildings. The maximum length of Building A (the northern building) is 177'-6", and for Building B (the southern building) is 181'-10".

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

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

Response: Both proposed buildings are within 200 feet of Public Road A and have their primary entrances on this street. Additionally, Building A's northern elevation is visible from and within 200 feet of Road 8B, and Building B's southern elevation is visible from and within 200 feet of SW Scholls Ferry Road. Therefore, each of these street-facing elevations is subject to the standards of this subsection.

Building elevations are included in Architectural Sheets A00 – A14. Each of the buildings' street-facing elevations contains permanent architectural features including windows, offsetting walls, and changes in material types. These features exceed 25 square feet and comprise more than 30% of each respective street-facing façade, as illustrated on the elevation drawings.

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

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

Response: Building plans and elevations are included as Architectural Sheets A00 – A14. Each of the elevations is well-articulated and includes a variety of permanent architectural features. The maximum spacing between architectural features is approximately 17 feet (on the north elevation of Building A).

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

Response: Because there are four areas within the proposed buildings' street-facing elevations that exceed the 150-foot maximum for blank walls, this standard is not met. The corresponding Design Guideline 60.15.35.1.E. is addressed below in section V.B. Design Review Guidelines.

2. *Roof forms.*

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

Response: Both proposed buildings have sloped roofs with a pitch of 4/12, as illustrated in the Architectural Sheets.

B. *Sloped roofs on residential uses in residential zones and on all uses in multiple use and commercial zones shall have eaves, exclusive of rain gutters, that must project from the building wall at least twelve (12) inches.*

Response: As illustrated in the Architectural Sheets, treatments at the edges of both buildings' roofs include a mix of 12-inch eaves and parapet walls. Because the eaves do not project from the edges of the roofs on all sides, this standard is not met. The corresponding Design Guideline 60.15.35.2.A. is addressed below in section V.B Design Review Guidelines

C. *All roofs with a slope of less than 4/12 pitch shall be articulated with a parapet wall that must project vertically above the roof line at least twelve (12) inches or architecturally treated, such as with a decorative cornice.*

Response: Both of the proposed buildings have sloped roofs with a 4/12 pitch. This standard is not applicable.

3. *Primary building entrances.*

A. *Primary entrances, which are the main point(s) of entry where the majority of building users will enter and leave, shall be covered, recessed, or treated with a permanent architectural feature in such a way that*

weather protection is provided. The covered area providing weather protection shall be at least six (6) feet wide and four (4) feet deep.

Response: The primary entrances to both buildings are located at the corner of Public Road A and Private Street B (the southeast corner of Building A and the northeast corner of Building B). Both entrances are recessed, creating an inviting porch-like space, as illustrated in Architectural Sheets A00 – A14. The covered entrance area for Building A is 36’ wide and 12’-6” deep; the covered entrance area for Building B is 36’ wide and 12’-4” deep.

4. *Exterior building materials.*

A. For attached residential uses in Residential zones and all residential uses in Multiple Use zones, a minimum of seventy-five (75) percent of each elevation that is visible from and within 200 feet of a public street or a public park, public plaza or other public open space, and on elevations that include a primary building entrance or multiple tenant entrances shall be double wall construction.

Response: Both proposed buildings are specified to be comprised of double-wall construction, as illustrated in the Architectural Sheets.

5. *Roof-mounted equipment.*

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

Response: No roof-mounted equipment is proposed. These standards are not applicable.

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

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

7. *Building scale along Major Pedestrian Routes.*

Response: The subject site does not abut a Major Pedestrian Route. These standards are not applicable.

8. *Ground floor elevations on commercial and multiple use buildings.*

Response: No commercial or multiple use buildings are proposed. These standards are not applicable.

9. *Compact Detached Housing design.*

Response: No Compact Detached Housing is proposed. These standards are not applicable.

60.05.20. Circulation and Parking Design Standards.

Unless otherwise noted, all standards apply in all zoning districts.

1. *Connections to the public street system.*

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

Response: The Comprehensive Plan Transportation Element has not yet incorporated the South Cooper Mountain plan area. The proposed development connects to the existing street system via a connection to Road 8B, which is a new collector street that was proposed with the overall The Ridge at South Cooper Mountain PUD, and which will provide eventual connection to the North Cooper Mountain Area and to SW Scholls Ferry Road. Road 8B also connects to SW Strobel Road, which is proposed to be upgraded and widened as part of the PUD. Private Street B will connect with future development to the east of the subject site. A proposed north-south community trail will follow the stream and wetland on site, connecting with SW Scholls Ferry Road to the south and Road 8B to the north (and eventually terminating at the eastern property line of the larger The Ridge at South Cooper Mountain development for future connection with the Creek to Creek Trail). Each of the new streets within the multifamily development includes sidewalks. See Sheet P2.0 for details.

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

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

Response: The solid waste and recycling facilities for the development are located within each building and therefore are not visible from a public street.

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

Response: No loading docks or loading zones are proposed for this development. This standard is not applicable.

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

Response: As stated in the responses to paragraphs A and B, service and storage areas are not visible from the street and screening is not required. This standard is not applicable.

- D. *Screening from public view by chain-link fence with or without slats is prohibited.*

Response: This standard is not applicable.

3. *Pedestrian circulation.*

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

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

2. *Where uses including manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts occur,*
3. *Where on-site activities such as movement of trucks, forklifts, and other large equipment would present potential conflicts with pedestrians, or*
4. *Where buildings or other existing development on adjacent lands physically preclude a connection now or in the future.*

Response: The Comprehensive Plan Transportation Element has not yet incorporated the South Cooper Mountain plan area. Regarding pedestrian connections associated with streets, sidewalks will be provided along both Streets N-S and E-W, connecting to sidewalks on proposed Road 8B as well as SW Scholls Ferry Road. The proposed north-south community trail on-site will also provide pedestrian connections with SW Scholls Ferry Road and Road 8B, and will eventually connect with the Creek to Creek Trail in the future.

In addition to the sidewalks, on-site pedestrian connections are provided along all remaining sides of each building in the form of raised pedestrian paths. These paths connect with a pedestrian plaza at the western terminus of Private Street B, which then connects with a tiered view terrace, and with the north-south community trail. Refer to Sheet P2.0.

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

Response: Primary entrances for each building will be connected to Streets E-W and N-S by direct walkways from each entrance.

- C. *A reasonably direct pedestrian walkway into a site shall be provided for every 300 feet of street frontage or for every eight aisles of vehicle parking if parking is located between the building and the street. A reasonably direct walkway shall also be provided to any accessway abutting the site. This standard may be waived when topographic conditions, man-made features, natural areas, etc. preclude walkway extensions to adjacent properties.*

Response: For the northern frontage of the development along Road 8B, the pedestrian access points are the north-south community trail and the sidewalk along Public Road A; the distance between these access points is approximately 210 feet.

For the eastern frontages along Public Road A, the distance between sidewalks on Road 8B and Private Street B is approximately 250 feet; the distance between sidewalks on Private Street B and on the south side of Building B is approximately 200 feet.

For the southern frontage along SW Scholls Ferry Road, the pedestrian access points are the north-south community trail and the sidewalk adjacent to the emergency-vehicle-only access from Public Road A; the distance between these access points is approximately 270 feet.

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

Response: Pedestrian walkways are provided adjacent to both buildings to connect the parking areas to the adjacent streets. However, because the parking lots are relatively small,

no separated walkways are provided to connect the parking areas to the buildings; therefore, this standard is not met. The corresponding Design Guideline 60.15.40.3.D. is addressed below in section V.B Design Review Guidelines

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

Response: Where pedestrian walkways cross driveways or vehicular access aisles, the paving material will be concrete to distinguish it from the primary paving material.

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

Response: All pedestrian walkways will be constructed to a minimum width of 5 feet and provide unobstructed conveyance for all, including those with disabilities.

4. *Street frontages and parking areas.*

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

1. *A minimum six (6)-foot wide planting strip between the right-of-way and the parking area.*

Pedestrian walkways and vehicular driveways may cross the planting strip. Trees shall be planted at a minimum 2 1/2 inch caliper at a maximum of thirty (30) feet on center. Planting strips shall be planted with an evergreen hedge that will provide a 30-inch high screen and fifty (50) percent opacity within two years. The maximum height shall be maintained at no more than thirty-six (36) inches. Areas not covered by trees or hedge shall be landscaped with live ground cover. Bumper overhangs which intrude into the planting strip shall not impact required trees or hedge; or

2. *A solid wall or fence 30 to 36 inches in height parallel to and not nearer than four (4) feet from the right-of-way line. The area between the wall or fence and the street line shall be landscaped with live ground cover. Pedestrian walkways and vehicular driveways may cross the wall or fence.*

Response: Although a 6-foot wide planting strip is provided between the Road 8B right-of-way and the parking lot for Building A, it does not meet the planting standard requiring trees. The corresponding Design Guideline 60.05.40.4 is addressed below in section V.B. Design Review Guidelines.

5. *Parking area landscaping.*

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

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

Response: Landscaped planter islands are provided within both parking lots, but the standard requiring one island for every 8 contiguous spaces is not met for one portion of the Building B lot. The corresponding Design Guideline 60.05.40.5 is addressed below in section V.B. Design Review Guidelines.

