

CITY OF BEAVERTON
LAND USE REVIEW APPLICATION FOR:

DESIGN REVIEW FOR 32 SINGLE FAMILY ATTACHED DWELLINGS WITHIN PHASE 2 - VINEYARD AT COOPER MOUNTAIN

Lots 156 – 174 and 186 – 198, otherwise identified as Phase 2A

October 31, 2023

APPLICANT:

TNHC Oregon LLC
(AKA The New Home Company)
15455 Greenbrier Parkway, Ste 240
Beaverton, OR 97006
Contact: Christopher Walther
Phone: (503) 312-6213

OWNER:

AG EHC II (NWMH) Multi State II LLC
15231 Laguna Canyon Road, Ste 250
Irvine, CA 92618
Contact: Christopher Walther
Phone: 503-457-8000

APPLICANT'S REPRESENTATIVE:

Pioneer Design Group. LLC
9020 SW Washington Square Road, Ste 170
Portland, OR 97223
Contact: Matthew Sprague
Phone: (503) 643-8286



9020 SW Washington Square Rd
Suite 170
Portland, Oregon 97223
p 503.643.8286
f 844.715.4743
www.pd-grp.com

FACT SHEET

Project Name: **Vineyard at Cooper Mountain**

Project Request: **Design Review for 32 Single Family Attached Dwellings within Phase 2 - Vineyard at Cooper Mountain**

Tax Map/Lot: 1S1 3100 01600 (Lots 156 – 174 and 186 – 198)

Site Address: 17520 SW Horse Tale Drive, Beaverton

Site Size: 24.52 acres

Location: On the west side of SW 175th Avenue, south of SW Horse Tale Drive.

Comprehensive Plan: At PUD approval: Medium Density Residential (MDR)
After 06/30/2022: Lower Density Neighborhoods (LDN)

Zoning: At PUD approval: R2 Lots 156 – 170 and 186 - 198; &
R4 Lots 171 – 174
After 06/30/2022: Residential Mixed A (RMA) Lots 156 – 170 & 186 – 198;
Residential Mixed B (RMB) Lots 171 – 174

APPLICANT:

TNHC Oregon LLC
(AKA The New Home Company)
15455 Greenbrier Parkway, Ste 240
Beaverton, OR 97006
Contact: Christopher Walther

OWNER:

AG EHC II (NWMH) Multi State II LLC
15231 Laguna Canyon Road, Ste 250
Irvine, CA 92618
Contact: Christopher Walther
Phone: 503-457-8000

APPLICANTS REPRESENTATIVE

Pioneer Design Group, LLC
Land Use Planning, Civil Engineering, Survey, Landscape Architecture
9020 SW Washington Square Road, Suite 170
Portland, OR 97223
Contact: Matthew Sprague
Phone: (503) 643-8286

Background

On November 21, 2018 the City of Beaverton granted preliminary approval for Vineyard at Cooper Mountain, a 297-unit residential planned development, within the South Cooper Mountain Plan Area. The approval included the following files: ZMA2018-0005/CU2018-0014/LD2018-0025/LD2018-0026/PLA2018-0002/SMD2018-0004 and TP2018-0007. In addition, Washington County approved a 2-Parcel Partition, Casefile 18-122-P, to separate adjoining land inside the UGB and the City of Beaverton from land outside of both the UGB and City boundaries at the time of approval.

PLA2018-0002 served to reconfigure the site such as to allow for those areas identified for development in Phase 2 to be separated from those areas in Phase 1, and to allow for the continued use of the northern portion of the site Phase 2 for viticultural purposes. The record of survey for the Property Line Adjustment was accepted for filing by the Washington County Surveyor's Office on 6/30/2020, relocating the property line between Tax Lots 1600 and 1605 to the north.

The applicant has requested Final Plat Approval for the Phase 2 portion of the plat, including all subphases (2A through 2E). Phase 2 includes the remaining 142 units of the 297-Unit Planned Unit Development, consisting of 110 Single-Family Detached Units & 32 Single-Family Attached Units. All 32 of the attached dwellings in Phase 2 are located within Subphase 2A. Site Development Permit approval for the Phase 2 was issued under City of Beaverton File SD2023-0007.