B. The island shall have a minimum area of 70 square feet, and a minimum width of 6 feet, and shall be curbed to protect landscaping. The landscaped island shall be planted with a tree having a minimum mature height of 20 feet. If a pole-mounted light is proposed to be installed within a landscaped planter island, and an applicant demonstrates that there is a physical conflict for siting the tree and the pole-mounted light together, the decision-making authority may waive the planting of the tree, provided that at

least seventy-five (75) percent of the required islands contain trees. Landscaped planter islands shall be evenly spaced throughout the parking area.

Response: Each landscaped planter island provided in the two parking lots exceeds 70 square feet in area and 6 feet in width, and has curbs on all sides. Each island is planted with at least one tree with a minimum mature height of 20 feet. Refer to Landscape Sheets L1.1-L3.0.

C. Linear raised sidewalks and walkways within the parking area connecting the parking spaces and on-site building(s) may be counted towards the total required number of landscaped islands, provided that all of the following is met:

- 1. Trees are spaced a maximum of 30 feet on center on a minimum of one side of the sidewalk.*
- 2. The minimum unobstructed sidewalk width is five feet.*
- 3. The sidewalk is separated from the parking area by curbs, bollards, or other means on both sides.*
- 4. Trees are located in planting area with groundcover or planted in covered tree wells.*
- 5. Trees within the linear sidewalk area shall constitute no more than 50 percent of the total required number of trees within required landscaped planter islands. All remaining required trees shall be located within landscaped planter islands.*

Response: No linear raised sidewalks are proposed in the parking areas. This standard is not applicable.

D. Trees planted within required landscaped planter islands or the linear sidewalk shall be of a type and species identified by the City of Beaverton Street Tree List or an alternative approved by the City Arborist.

Response: All proposed trees are on the City of Beaverton Street Tree List.

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

Response: This application does not propose any Multiple Use Zones. This standard is not applicable.

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

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

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

A. Parking lot drive aisles that link public streets and/or private streets with parking stalls shall be designed as private streets consistent with the standard as described under Section 60.05.20.8.B., unless one of the following is met:

- 1. The parking lot drive aisle is less than 100 feet long;*
- 2. The parking lot drive aisle serves 2 or less residential units; or*
- 3. The parking lot drive aisle provides direct access to angled or perpendicular parking stalls.*

Response: This standard is not applicable because all parking lot drive aisles provide direct access to perpendicular parking stalls.

B. Private streets, common greens, and shared courts shall meet the following standards:

- 1. Private streets serving non-residential uses and residential uses having five or more units shall have raised curbs and minimum five (5) foot wide unobstructed sidewalks on both sides.*

Response: Private Street B is a private street serving more than five units; this standard is applicable. Both streets are proposed to have raised curbs and 5 foot wide unobstructed sidewalks on both sides.

2. *Private streets serving less than five (5) residential units shall have raised curbs and a minimum five (5) foot wide unobstructed sidewalk on at least one side.*

Response: The private streets serve more than five units. This standard is not applicable.

3. *When common greens and shared courts are utilized, an unobstructed walkway a minimum of five (5) feet wide shall be provided within the common green or shared court.*

Response: Common greens and shared courts are not utilized. This standard is not applicable.

9. *Ground floor uses in parking structures.*

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

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

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

Unless otherwise noted, all standards apply in all zoning districts.

[...]

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

Response: Where it's possible to meet the Design Standards under Section 60.05.25.3., these standards are addressed below in section V.B Design Review Guidelines In addition, the corresponding Design Guidelines for Section 60.05.45.1., guiding common open space for residential uses, are also addressed under the Design Guidelines portion of this narrative.

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

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

Response: With a total of 64,513 square feet, 35.3 percent of the approximately 4.19 acre gross site area is landscaped. This includes the area of the pedestrian plaza and the tiered view terrace, pursuant to Section 60.05.25.4.F.

2. *For developments that are part of a Planned Unit Development, provisions of Section 60.35.15.4. shall apply.*

Response: The proposed multifamily development is part of The Ridge at South Cooper Mountain Planned Unit Development, and is subject to the provisions of Section 60.35.15.4. Standards A-E of this section are addressed below in section V.B Design Review Guidelines:

Section 60.35.15.4 Active Open Space

Active open space areas are common areas that may be gathering spots, community rooms, play areas, overlooks, or any that consist of active uses for owners, residents, or the community at large. Active open space shall meet the following criteria:

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

Response: The Ridge at South Cooper Mountain PUD included a plan for open space, both passive and active. This proposal represents Phase 2 in implementing said PUD. Accordingly, the land uses described in their proposal constitutes a refinement of the open space plan for this section of the PUD. Active open space for the proposed development is provided by the north-south community trail, the play area and lawn area to the west of Building B, the tiered view terrace adjacent to the water quality facility, and the pedestrian plaza at the terminus of Private Street B. The total area of active open space is 24,218 square feet, which exceeds the minimum lot size requirements for the R1 zone (1,000 square feet). However, due to constraints imposed by the site's topography and natural resource area to the west, the children's play area, lawn area, plaza, and view terrace areas have a linear configuration and are unable to meet the 40-foot minimum width standard. The specifics of active open space provisions are discussed in the response to corresponding Design Guideline 60.05.45.1.A-D, below in section V.B Design Review Guidelines

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

Response: Active open space for the development does not abut a Collector or greater street. This standard is not applicable.

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

Response: The community trail, pedestrian plaza, play area, lawn area, and view terrace area are all accessible to residents via ADA-compliant paved pathways that connect to the paved on-site circulation system. Refer to the site plan on Sheet P2.0.

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

Response: Playground equipment, picnic tables, and benches are provided in the play area and pedestrian plaza. See Sheet L1.1 for amenity area layout plan. The images below depict the types of play structures and fields that are proposed.



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

Response: Building B includes an indoor fitness room, comprising 521 square feet of the active open space provided on-site.

B. At least twenty-five (25) percent of the total required open space area shall be active open space.

Response: The overall PUD for The Ridge at South Cooper Mountain provides for 25 percent of its open space to be active open space. The PUD proposal assigned 18,800 square feet of this active open space to the subject site. The current proposal for the multifamily development includes 24,218 square feet of active open space.

C. For the purposes of this Section, environmentally sensitive areas shall be counted towards the minimum common open space requirement. Aboveground landscaped water quality treatment facilities shall be counted toward the minimum common open space requirement.

Response: The proposed project includes sensitive area that may be considered open space. With provision of roughly 35% of the site on open space, inclusion of the sensitive area is not required to meet the minimum threshold however.

D. For the purposes of this Section, vehicular circulation areas and parking areas, unless provided as part of a common green or shared court, shall not be considered common open space.

Response: The provided common open space does not include the land proposed for parking or vehicular circulation.

E. Individual exterior spaces such as outdoor patios and decks constructed to serve individual units shall count toward the common open space requirement, with the following restrictions:

- 1. Only a maximum of 120 square feet per unit may count toward the requirement.*

2. *Only patios and decks provided on the ground floor elevation level may count toward the requirement.*

Response: No such individual exterior spaces are included within the lands set aside as open space.

- F. *Common open space shall not abut a Collector or greater classified street as identified in the City's adopted Functional Classification Plan, unless that common open space shall be allowed adjacent to these street classifications where separated from the street by a constructed barrier at least three (3) feet in height.*

Response: Active open space for the development does not abut a Collector or greater street. This standard is not applicable.

- G. *Common open space shall be no smaller than 640 square feet in area, shall not be divided into areas smaller than 640 square feet, and shall have minimum length and width dimensions of 20 feet.*

Response: The only area of common open space that does not meet these standards is the lawn area adjacent to the playground, which is approximately 15 feet wide.

- H. *In phased developments, common open space shall be provided in each phase of the development consistent with or exceeding the requirements for the size and number of dwelling units proposed.*

Response: The proposal does not include phased development. This standard is not applicable.

- I. *Active common open spaces shall be included in all developments, and shall include at least two (2) of the following improvements:*
 1. *A bench or other seating with a pathway or other pedestrian way;*
 2. *A water feature such as a fountain;*
 3. *A children's play structure;*
 4. *A gazebo;*
 5. *Clubhouse;*
 6. *Tennis courts;*
 7. *An indoor or outdoor sports court; or*
 8. *An indoor or outdoor swimming and/or wading pool.*
 9. *Plaza*

Response: Active open spaces proposed on-site include a pedestrian plaza, benches, and a children's play structure.

- J. *The decision-making authority shall be authorized to consider other improvements in addition to those provided under subsection I, provided that these improvements provide a similar level of active common open space usage.*
4. *Additional minimum landscape requirements for Attached Housing and Compact Detached Housing:*
 - A. *All front yard areas and all required open space areas not occupied by structures, walkways, driveways, plazas or parking spaces shall be landscaped.*

Response: All front yard areas and unpaved open space areas are landscaped. Refer to landscape plans on Sheets L1.1-L3.0.

B. *Landscaping shall include live plants or landscape features such as fountains, ponds or other landscape elements. Bare gravel, rock, bark and similar materials are not a substitute for plant cover, and shall be limited to no more than twenty-five (25) percent of the landscape area.*

Response: Landscape plantings are proposed to cover the majority of the landscape area. Gravel, rock, and bark are limited to less than 25 percent of the landscape area.

C. *For the purposes of this Section, vehicular circulation areas and parking areas, unless provided as part of a shared court, shall not be considered landscape area.*

Response: The provided common open space does not include the land proposed for parking or vehicular circulation.

D. *All street-facing building elevations shall have landscaping along their foundation. When a porch obstructs a foundation, landscaping shall be installed along the outer edge of the porch. This landscaping requirement shall not apply to portions of the building facade that provide access for pedestrians or vehicles to the building, or for plazas adjacent to the building. The foundation landscaping shall meet the following minimum standards:*

1. *The landscaped area shall be at least three (3) feet wide; and,*

Response: Both proposed buildings have landscaping along their foundations that face onto Public Road A and Private Street B. In general, the landscaping occupies the full front and side yard setback areas, and is approximately 10 feet wide. The foundation landscaping is more than 3 feet wide along each street-facing foundation.

2. *For every three (3) lineal feet of foundation, an evergreen shrub having a minimum mature height of twenty-four (24) inches shall be planted; and,*

Response: Columnar trees and evergreen shrubs with a mature height of 24 inches are provided, for at least every three lineal feet of foundation.

3. *Groundcover plants shall be planted in the remainder of the landscaped area.*

Response: Groundcover plants are planted in the remainder of the foundation landscape area.

E. *The following minimum planting requirements for required landscaped areas shall be complied with. These requirements shall be used to calculate the total number of trees and shrubs to be included within the required landscape area:*

1. *One (1) tree shall be provided for every eight hundred (800) square feet of required landscaped area. Evergreen trees shall have a minimum planting height of six (6) feet. Deciduous trees shall have a minimum caliper of 1.5 inches at time of planting.*

Response: The proposal includes 57,583 square feet of required landscaped area and 95 trees. This is equivalent to one tree for every 606 square feet of landscape. Planned evergreen trees have a minimum planting height of six feet and deciduous trees have a minimum caliper of 1.5 inches.

2. *One (1) evergreen shrub having a minimum mature height of forty-eight (48) inches shall be provided for every four hundred (400) square feet of required landscaped area.*

Response: The proposal includes 1,869 shrubs, which is equivalent to one shrub for every 30 square feet of landscape.

3. *Live ground cover consisting of low-height plants, or shrubs, or grass shall be planted in the portion of the landscaped area not occupied by trees or evergreen shrubs. Bare gravel, rock, bark or other similar materials may be used, but are not a substitute for ground cover plantings, and shall be limited to no more than twenty-five (25) percent of the required landscape area.*

Response: Live ground cover plantings are planned for the areas surrounding trees and shrubs landscape area. Gravel, rock, and bark are limited to less than 25 percent of the landscape area.

- F. *A hard surface pedestrian plaza or combined hard surface and soft surface pedestrian plaza, if proposed shall be counted towards meeting the minimum landscaping requirement, provided that the hard-surface portion of the plaza shall not exceed twenty-five (25) percent of the minimum landscaping requirement. When a shared court is utilized in a residential development in a Multiple Use zone, hard surface areas shall not exceed seventy-five (75) percent of the minimum landscaping requirement. A hard surface area shall be comprised of the following:*

1. *Brick pavers, or stone, scored, or colored concrete; and,*

Response: The pedestrian plaza will be composed of scored concrete and at 6,930 square feet, comprising 12 percent of the landscaped area on-site. With a required minimum landscaping of 27,377 square feet, this represents 25% of the minimum.

2. *One (1) tree having a minimum mature height of twenty (20) feet for every three hundred (300) square feet of plaza square footage; and,*

Response: The pedestrian plaza does include four large trees. However, the plaza spaces do not meet the tree spacing standard. The corresponding Design Guidelines 60.05.45.A-B are addressed below in section IV.B. 40.20 [GB1].

3. *Street furniture including but not limited to benches, tables, chairs, and trash receptacles; and,*

Response: The plaza spaces include benches for seating.

4. *Pedestrian scale lighting consistent with the City's Technical Lighting Standards.*

Response: The lighting plan includes four pedestrian scale lampposts consistent with the City's Technical Lighting Standards.

[...]

7. *Shared Courts. The purpose of the shared court standards is to allow streets that accommodate pedestrians and vehicles within the same circulation area, while ensuring that all can use the area safely. See Figure 3. Special paving and other street elements should be designed to encourage slow vehicle speeds and to signify the shared court's intended use by pedestrians as well as vehicles. See Figure 4. Access from a shared court is limited to ensure low traffic volumes that can allow a safe mixing of pedestrians and vehicles. Shared courts are limited to zones intended for more intense development to facilitate efficient use of land while preserving the landscape-intensive character of lower-density zones. The following standards apply to shared courts:*

[...]

Response: Shared courts are not part of the proposed development. These standards are not applicable.

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

Response: Retaining walls are proposed in several locations throughout the site. Portions of these retaining walls exceed 6 feet in height or 50 lineal feet in length, as shown on Sheets P4.0-P4.2 and are subject to these standards. The subject retaining walls will be incorporated into the overall landscape plan. On the south and west sides of the site, the applicant proposes the use of mechanically stabilized earth (MSE) walls with texture and/or pattern to minimize the visual impact of the walls. Landscape plantings will further soften the visual impact. On the east side of Public Road A, an ultrablock wall is proposed. Said wall is temporary; upon future development of the property to the east, the wall will be replaced by proper street upgrades such as a sidewalk and planting strip, the responsibility of the developer of the eastern site.

9. *Fences and walls.*

- A. *Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, or brick, or other durable materials.*
- B. *Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slats may not be required when visibility into features such as open space, natural areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.*
- C. *Masonry walls shall be a minimum of six inches thick. All other walls shall be a minimum of three inches thick.*
- D. *For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.*
- E. *Fences and walls:*
 - 1. *May not exceed three feet in height in a required front yard along streets, except required above ground stormwater facilities fencing which may be four feet in height in a required front yard, and eight feet in all other locations.*
 - 2. *May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.*
 - 3. *For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, 3 feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building. Higher fences and walls are permitted on corner lots along the side of the building beginning within 15 feet of the back end of the building nearest to the property line.*

Response: The proposed retaining walls will be constructed of materials commonly used in the construction of walls, as described above, and will not exceed 3 feet in height in a required front yard along streets. The only proposed fencing is for the stormwater detention pond on-site, and will be 4-foot high wood split-rail fence.

10. *Minimize significant changes to existing on-site surface contours at residential property lines. Exempting the circumstances listed in Section 60.15.10.2, the following standards shall apply to design review proposals where grading is proposed:*
- A. *When grading a site within twenty-five (25) feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe the following: [...]*

Response: The proposed multifamily development is Phase 2 of a larger PUD—The Ridge at South Cooper Mountain. The PUD development area is bounded on the north and east by farmland zoned Washington County AF-20, to the south by SW Scholls Ferry Road, and to the west by SW Strobel Road, which will become a public road with this development. No grading is proposed within 25 feet of a property line within or abutting any residentially zoned property. This standard is not applicable.

- B. *Notwithstanding the requirements of subsection A. above, grading within 25 feet of a property line shall not change the existing slopes by more than ten percent within a tree root zone of an identified significant grove or tree, or an identified historic tree located on an abutting property unless evidence provided by a certified arborist supports additional grading that will not harm the subject grove or tree.*

Response: There are no identified significant groves or trees, or identified historic trees, located on abutting properties with tree root zones within 25 feet of the subject site's property lines. This standard is not applicable.

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

Response: A stormwater detention facility is located in the southwest corner of the site. It is not located between a street and the front of an adjacent building.

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

Response: The site is adjacent to a stream and vegetated corridor to the west, and the on-site stormwater detention facility does encroach slightly into the vegetated corridor. CWS provided initial authorization for this encroachment pursuant to the SPL that was issued for The Ridge at South Cooper Mountain PUD (attached as Appendix C). The SPL will be amended to address minor changes to final site configuration for the multifamily development. There is no net increase in encroachment into the natural resource area, but the location of the encroachment has changed slightly from the initial SPL.

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

dimension. In addition, the buffer area and landscape standard are intended to be continuously applied along the property line, except as authorized under Section 60.05.45.10.

Response: Properties to the north, south, and west subject site are tracts, or existing or future public streets. To the east is farmland zoned Washington County AF-20, which is separated from the development by a proposed public street. No non-residential land uses are proposed. These standards are not applicable.

14. Community Gardens

- A. *Fences. Community Gardens shall have a fence constructed of a durable materials commonly used in the construction of fencing. Fences shall be a minimum of four (4) feet in height. Coated chain link may be permitted. Temporary construction fencing, erosion control fencing, tree protection fencing and other temporary fencing materials shall not be permitted.*
- B. *Parking. Parking must be available in the general vicinity of the garden, on-street parking spaces may count toward this requirement.*
- C. *Size. Community gardens shall not exceed one acre in size.*

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

60.05.30. Lighting Design Standards.

Unless otherwise noted, all standards apply in all zoning districts.

- 1. *Adequate on-site lighting and minimal glare on adjoining properties.*
 - A. *Lighting shall be provided at lighting levels for development and redevelopment in all zoning districts consistent with the City's Technical Lighting Standards.*
 - B. *Lighting shall be provided in vehicular circulation areas and pedestrian circulation areas.*
 - C. *Lighting shall be provided in pedestrian plazas, if any developed.*
 - D. *Lighting shall be provided at building entrances.*
 - E. *Canopy lighting shall be recessed so that the bulb or lens is not visible from a public right-of-way.*

Response: Lighting for the proposed development is provided in vehicular parking and circulation areas, pedestrian circulation areas, in the pedestrian plaza, and at building entrances. Sheet IL101 describes the location, illumination, pole height, wattage, and light levels for the proposed development.