Design Review

While the original applicant in Vineyard at Cooper Mountain submitted indicative building elevations to demonstrate that it was feasible to meet the design review standards of Chapter 60.05 of the Beaverton Development Code, (BDC) the applicant elected not to apply for Design Review approval with the Planned Unit Development. Accordingly, this application consists of a request for Design Review Approval for the 32 attached units within Phase 2. City of Beaverton File No. DR2023-0031 was approved on July 13, 2023 for design review for the 37 single-family attached units in Phase 1. It is noted that the lotting pattern remains the same as approved in the original PD including the location of lots, open space areas, and streets.

In accordance with ORS 92.040(2), after September 9, 1995, when a local government makes a decision on a land use application for a subdivision inside an urban growth boundary, only those local government laws implemented under an acknowledged comprehensive plan that are in effect at the time of application shall govern subsequent construction on the property unless the applicant elects otherwise. Accordingly, the Design Review application is submitted under the BDC in effect at the time of application (Ord. 4716, 9/15/2017).

As part of the request for design review, 8 individual buildings including 3 different architectural styles (Contemporary French; Modern Farmhouse; and Contemporary Tudor) are proposed. These buildings are identified and located as follows:

Building 1 – Contemporary French

Building 1 consists of a 3 story, 3-unit townhome structure located on Lots 156-158, immediately south of Building 2, on the east side of SW 176th Avenue. Building 1 fronts to the west towards SW 176th Avenue, with vehicular and pedestrian access from the public street.

Building 2 – Modern Farmhouse

Building 2 consists of a 3 story, 5-unit townhome structure located on Lots 159-163, immediately to the south of Building 3, on the east side of SW 176th Avenue. Building 2 fronts to the west towards SW 176th Avenue, with vehicular and pedestrian access from the public street.

Building 3 – Contemporary Tudor

Building 3 consists of a 3 story, 5-unit townhome structure located on Lots 164-168, immediately to the south of Building 4, on the east side of SW 176th Avenue. Building 3 fronts to the west towards SW 176th Avenue, with vehicular and pedestrian access from the public street.

Building 4 – Contemporary French

Building 4 consists of a 3 story, 3-unit townhome structure located on Lots 169-171, immediately to the south of Building 5, on the east side of SW 176th Avenue. Building 4 fronts to the west towards SW 176th Avenue, with vehicular and pedestrian access from the public street.

Building 5 – Contemporary Tudor

Building 5 consists of a 3 story, 3-unit townhome structure located on Lots 172-174, in the north east corner of subphase 2A, north of Building 4. Building 5 fronts to the west towards SW 176th Avenue, with pedestrian and vehicular access are both available directly from this public street.

Building 6 – Modern Farmhouse

Building 6 consists of a 3 story, 3-unit townhome structure located on Lots 186-188, north of Building 7. Building 6 faces east towards SW 176th Avenue. Pedestrian and vehicular access are both available directly from this public street.

Building 7 – Contemporary French

Building 7 consists of a 3 story, 5-unit townhome structure located on Lots 189-193, immediately north of Building 8. Building 7 faces east towards SW 176th Avenue. Pedestrian and vehicular access are both available directly from this public street.

Building 8 – Contemporary Tudor

Building 8 consists of a 3 story, 5-unit townhome structure located on Lots 194-198, at the south west corner of Subphase 2A, south of building 7. Building 8 is located on the west side of SW 176th Avenue, and faces to the east towards the public street. Pedestrian and vehicular access are both available directly from SW 176th Avenue.

See Figure 1. below for the building layout described above.



Figure 1. Attached Townhome Building Locations

DEVELOPMENT CODE OF THE CITY OF BEAVERTON

CHAPTER 20 - LAND USES

20.05. RESIDENTIAL LAND USE DISTRICTS

20.05.05. Residential Areas.

The areas of the City that are designated as residential densities implement the policies of the City's Comprehensive Plan and are identified on the City's Zoning Map. Full urban services are to be provided.