- 2. *Pedestrian-scale on-site lighting.*
 - A. *Pole-mounted Luminaires shall comply with the City's Technical Lighting Standards, and shall not exceed a maximum of:*
 - 1. *Fifteen (15) feet in height for on-site pedestrian paths of travel.*
 - 2. *Twenty (20) feet in height for on-site vehicular circulation areas for residential uses in Residential zoning districts.*
 - 3. *Thirty (30) feet in height for on-site vehicular circulation areas in non-residential zoning districts.*
 - 4. *Fifteen (15) feet for the top deck of non-covered parking structures.*
 - 5. *The height of the poles for on-site pedestrian ways and on-site vehicular circulation areas shall be measured from the site's finished grade.*
 - 6. *The height of the poles on the top deck of non-covered parking structures shall be measured from the finished floor elevation of the top deck.*
 - 7. *The poles and bases for pole-mounted luminaires shall be finished or painted a non-reflective color.*

Response: Subsections 1, 2, 5, and 7 are applicable to this proposal. Pole-mounted luminaires in vehicular circulation and parking areas are 20 feet tall measured from the site's finished grade.

Pedestrian paths of travel are all adjacent to parking lots or streets, so these luminaires provide lighting for pedestrians as well.

DESIGN REVIEW GUIDELINES

Response: Where Design Standards cannot be met for the proposed development, the corresponding Design Guidelines are addressed instead. There are three items for which the proposed project differs from the specifications contained in the standards. These are:

- *60.05.35 Building Design and Orientation – related to the length of buildings and the treatment of roof lines*
- *60.05.40 Circulation and Parking Design – related to pedestrian connections and parking area landscaping*
- *60.05.45. Landscape, Open Space and Natural Areas Design – related to landscaping and tree size*

Only these applicable Design Guidelines are addressed below.

60.05.35. Building Design and Orientation Guidelines.

1. Building articulation and variety.

- E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D)*

Response: Both proposed buildings are within 200 feet of Public Road A and have their primary entrances on this street. Additionally, Building A's northern elevation is visible from and within 200 feet of Road 8B, and Building B's southern elevation is visible from and within 200 feet of SW Scholls Ferry Road. Therefore, each of these street-facing elevations is subject to these guidelines.

Building elevations are included in Architectural Sheets A04, A05, A10, A11. Each of the buildings' street-facing elevations contains permanent architectural features including windows, bays, balconies, offsetting walls, recessed entrances, and changes in material. These features serve a dual purpose of providing a pleasant living environment for building occupants through light, fresh air, privacy, and outdoor living space, and providing neighbors with an interesting and expressive building. Similar but not identical corner elements create a focal point for the complex, tying the adjacent buildings together in vertical form and through the adjacent "front porch" features. A brick base extends from the ground to the roof in a recessed plane, anchoring the building to the significantly sloping ground below. In front of this, a light colored projection frames large windows and balcony bays, while a warm-toned cap steps back at the upper level and wraps down through the balconies. These elements in combination create a cohesive, human-scaled building that fosters the density and community of an urban experience and relates to the scale of the surrounding single-family residences.

2. Roof Forms

- A. Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be emphasized. (Standards 60.05.15.2.A and B)*

Response: As illustrated in the Architectural Sheets, both buildings have sloped roofs with a pitch of 4/12 with a mix of treatments at the roof edges. The entry corner of each building is emphasized by a raised roof structure to mark the corner and direct visitors, occupants, and prospective tenants to the main entrance. The mix of sloped roof eaves and parapets on the building façade provides character and variation and contrasts the vertical planes, treating the plane that reaches from ground to roof from the projecting window and balcony elements.

60.05.40 Circulation and Parking Design Guidelines.

3. *Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles (Standards 60.05.20.3.C through E)*

Response: Pedestrian connections are provided from the parking lot of Building A to Public Road A via a raised walkway along the north side of the building; and to Private Street B via a raised walkway along the west side of the building. Connections are provided from the parking lot of Building B to Public Road A via a raised walkway along the south side of the building; and to Private Street B via a raised walkway along the west side of the building.

4. *Street frontages and parking areas. Landscape or other screening should be provided when surface parking areas are located along public streets. (Standard 60.05.20.4)*

Response: The parking area for Building A is adjacent to the proposed 8B right-of-way. A 6-foot wide planting strip is provided between the right-of-way and the parking lot that contains a variety of shrubs and ground cover. In addition, street trees spaced at a distance of 30 feet are planned for the landscape strip in the Road 8B right-of-way, which will effectively screen the parking lot. Refer to landscape plans on Sheets L1.1-L3.0.

5. *Parking area landscaping. Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas. (Standards 60.05.20.5.A through D)*

Response: Landscaped planter islands are provided within both parking lots, and are provided for every 8 contiguous spaces, with the exception of one row of 10 contiguous spaces in the Building B lot. Each landscaped island is planted with one deciduous tree to provide canopy cover for the parking areas, as well as shrubs and ground cover plantings. Refer to landscape plans on Sheets L1.1-L3.

60.05.45. Landscape, Open Space and Natural Areas Design Guidelines.

1. *Common open space for residential uses in Residential zones.*
 - A. *Common open spaces should be provided that are sized and designed for anticipated users, and are located within walking distance for residents and visitors, and should be integrated into the overall landscape plan. (Standards 60.05.25.1 through 3)*

Response: 72,812 square feet (1.67 acres) of common open space are provided for the proposed development. This is equivalent to 39.9 percent of the total site, and approximately 612 square feet of open space per dwelling unit. The bulk of the common open space is in the western portion of the site adjacent to, or overlooking, the natural wetlands area to the west. Common open spaces include the north-south community trail, children's play area, lawn area, pedestrian plaza, and tiered view terrace. Each of these spaces is linked by an ADA-accessible pathway that connects the pedestrian circulation system on-site to the community trail, and is easily accessed from both buildings and from the parking lots. See Sheet L1.1 for the amenity area layout plan.

- B. *Common open spaces should be available for both passive and active use by people of all ages, and should be designed and located in order to maximize security, safety, and convenience. (Standards 60.05.25.1 through 3)*

Response: The proposed common open spaces provide opportunities for a range of activity. The community trail provides pedestrian and bicycle connections with SW Scholls Ferry Road and the future Creek to Creek Trail and creates space for activities such as walking, jogging, bicycling, skateboarding, etc. The play structure also creates opportunities for active play for children. The adjacent lawn area and the pedestrian plaza spaces could be used for either active or passive activities. The tiered view terrace and pedestrian plaza provide spaces for sitting and enjoying views of the natural area to the west. The plaza further provides ample space for residents to lounge, barbecue, host gatherings, etc. The play area is visible from the plaza so parents can easily watch their children while they play.

- C. *Common open spaces should be free from all structural encroachments unless a structure is incorporated into the design of the common open space such as a play structure. (Standards 60.05.25.1 through 3)*

Response: Open spaces are free from structural encroachments to the extent possible. Due to the topography of the western portion of the site, retaining walls are used to create sufficiently flat grades to accommodate an ADA-accessible pathway down to the community trail and to create flat open spaces on an otherwise sloped location. As a result, the plaza is at a higher elevation than the play structure, lawn areas, and tiered view terrace.

- D. *Common open space should be located so that windows from living areas, excluding bedrooms and bathrooms, of a minimum of four (4) residences face on to the common open space. (Standards 60.05.25.1 through 3)*

Response: The closest residential units to the open space areas are those at the western end of Building B. At this end of the building, eight units have their living area windows (and four have their balconies) overlooking these open space areas.

2. *Minimum landscaping in Residential zones.*

- A. *Landscape treatments utilizing plants, hard-surface materials, or both should be provided in the setback between a street and a building. The treatment should enhance architectural elements of the building and contribute to a safe, interesting streetscape. (Standard 60.05.25.4)*

- B. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.4)*

Response: Landscape treatments are proposed within the setback areas of both buildings to enhance the buildings' architecture and to promote a safe and attractive streetscape. Landscaping within building setbacks includes shrubs, trees, and ground cover. Street-facing building elevations have landscaping along their foundations to soften the edges of the buildings. This foundation landscape area is on average 10 feet wide, contains columnar trees and evergreen shrubs planted for at least every 3 lineal feet, and includes groundcover planting for the remainder of the landscape area.

Ample coverage by trees and shrubs is planned for the development. One tree is provided for every 606 square feet of landscape, while one shrub is provided for every 30 square feet. Live ground cover is planned for the remaining planted areas. Landscaping with trees, shrubs, and groundcover is planned to soften the southern and western edges of the

Building B parking lot. The northern and western edges of the Building A parking lot are softened with shrubs and ground cover only as well.

The pedestrian plaza at the terminus of Private Street B is planted with four deciduous trees and includes an arbor structure with plantings along the edge of the street. These features create a sense of enclosure and privacy around the plaza while still allowing sufficient space for activities, and allowing light to filter through. A planting program, legend and details of the above can be found in Sheets L2.1-L3.0.

60.15. LAND DIVISION STANDARDS

60.15.10. Grading Standards.

1. Applicability. *The on-site surface contour grading standards specified in Section 60.15.10.3. are applicable to all land use proposals where grading is proposed, including land division proposals and design review proposals, as applicable. This Section does not supersede Section 60.05.25. (Design Review) and the exemptions listed in Section 60.15.10.2. will apply equally to design review proposals.*
2. Exemptions. *The following improvements will be exempted from the on-site surface contour grading standards specified in Section 60.15.10.3.:*
 - A. *Public right-of-way road improvements such as new streets, street widening, sidewalks, and similar or related improvements.*
 - B. *Storm water detention facilities subject to review and approval of the City Engineer.*
 - C. *On-site grading where the grading will take place adjacent to an existing public street right-of-way, and will result in a finished grade that is below the elevation of the subject public street right-of-way; provided such grading is subject to the approval of the City Engineer, who may require appropriate erosion and sediment control mitigation measures.*

Response: The land use proposal includes a design review proposal. These standards are applicable.

Public right-of-way road and stormwater detention facilities are proposed and are exempt from these standards.

3. On-site surface contouring. *When grading a site within twenty-five (25) feet of a property line within or abutting any residentially zoned property, the on-site surface contours shall observe the following:*
 - A. *0 to 5 feet from property line: Maximum of two (2) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.*
 - B. *More than 5 feet and up to and including 10 feet from property line: Maximum of four (4) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.*
 - C. *More than 10 feet and up to and including 15 feet from property line: Maximum of six (6) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.*
 - D. *More than 15 feet and up to and including 20 feet from property line: Maximum of eight (8) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.*
 - E. *More than 20 feet and up to and including 25 feet from property line: Maximum of ten (10) foot slope differential from the existing or finished elevation of the abutting property, whichever is applicable.*

Response: The proposed multifamily development is Phase 2 of a larger PUD—The Ridge at South Cooper Mountain. The PUD development area is bounded on the north and east by farmland zoned Washington County AF-20, to the south by SW Scholls Ferry Road, and to the west by SW Strobel Road, which will become a public road with this development. No grading is proposed within 25 feet of a property line within or abutting any residentially zoned property. These standards are not applicable.

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

Response: All grading will be conducted in accordance with Site Development permit requirements.

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

4. *Significant Trees and Groves. Notwithstanding the requirements of Section 60.15.10.3, above, grading within 25 feet of a significant tree or grove, where the tree is located on- or off-site, shall observe the following:*
- A. *0 to 10 feet from the trunk of a significant tree or grove: No change in pre-development ground elevation;*
 - B. *More than 10 feet, and up to and including 25 feet, from the trunk of a significant tree or grove, or to the outside edge of the tree's drip line, whichever is greater: Maximum 10% slope gradient difference from the pre-development ground elevation;*
 - C. *Based on a recommendation of the City Arborist, the decision making body may require additional setbacks and/or other tree protection measures to protect the public health, safety and welfare.*

Response: There are no significant trees or groves on site. These standards are not applicable.

60.30. OFF-STREET PARKING.

60.30.05. Off-Street Parking Requirements.

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

1. *Availability. Required parking spaces shall be available for parking operable passenger automobiles and bicycles of residents, customers, patrons and employees and shall not be used for storage of vehicles or materials or for parking of trucks used in conducting the business or use.*
2. *Vehicle Parking. Vehicle parking shall be required for all development proposed for approval after November 6, 1996 unless otherwise exempted by this ordinance. The number of required vehicle parking spaces shall be provided according to Section 60.30.10.5.*

Response: Required vehicle parking spaces are addressed in the responses to Section 60.30.10.5, below.

3. *Bicycle Parking. Bicycle parking shall be required for all multi-family residential developments of four units or more, all retail, office and institution developments, and at all transit stations and park and ride lots which are proposed for approval after November 6, 1996. The number of required bicycle parking spaces shall be provided according to Section 60.30.10.5. All bike parking facilities shall meet the specifications, design and locational criteria as delineated in this section and the Engineering Design Manual.*

Response: The number of required bicycle parking spaces is addressed in the response to Section 60.30.10.5, below.

1. *Short-Term parking. Short-term bicycle parking spaces accommodate persons that can be expected to depart within two hours. Short-term bicycle parking is encouraged to be located on site within 50 feet of a primary entrance, or if there are site, setback, building design, or other constraints, bicycle parking shall*

be located no more than 100 feet from a primary entrance in the closest available area to the primary entrance as determined by the decision-making authority.

Response: Short-term bicycle parking spaces are provided near the primary entrances for both Buildings A and B, within 50 feet of both entrances. Four spaces are provided at each location.

2. *Long-Term parking. Long-term bicycle parking spaces accommodate persons that can be expected to leave their bicycle parked longer than two hours. Cover or shelter for long-term bicycle parking shall be provided. School buildings are exempted from the requirement to cover long-term bicycle parking.*

Response: Long-term bicycle parking is provided inside each building. Spaces are located in each garage (28 spaces), and in storage units (36 spaces) and bike rooms (55).

3. *Bicycle parking shall be designed, covered, located, and lighted to the standards of the Engineering Design Manual and Standard Drawings.*

Response: Required bicycle parking is designed to the standards of the Engineering Design Manual and Standard Drawings.

60.30.10. Number of Required Parking Spaces.

Except as otherwise provided under Section 60.30.10.11., off-street vehicle, bicycle, or both parking spaces shall be provided as follows:

1. *Parking Calculation. Parking ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.*
2. *Parking Categories.*
 - A. *Vehicle Categories. Contained in the table at Section 60.30.10.5. are vehicle parking ratios for minimum required parking spaces and maximum permitted number of vehicle parking spaces to be provided for each land use, except for those uses which are located in the RC-OT zoning district which are governed by Section 60.30.10.6. These requirements reflect the parking requirements of Title 4 of Metro's Regional Transportation Functional Plan.*
 - B. *Bicycle Categories. The required minimum number of short-term and long-term bicycle parking spaces for each land use is listed in Section 60.30.10.5.*
3. *Ratios. In calculating the required number of vehicle and bicycle parking spaces, fractions equal to or more than 0.5 shall be rounded up to the nearest whole number. In calculating the required number of vehicle and bicycle parking spaces, fractions less than 0.5 shall be rounded down to the nearest whole number.*
4. *Uses Not Listed. For uses not specifically mentioned in this section, the requirements for off-street parking facilities for vehicles and bicycles shall be determined with a Parking Requirement Determination (Section 40.55.1.).*
5. *Parking Tables. The following tables list the required minimum and maximum vehicle and bicycle parking requirements for listed land use types.*

Response: The proposed development includes 119 multifamily units. Required vehicle parking spaces were calculated as shown in Table 4. Required bicycle parking spaces were calculated as shown in Table 5. Eight (8) of the provided vehicle spaces are situated in a tandem orientation. For these cases, the inhabitant of the unit would control both the front (garaged) and rear (driveway) space. With control of both spaces, there will not be any issues with blocking in another person's car.

Table 4. Required Off-Street Vehicle Parking Spaces:

Land Use Category	Number of Units	Ratio Per Unit	Required Spaces	Proposed Spaces
Attached dwellings				175
1 bedroom	40	1.25	50	
2 bedroom	68	1.50	102	
3 bedroom	10	1.75	19	
Total			171	

Table 5. Required Bicycle Parking Spaces: Multi dwelling structure containing 4 or more dwelling units

Type	Standard	Required Spaces	Proposed Spaces
Short Term	2 spaces or 1 space per 20 dwelling units	6	6
Long Term	1 space per dwelling unit	119	119

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

Response: All off-street parking spaces meet the minimum requirements for parking dimensions.

9. *Parking Space Calculation.*

- A. *Multiple Uses.* In the case of multiple uses, the total requirements for off-street vehicle and bicycle parking facilities shall be the sum of the requirements for the various uses computed separately.
- B. *Spaces which only meet the requirements of one establishment may serve more than one establishment on the same parking lot, provided that sufficient evidence is presented which shows that the times of peak parking demand for the various establishments do not coincide, and that adequate parking will be available at all times when the various establishments are in operation.*

Response: There is only one use proposed for the site, which is multifamily residential. No shared parking is proposed.

10. *Location of Vehicle Parking.*

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

Response: All parking spaces are provided on the same lot as the residential buildings.

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

Response: The parking areas for Buildings A and B are designed with sufficient space for backing movements and maneuvering, so that vehicles will not need to back up or maneuver within a street or right-of-way.

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

Response: The subject site is zoned R1. This standard is not applicable.

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

Response: No parking is proposed in the front yards for either building. This standard is not applicable.

60.33. PARK AND RECREATION FACILITIES AND SERVICES PROVISION.

60.33.10. Annexation to THPRD.

Except as provided in Section 60.33.15, the approval of a Conditional Use, Design Review or Land Division application for any property located in the City of Beaverton, and not within THPRD's boundaries, shall be conditional on the submittal of a legally sufficient petition to annex the property to THPRD; issuance of building permits shall be delayed until the annexation is effective. Delay of issuance of building permits until after the annexation is effective may be waived as a condition of approval by the review authority if the applicant agrees in writing to pay the appropriate THPRD Systems Development Charge for all building permits issued prior to the effective date of annexation.