Six residential zones establish varied levels of residential densities and uses.

RESPONSE: As designated through ZMA2018-0005, Lots 156-170 and Lots 186-198 were located within the City’s former R2 Residential Urban Medium Density District at the time of submittal and approval. Lots 171-174 were located in the R-4 Residential Urban Medium Density District. As described previously, this the Design Review application is submitted under the BDC in effect at the time of application. The applicable zoning boundaries are shown in Figure 2 below:

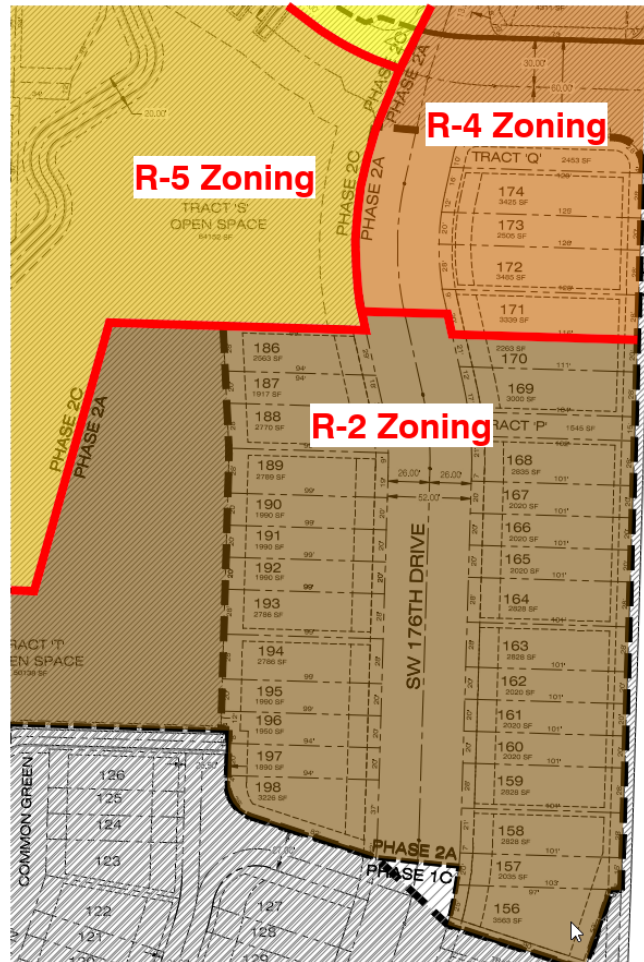


Figure 2. Zoning Designations at the Time of Approval

2. R2 Residential Urban Medium Density District (2,000)

The R2 District is intended to establish medium density residential developments where a minimum land area of 2,000 square feet is available for each dwelling unit.

RESPONSE: Twenty eight of the 32 attached units within Phase 2A are located within the R-2 zone, being Lots 156-170 and Lots 186-198. Per CU2018-0014 and Section 60.35.10.2.B.1, minimum lot size may be reduced to 50 percent of the minimum land area of the applicable zoning district. The minimum lot size proposed within the attached unit lots is 1,890 square feet (Lot 197, Building 1), or 94. 5%, which exceeds the minimum 50% of the lot size in the R-2 District.

3. R4 Residential Urban Medium Density District (4,000)

The R4 District is intended to establish medium density residential developments where a minimum land area of 4,000 square feet is available for each dwelling unit.

RESPONSE: Four of the 32 attached units within Phase 2A are located within the R4 district, being Lots 171-174). Per CU2018-0014 and Section 60.35.10.2.B.1, minimum lot size may be reduced to 50 percent of the minimum land area of the applicable zoning district. The minimum lot size proposed within these attached unit lots is 2,505 square feet (Lot 173, Building 4), or 62.62%, which exceeds the minimum 50% of the lot size in the R-4 District.

20.05.15. Site Development Standards

Site Development Standards support implementing development consistent with the corresponding zoning district. All superscript notations refer to applicable regulations or clarifications as noted in footnotes below.