Response: The applicant has been in contact with THPRD and has initiated annexation to the district will be annexed once the appropriate process information is completed. The applicant requests a waiver of the delay of issuance of building permits in the event annexation to THPRD is not effective before permits are sought.

60.55. TRANSPORTATION FACILITIES.

60.55.10. General Provisions.

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

Response: The transportation facilities proposed for this development reflect the South Cooper Mountain Community Plan and are designed in accordance with the City of Beaverton's Engineering Design Manual and standard drawings.

The proposed development abuts SW Scholls Ferry Road, which is both a Washington County transportation facility and is also the location of the Urban Growth Boundary (UBG). As per 60.55.10(1) it is understood that the City will condition the development to obtain permits required by Washington County.

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

Response: To ensure that the public is protected from adverse impacts related to traffic, this application includes internal roadways that will appropriately facilitate internal traffic.

Traffic impacts to offsite facilities are addressed in the application for the overall The Ridge at South Cooper Mountain PUD. This includes impacts associated with the multifamily site, and the current application remains aligned with the initial PUD application.

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

Response: The proposed development is Phase 2 of the larger The Ridge at South Cooper Mountain PUD, which is predicted to produce 2,378 total daily trips at buildout. Accordingly a Traffic Impact Analysis (as per section 60.55.20) was developed for the PUD application. The traffic analysis is included with this application as Impact Study B.

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

Response: The Traffic Impact Analysis utilized the Highway Capacity Manual 2000 for analysis and employed the City's standards above. It resulted in a series of recommendations for improvements to roadways, access and capacity.

60.55.20. Traffic Impact Analysis.

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

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

Response: The traffic analysis was developed by Julia Kuhn, PE, and Chris Brehmer, PE, with Kittelson & Associates, engineers licensed in the State of Oregon.

2. *Analysis Threshold.*

- A. *A Traffic Impact Analysis is required when the proposed land use change or development will generate 200 vehicles or more per day (vpd) in average weekday trips as determined by the City Engineer.*
- B. *A Traffic Impact Analysis or some elements of a Traffic Impact Analysis may be required when the volume threshold under subsection A. of this section is not met but the City Engineer finds that the traffic impacts attributable to the development have the potential to significantly impact the safe and efficient operation of the existing public transportation system.*

Response: The overall The Ridge at South Cooper Mountain PUD is expected to generate 2,378 trips per day. Accordingly, the analysis threshold has been met and the required Traffic Impact Analysis has been developed. See Impact Study B.

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

Response: As described in the Traffic Impact Analysis, the Area of Influence of the proposed development was evaluated. Kittelson & Associates submitted the proposed scope and analysis assumptions to the City Engineer prior to conducting the analysis.

4. *Contents of the Traffic Impact Analysis Report.* The Traffic Impact Analysis report shall contain the following information organized in a logical format:
 - A. Executive Summary
 - B. Description of Proposed Development
 - C. Existing Conditions
 - D. Traffic Forecasts
 - E. Traffic Impacts
 - F. Mitigation Identification
 - G. Recommendations

Response: The Traffic Impact Analysis was developed by Kittelson & Associates and contains the listed information.

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.

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

Response: Proposed Public Road A is designed in accordance with the City of Beaverton's Engineering Design Manual, and Private Street B is designed to a similar standard. Streets are designed for multi-modal access and include pedestrian facilities. A multi-use community path is also provided running north-south through the site, connecting SW Scholls Ferry Road to Road 8B.

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

Response: The Comprehensive Plan Transportation Element figures do not include the South Cooper Mountain plan area. The transportation network was planning in accordance with the South Cooper Mountain Community Plan. Additionally, streets are designed in accordance with the City of Beaverton's Engineering Design Manual.

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

Response: The proposal identifies a potential future street connection from Private Street B to the adjacent property east of the subject site. Remaining connections to adjacent roads are provided to future Road 8B and to SW Scholls Ferry Road (the latter connection is for emergency vehicles and pedestrians only).

4. *Streets and bicycle and pedestrian connections shall extend to the boundary of the parcel under development and shall be designed to connect the proposed development's streets, bicycle connections, and pedestrian*

connections to existing and future streets, bicycle connections, and pedestrian connections. A closed-end street, bicycle connection, or pedestrian connection may be approved with a temporary design.

Response: The proposal includes multimodal connections from Public Road A to Road 8B; connections for pedestrians and emergency vehicles from Public Road A to SW Scholls Ferry Road; and a potential future connection from Private Street B to the adjacent property east of the subject site. No closed-end street is proposed, except where Private Street B dead-ends in order to preserve the natural resource area to the west.

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

Response: SW Scholls Ferry Road is adjacent to the development site, and additional right-of-way will be provided per City and County standards. This is provided as part of The Ridge at South Cooper Mountain PUD.

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

Response: The bicycle and pedestrian connections within the site are part of the larger South Cooper Mountain plan area infrastructure. Cyclist from the interior of the site will eventually converge at the SW Tile Flat Road, the north-south collector, SW Scholls Ferry Road, and SW 175th intersections, all of which are or will be traffic-controlled.

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

Response: The transportation network was planned in accordance with the South Cooper Mountain Community Plan, which identifies bicycle and pedestrian connections throughout the plan area.

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

Response: The City has not requested a special setback line for the development, and no special setback area is proposed.

9. *Access ways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.13. An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.*
 - A. *Accessways shall be provided as follows:*
 1. *In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.*

2. *If any of the conditions described in Section 60.55.25.14. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006]*
3. *Where a street connection is not feasible due to conditions described in Section 60.55.25.14., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park.*
4. *The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.*
5. *In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.*
6. *Within the South Cooper Mountain Community Plan area, the City may require an accessway to connect from multiuse paths or trails to streets, multi-use paths, or trails.*

Response: There is a proposed pedestrian and bicycle connection extending from Private Street B to connect with a proposed north-south trail running just east of the protected natural area. It will run from SW Scholls Ferry Rd on the south to Road 8B on the north. This effectively provides an accessway between the proposed multi-family and single-family area for residents and visitors to the north of Road 8B. The connection does not extend westward to the single-family development area because doing so would require crossing the sensitive area.

B. Accessway Design Standards.

1. *Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.*
2. *Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations.*

Response: The connection to the trail from Private Street B, while relatively short, does not travel in a straight line. It meanders cross slope to provide for grades that are operable by people in wheel chairs, or otherwise mobility limited.

10. Pedestrian Circulation.

A. Walkways are required between parts of a development where the public is invited or allowed to walk.

Response: The public is allowed to walk along the proposed public roads which feature sidewalks which serve as walkways. A private street is proposed, which also includes sidewalks for pedestrians. Residents and visitors have direct access from the sidewalks to the building entrances. Additionally, using private street B, the public is provided with access to the trail that begins at SW Scholls Ferry Rd and continues north beyond Road 8B. Public Road A also provides a pedestrian connection to the sidewalk of SW Schools Ferry Rd.

B. A walkway into the development shall be provided for every 300 feet of street frontage. A walkway shall also be provided to any accessway abutting the development.

Response: No frontages exceed 300 feet. However, it is worth noting that a multi-use trail will connect SW Scholls Ferry Road with Road 8B, and a pedestrian connection from Public Road A also connects to SW Scholls Ferry Rd.

C. *Walkways shall connect building entrances to one another and from building entrances to adjacent public streets and existing or planned transit stops. Walkways shall connect the development to walkways, sidewalks, bicycle facilities, alleyways and other bicycle or pedestrian connections on adjacent properties used or planned for commercial, multifamily, institution or park use. The City may require connections to be constructed and extended to the property line at the time of development.*

Response: Each multi-family building will be connected to the adjacent sidewalks by a walkway.

D. *Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.*

Response: Pedestrian destinations include the open space areas on site. Sidewalks are provided along streets and provide direct access to those spaces. In addition, off-street multi-use trails on site provide direct access to the natural areas on site and to areas beyond.

E. *Walkways shall be paved and shall maintain at least four feet of unobstructed width. Walkways bordering parking spaces shall be at least seven feet wide unless concrete wheel stops, bollards, curbing, landscaping, or other similar improvements are provided which prevent parked vehicles from obstructing the walkway. Stairs or ramps shall be provided where necessary to provide a reasonably direct route. The slope of walkways without stairs shall conform to City standards.*

Response: Walkways will be paved and will be between 5 and 12 feet in width.

F. *The Americans with Disabilities Act (ADA) contains different and stricter standards for some walkways. The ADA applies to the walkway that is the principal building entrance and walkways that connect transit stops and parking areas to building entrances. Where the ADA applies to a walkway, the stricter standards of ADA shall apply.*

Response: Walkways accessing building entrances are designed to meet ADA standards for slope and dimensions. Additionally, seven ADA parking spaces are provided for which there are demarked travel routes to the building entrances.

G. *On-site walkways shall be lighted to 0.5 foot-candle level at initial luminance. Lighting shall have cut-off fixtures so that illumination does not exceed 0.5 foot-candle more than five (5) feet beyond the property line.*

Response: On-site sidewalks will be illuminated by street lighting. Walkways from parking areas to building entrances are illuminated from on-site lighting. Multi-use trails will be illuminated to the light level requested by the City and/or County. Lighting along Public Road A is sized to illuminate the roadway, plus a future sidewalk on the eastern side of the road. The trail through the nature area is prohibited from being lit due to potential impact on the habitat value of the sensitive area.

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

Response: There are no Major Transit Stops within or near the project. This standard is not applicable. However, pedestrian connections to SW Scholls Ferry Road have been provided in anticipation of transit service at some time in the future.

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

Response: The proposed multi-use trail north of SW Scholls Ferry Road, located to the east of the multi-family development, will cross an existing natural resource area. The trail has been located parallel to the street to minimize disturbance to the resource. A Natural Resource Assessment was performed for the larger PUD. It assessed and reviewed these impacts and proposed mitigation measures.

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

Response: The proposed Community Trail that parallels the on-site drainage and wetland runs between the projects parking area, which functions as the rear of the lot, and the wetland. Parallel connections are also provided along Public Road A.

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

- A. *Physical or topographic conditions make a general street, bicycle, or pedestrian connection impracticable. Such conditions include but are not limited to the alignments of existing connecting streets, freeways, railroads, slopes in excess of City standards for maximum slopes, wetlands or other bodies of water where a connection could not reasonably be provided;*
- B. *Existing buildings or other development on adjacent lands physically preclude a connection now and in the future, considering the potential for redevelopment; or,*
- C. *Where streets, bicycle, or pedestrian connections would violate provisions of leases, easements, covenants, or restrictions written and recorded as of May 1, 1995, which preclude a required street, bicycle, or pedestrian connection.*

Response: The sensitive lands west of the multi-family site limit the ability for direct pedestrian and bicycle travel. Connections to the single-family areas to the west will be made by Road 8B and SW Scholls Ferry Rd. Both facilities feature bicycle and pedestrian facilities.

60.55.30. Minimum Street Widths.

Minimum street widths are depicted in the Engineering Design Manual

Response: Public Road A will be built to the L2 street standard, and will be designed in accordance with the Engineering Design Manual.

60.55.35. Access Standards.

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

Response: The application contains a street plan and traffic impact analysis that was also part of the Ridge PUD that describes the safe access to and from the development.

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

Response: The combination of public and private streets, plus drive aisles ensures that no closed end systems exist. Additionally, an emergency vehicle access provides a connection to SW Scholls Ferry Rd.

3. *Intersection Standards.*

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

Response: All intersections and streets are design in accordance with the visibility standards of the Engineering Design Manual.

- B. *Intersection angles and alignment and intersection spacing along streets shall meet the standards of the Engineering Design Manual and Standard Drawings.*
 1. *Local street connections at intervals of no more than 330 feet should apply in areas planned for the highest density multiple use development.[...]*

Response: A public or private street is provided to ensure that there are not blocks longer than 330 feet. Street locations and specifications are provided on Sheet P2.0.

- C. *Driveways.*

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

Response: The corner clearance and spacing between driveways meet the standards of the EDM and Standard Drawings, as illustrated in Exhibit P2.0

2. *Shared Driveway Access. Whenever practical, access to Arterials and Collectors shall serve more than one site through the use of driveways common to more than one development or to an on-site private circulation design that furthers this requirement. Consideration of shared access shall take into account at a minimum property ownership, surrounding land uses, and physical characteristics of the area. Where two or more lots share a common driveway, reciprocal access easements between adjacent lots may be required.*

Response: No shared driveway accesses are proposed.

3. *No new driveways for detached dwellings shall be permitted to have direct access onto an Arterial or Collector street except in unusual circumstances where emergency access or an alternative access does not exist. Where detached dwelling access to a local residential street or Neighborhood Route is not practicable, the decision-making authority may approve access from a detached dwelling to an Arterial or Collector.*

Response: No proposed driveways will have access onto an Arterial or Collector street.

60.55.40. Transit Facilities.

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

Response: No transit facilities are present within the site or within the South Cooper Mountain plan area. These standards are not applicable.

60.60. TREES AND VEGETATION.

60.60.05. Purpose.

Healthy trees and urban forests provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. In conjunction with processes set forth in Section 40.90. of this Code, this section is intended to help manage changes to the City's urban forest by establishing regulations and standards for the protection, pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, Mitigation Trees and trees within a Significant Natural Resource Area (SNRA) or Significant Grove), Landscape Trees, and Community Trees.

60.60.10. Types of Trees and Vegetation Regulated.

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

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

60.60.15. Pruning, Removal, and Preservation Standards.

1. *Pruning Standards.*
 - A. *It shall be unlawful for any person to remove or prune to remove a tree's canopy or disturb the root zone of any Protected Tree, except in accordance with the provisions of this Code.*
 - B. *All pruning of Protected Trees shall be done in accordance with the standards set forth in this section and the City's adopted Tree Planting and Maintenance Policy, also known as Resolution 3391.*

Response: All pruning or Protected Trees will comply with the City's adopted Tree Planting and Maintenance Policy.

2. *Removal and Preservation Standards.*
 - A. *All removal of Protected Trees shall be done in accordance with the standards set forth in this section.*
 - B. *Removal of Landscape Trees and Protected Trees shall be mitigated, as set forth in section 60.60.25.*

Response: Compliance with this standard is addressed in the response to section 60.60.25 below.

- C. *For SNRAs and Significant Groves, the following additional standards shall apply:*

1. *The minimum DBH of non-exempt surveyed trees that must be preserved on a site is as follows:*
 - a) *Multiple Use zoning districts: Fifteen percent (15%) of the DBH of non-exempt surveyed trees found on a project site.*
 - b) *Residential, Commercial, or Industrial zoning district: Twenty five percent (25%) of the DBH of non-exempt surveyed trees found on a project site.*

Response: The site is located within a residential zoning district, and the provisions of C.1.b above apply. For the Ridge at South Cooper Mountain PUD a total of 4,567 DBH of non-exempt surveyed trees were found on the project site and within the SNRA; 2,255 DBH, or 49%, will be preserved. Mitigation is not required. The PUD creates a separate parcel for multi-family development, the subject of this application. Said parcel does not include SNRA lands.

2. *DBH to be retained shall be preserved in cohesive areas, termed Preservation Areas, when development is proposed in SNRAs or Significant Groves.*

Response: Trees not proposed to be removed in the SNRAs will be preserved. They will be retained in cohesive areas and preserved with natural resources tracts (Tracts I and K, of which I is relevant to this site).

3. *Native understory vegetation and trees shall be preserved in Preservation Areas.*

Response: Native and understory vegetation and trees will be preserved within the natural resource tracts.

4. *Preservation Areas, conditioned for protection through the Development Review process, shall be preserved in clusters that are natural in appearance rather than in linear strips. Preservation Areas should connect with adjoining portions of the Significant Grove or SNRA on other sites.*

Response: Natural resource tracts were proposed and placed into tract's within the PUD using the resources' existing location, which is a somewhat linear feature following a stream.

5. *Preservation Areas, conditioned for protection through the Design Review process, shall be set aside in conservation easements and recorded with a deed restriction with Washington County, unless otherwise approved by the City. The deed restriction shall prohibit future development and specify the conditions for maintenance if the property is not dedicated to a public agency.*

Response: Natural resource areas were established within the PUD, not this design review application. This standard is not applicable.

6. *Preservation Areas, conditioned for protection through the Land Division process, shall be set aside in tracts and recorded with a deed restriction with Washington County, unless otherwise approved by the City. The deed restriction shall prohibit future development and specify the conditions for maintenance if the property is not dedicated to a public agency.*

Response: Natural resource areas were placed in preservation tracts via the Land Division of the PUD.

7. *Within the development review process, where a person is presented with a particular decision whether to retain a native or non-native tree, the native species shall be retained provided all other considerations between the two categories of trees remain equal. Non-native tree species may also be retained for aesthetic, unique condition, size, and wildlife habitat purposes.*

Response: The PUD's tree removal was required for construction of infrastructure and utilities. The decision to remove them was related to their location relative to those required improvements.

8. *Hazardous and dead trees within Significant Groves and SNRAs should be fallen only for safety and left at the resource site to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and must be removed from the area to protect the remaining trees.*

Response: No dead or dying trees are proposed to be removed.

60.60.20. Tree Protection Standards during Development.

1. *Trees classified as Protected Trees under this Code shall be protected during development in compliance with the following:*
 - A. *A construction fence must be placed around a tree or grove beyond the edge of the root zone. The fence shall be placed before physical development starts and remain in place until physical development is complete. The fence shall meet the following:*
 1. *The fence shall be a four foot (4') tall orange plastic or snow fence, secured to six foot (6') tall metal posts, driven two feet (2') into the ground. Heavy 12 gauge wire shall be strung between each post and attached to the top and midpoint of each post. Colored tree flagging indicating that this area is a tree protection zone is to be placed every five (5) linear feet on the fence to alert construction crews of the sensitive nature of the area.*
 2. *Other City approved protection measures that provide equal or greater protection may be permitted, and may be required as a condition of approval.*
 - B. *Within the protected root zone of each tree, the following development shall not be permitted:*
 1. *Construction or placement of new buildings.*
 2. *Grade change or cut and fill, except where hand excavation is approved with the submittal of an arborist's report, as part of application approval.*
 3. *New impervious surfaces.*
 4. *Trenching for utilities, irrigation, or drainage.*
 5. *Staging or storage of any kind.*
 6. *Vehicle maneuvering or parking*

Response: Trees to be retained will be protected by a 5-foot tall chain-link fence located around the drip line of the tree. The proposed tree protection fencing exceeds these requirements.

60.60.25. Mitigation Requirements.

1. *The following standards shall apply to mitigation for the removal of Significant Individual Trees or trees within Significant Groves or SNRAs.*
 - A. *All mitigation tree planting shall take place in conformance with accepted arboricultural practices and shall be spaced a minimum of ten (10) feet apart.*
 - B. *As of May 19, 2005, all trees planted for the purpose of tree removal mitigation shall be maintained in accordance with the approved mitigation plan. Monitoring of mitigation planting shall be the ongoing responsibility of the property owner where mitigation trees are located, unless otherwise approved through Development Review. Monitoring shall take place for a period of two (2) years. Trees that die shall be replaced in accordance with the tree replacement standards of this section.*
 - C. *As of May 19, 2005, all trees planted for the purpose of tree removal mitigation shall be set aside in a conservation easement or a separate tract and shall be designated as "Mitigation Trees" and recorded with a deed restriction identifying the trees as "Mitigation Trees".*
 - D. *Each Mitigation Tree planted shall be insured through a performance security, equal to 110 percent of the cost of the landscaping, filed with the City for a period of two (2) years to ensure establishment of the mitigation planting.*

- E. *Street trees shall not be counted as providing mitigation of a SNRA or Significant Grove.*
- F. *Transplanting trees within the project site is not subject to mitigation. However, a performance security is required for transplanted tree(s) to insure that the tree(s) will be replaced if the tree(s) is dead or dying at the end of two (2) years.*
- 2. *Mitigation for the removal of trees from Significant Groves or SNRAs shall be required as follows:*
 - A. *Calculate the total DBH of the trees to be removed. Denote both deciduous and coniferous trees in separate tables; however, both tables will result in the sum total of the DBH to be removed.]*
 - B. *If the total DBH of trees to be removed is less than or equal to 50% of the total DBH of surveyed trees on the site, then no mitigation is required for the trees to be removed.*
 - C. *If the total DBH of trees to be removed is greater than 50% of the total DBH of surveyed trees on site, then mitigation is required for the amount of DBH to be removed that exceeds 50% of the total DBH of surveyed trees on site. For example, if 75 inches is the total amount of DBH to be removed from a site and 60 inches of DBH represents 50% of the total surveyed DBH, then 15 inches of DBH is the total required amount of mitigation.*

Response: Mitigation for removal of trees from Significant Groves or SNRAs will be provided as required by this section. This section was addressed in the pending PUD application.

- 3. *In addition to the requirements listed in Section 60.60.25.1. Mitigation Requirements, the following mitigation requirements shall apply for the removal of trees from Significant Groves or SNRAs.*
 - A. *Dead or dying trees within a Significant Grove or SNRA shall be fallen when required for safety. Such tree falling shall not require mitigation. However, the fallen log should remain in the Significant Grove or SNRA, to serve as habitat for wildlife, unless the tree has been diagnosed with a disease and the log must be removed from the area to protect the remaining trees.*

Response: No dead or dying trees are proposed to be removed.

- B. *All trees planted for mitigation must meet the following minimum requirements:*
 - 1. *Deciduous trees shall be replaced with native deciduous trees that are no less than two caliper inches (2") in diameter.*
 - 2. *Coniferous trees shall be replaced with native coniferous trees that are no less than three feet (3') in height and no more than four feet (4') in height. A three foot (3') mitigation tree shall equate to 2" DBH and four foot (4') mitigation tree will equate to 3" DBH.*
 - 3. *The total linear DBH measurement of the trees to be removed shall be mitigated with the necessary number of trees at least two caliper inches (2") in diameter.*

Response: Trees planted for mitigation will meet the requirements of this section.

- 4. *Significant Grove or SNRA on-site mitigation, 2:1 planting ratio.*
 - A. *Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 50% and up to and including 75% of the surveyed non-exempt DBH, if all mitigation tree planting is to occur on-site, the ratio for planting shall be on a 2:1 basis. For example, if 20 inches of DBH is the total amount of required mitigation, if all the mitigation planting occurs on the site where the removal is to occur, then only 10 inches of DBH is required to be planted.*
- 5. *Significant Grove or SNRA off-site mitigation, 1:1 planting ratio.*
 - A. *Residential, Commercial, or Industrial zoning districts: For tree removal proposals which remove more than 50% and up to and including 75% of the surveyed non-exempt DBH, if mitigation tree planting is to occur off-site, the ratio for planting shall be on a 1:1 basis.*
- 6. *Significant Grove or SNRA Tree Plan 3 mitigation, 1:1 planting ratio.*

Response: The proposed development is not subject to Tree Plan 3 review. These standards are not applicable.

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

Response: An in-lieu fee is not proposed.

60.65. UTILITY UNDERGROUNDING.

60.65.15. Regulation.

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

60.65.20. Information on Plans.

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

1. *Easements for all public and private utility facilities;*
2. *The location of all existing above ground and underground public and private utilities within 100 feet of the site;*
3. *The proposed relocation of existing above ground utilities to underground; and*
4. *That above ground public or private utility facilities do not obstruct vision clearance areas pursuant to Section 60.55.35.3 of this Code.*

Response: Sheets P5.0 contains the above-listed information.

60.67. SIGNIFICANT NATURAL RESOURCES.

60.67.05. Local Wetland Inventory.

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

Response: A Local Wetland Inventory was adopted by the City in February 2015.

60.67.10. Significant Riparian Corridors.

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

Response: The Ridge PUD is identified as containing riparian corridors for which protective buffers will be established and enforced.

VI. Compliance with Submitted Planned Unit Development

The site is within the Ridge at South Cooper Mountain PUD within the Beaverton City Limits and the South Cooper Mountain Community Plan area. In addition to this lot for multifamily housing, The Ridge PUD also includes 82 lots for detached single-family homes and 29 lots for attached single-family homes. The project is proposed to be developed in two phases. Phase 1

consists of lots for attached and detached single-family homes. This application comprises the second phase. Following the approval of the Ridge PUD, this application for Design Review further advances the implementation of the South Cooper Mountain Community Plan. Following is a selection of key elements from the Ridge PUD and their relationship with this application.

Open Space

The PUD included approximately 3.25 acres of Open Spaces. The Ridge Multifamily site provides 1.67 of these acres, in the form of both active and passive open space, accessible both physically and visually to the development and community at large. Active open space for this site includes pocket parks, a view terrace plaza, a multi-use trail, and a community trail along the natural resource areas throughout the project site.

Development

The PUD provided for a minimum of 118 units and a maximum of 200 within the R1 zoned multi-family site. The requested design review proposes two multi-family buildings with a total unit count of 119. Parking is a fundamental component of any development. 28 vehicles can be parked within buildings in garages. The remaining will be in a mix of surface spaces and carports. Garage parking is provided for 28 vehicles, and surface parking for 141 vehicles. In total, this provides 1.5 spaces per attached dwelling. The parking is also clustered near each of the two buildings to provide for a short and direct walking route to the entrances. Long-term bicycle parking ensures at least one space per unit in garages and storage lockers. Short-term bicycle parking is provided for 8 bicycles.

Traffic/Access

The main access will be from the new east-west collector (Road 8B) identified by the South Cooper Mountain Community Plan. A Traffic Impact Analysis (TIA) completed by Kittleson & Associates, Inc. and signal warrant analysis were developed based on a maximum density of 200 units on the site. At the proposed level of 119, facilities are designed with more than enough capacity. A signal will be installed at the intersection of SW Strobel Road and SW Scholls Ferry Road at the time of occupancy of the future multifamily development. A trail is proposed for the west side of the site to provide access to and from SW Scholls Ferry Rd for people within the development and in the surrounding neighborhoods. A pathway circumnavigating flat landscaped play / picnic area will provide a connection to the trail for residents of the proposed buildings.

Water/Sewer/Stormwater

A 24-inch interim line will be located in SW Scholls Ferry Rd. Water mains will be stubbed to the north, west and east to provide for future connection to adjacent development. The PUD proposed the on-site stormwater treatment that is included within the proposal. Sanitary sewer service will be provided by the City of Beaverton via the new CWS pump station and force main in River Terrace as previously specified.

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Emergency access to the site and beyond will be enhanced by an emergency access proposed from SW Scholls Ferry Road in the southeast corner of the site.

Sensitive Areas

The site also contains Class A, B, and C Upland Wildlife Habitat and Class I, II, and III Riparian Wildlife Habitat related to the wetlands on site. The PUD protects Wetland W-C wetland on the site and includes restoration of its degraded water quality and hydrologic control functions. Some disturbance to Wetland W-C will be required to construction the new collector road and to provide utility service to southeastern corner of the site. This disturbance will be mitigated. Probable Wetland PW-1 will be removed as stated in the approved PUD. The protection and enhancement of the sensitive lands on the site contributes to the overall goal of the Community Plan.

VII. CONCLUSION

The request for design review approval of two multi-family buildings, comprising 119 residential units on the 4.19 acre site within The Ridge at South Cooper Mountain planned unit development/subdivision is consistent with the applicable standards or guidelines of the City of Beaverton Community Development Code and the South Cooper Mountain Community Plan. West Hills Land Development, therefore, respectfully requests approval of this application.