<i>Development Standards Superscript Refers to Footnotes</i>	<i>R2</i>	<i>R4</i>
<i>A. Minimum Land Area¹ (sq ft)</i>	<i>2,000</i>	<i>4000</i>
<i>B. Minimum and Maximum Residential Density</i>	<i>Refer to Sections 20.25.05 and 20.25.15.B</i>	
<i>C. Lot Dimensions¹⁶</i>		
<i>1. Minimum Width</i>		
<i>a. Interior</i>	<i>14</i>	<i>24/40²</i>
<i>b. Corner</i>	<i>20</i>	<i>24/40²</i>
<i>2. Minimum Depth</i>		
<i>a. Interior</i>	<i>None</i>	<i>80</i>
<i>b. Corner</i>	<i>None</i>	<i>80</i>
<i>F. Minimum Yard Setbacks^{4, 16}</i>		
<i>1. Front</i>	<i>10</i>	<i>10</i>
<i>2. Side</i>	<i>0 or 5 or 10⁵</i>	<i>0 or 5 10 or 5⁶</i>
<i>3. Rear</i>	<i>15</i>	<i>15</i>
<i>4. Garage⁷</i>	<i>5 or 18.5⁸</i>	<i>20</i>
<i>5. Garage Door to Rear⁹</i>	<i>24</i>	<i>24</i>
<i>6. Minimum Between Buildings¹⁰</i>	<i>6</i>	<i>6</i>

<i>Development Standards Superscript Refers to Footnotes</i>	<i>R2</i>	<i>R4</i>
<i>G. Reduced Yard Setbacks^{11, 16}</i>		
<i>1. Front</i>	<i>N/A¹⁷</i>	<i>10</i>
<i>2. Rear</i>	<i>N/A¹⁷</i>	<i>5</i>
<i>3. Side</i>	<i>5¹²</i>	<i>5</i>
<i>4. Garage</i>	<i>N/A¹⁷</i>	<i>20</i>
<i>H. Building Height</i>		
<i>1. Maximum</i>	<i>40</i>	<i>35</i>
<i>All Dimensions are in Feet.</i>		
<ol style="list-style-type: none"> <i>1. For Detached, minimum land area per dwelling unit in the R5, R7, and R10 zones. For Attached and Detached, minimum parent parcel of land area per dwelling unit in the R1, R2, and R4 zones.</i> <i>4. R4 lots that abut property zoned R5, R7, or R10 shall provide the abutting district setbacks for any setback, which abuts that district.</i> <i>5. If dwellings are attached 0 side yard. Side which is not attached 5 feet. If abutting lower density residential zone 10 feet.</i> <i>7. Carports shall meet the same yard setbacks as the dwelling. Garage setbacks shall be measured from the elevation containing the garage door and vehicle entrance of carports to the property line. For all other garage elevations, the building setback applies.</i> <i>8. Either no greater than 5 feet or a minimum of 18.5 feet.</i> <i>9. Measured from garage door elevation to opposite side of the alley right-of-way, common accessway, common driveway, or access easement line.</i> <i>10. Minimum spacing between buildings on the same parcel or in the same development.</i> <i>11. Upon approval of Flexible Setback 40.30 application.</i> <i>12. Allowed except where abutting a lower density zone where standard setback is applied.</i> <i>16. In the South Cooper Mountain Community Plan Area Lot Dimensions and Yard Setbacks for proposed Compact Detached Housing shall comply with the applicable Standards and/or Guidelines in Section 60.05. (Design Review) and Section 60.35. (Planned Unit Development)</i> <i>17. Not eligible for Flexible Setback application. Any reduction shall be subject to Adjustment or Variance application process.</i> 		

RESPONSE: The subject lots were approved as part of CU2018-0014/LD2018-0026, including lot area and dimensional standards. Setbacks for the proposed attached units in the R-2 and R-4 Districts were requested and approved as follows:

Zoning District	Development Standard	Approved Setback
R-2	Front yard - 10 feet	10 feet to front building wall 8 feet to porch
	Rear yard – 15 feet	12 feet front loaded 4 feet or 20 feet alley loaded
	Side yard – 0 or 5 or 10 ⁵ feet	Attached Units 0 feet attached sides 3 feet all detached sides; 8 feet street sides

R-4	Front yard - 10 feet	10 feet to front building wall 8 feet to porch
	Rear yard – 15 feet	12 feet front loaded 4 feet or 20 feet alley loaded
	Side yard – 0 or 5 feet 10 or 5 ⁶ feet	Attached Units 0 feet attached sides 3 feet all detached sides; 8 feet street sides

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

Category and Specific Use Superscript Refers to Use Restrictions		R2 ¹¹	R4 ¹¹
		P: Permitted C: Conditional N: Prohibited	
Residential			
2. Dwellings	A. Accessory Dwelling Units	P	P
	B. Attached ¹	P	P
	C. Detached ¹²	P	P

20.05.25. Use Restrictions

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

1. Existing duplexes as of June 17, 2010 in the R10, R7, and R5 zones are Permitted uses.
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.
12. Compact Detached Dwellings on lots fronting common greens, shared courts, or public streets may be permitted on sites that are two acres or greater in size through the Conditional Use-Planned Unit Development process.

RESPONSE: Attached units in the R-2and R-4 zones are a Permitted Use, as indicated above.

CHAPTER 40 APPLICATIONS

40.03. FACILITIES REVIEW COMMITTEE

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

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

RESPONSE: All critical facilities serving the site have been reviewed and determined to be adequate in the original land use reviews for a Comprehensive Plan Amendment (CPA2018-0001); Zoning Map Amendment (ZMA2018-0001); Conditional Use Permit (CU2018-0014); and Subdivision approval (LD2018-0025 and LD2018-0026).

Site Development Permit approval for the site was issued under City of Beaverton File SD2023-0007. No changes to the approved plans are proposed with this application.

- 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: Essential facilities and services remain available and adequate to serve the project. No additional changes impacting Essential facilities and services are proposed with this application.

- 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 applicant has demonstrated in the previous application approvals, including a Conditional Use Permit (CU2018-0014); and Subdivision approval (LD2018-0025 and LD2018-0026), that the project is consistent with all applicable provisions of Chapter 20 (Land Uses). This application demonstrates that the proposed development remains consistent with the applicable provisions of Chapter 20. This criterion is met.

- 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: As demonstrated in previous approvals for Vineyard at Cooper Mountain (Conditional Use Permit CU2018-0014; and Subdivision approvals LD2018-0025 and LD2018-0026), the proposed development is consistent with all of the applicable provisions of Chapter 60

including Principles, Standards or Guidelines where necessary. In addition, all improvements and dedications as required by Chapter 60 are provided in rough proportion to the impact of the proposed development. This criterion is met.

- 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: All of the private common facilities and areas including drivable surfaces, sidewalks, roads, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, and any other facility not subject to maintenance by the City will remain to be maintained by the Home Owners Association, as currently approved. This criterion is met.

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

RESPONSE: All of the proposed streets will remain in compliance with Beaverton standards, except where modifications to those City standards were approved by the review body and/or the City Engineer as applicable, as part of Conditional Use Permit CU2018-0014; Subdivision approvals LD2018-0025 and LD2018-0026, and Site Development Permit SD2023-0007. All of the streets provide safe and efficient circulation and access for motor vehicles, bicycles, pedestrians and transit. This criterion is met.

- 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: At completion, the on-site vehicular and pedestrian circulation systems will be connected to the surrounding circulation systems in a safe, efficient and direct manner.

- 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: All proposed structures and public facilities serving the development site remain designed in accordance with adopted City codes and standards unless otherwise modified by approval of the City. Adequate fire protection is provided through a design which complies with both City and TVF&R standards. Adequate fire-flow will be verified prior to the issuance of any building permits for new dwelling units. Compliance with this criterion will be confirmed with installation of the necessary infrastructure at the time improvements are constructed, and prior to final plat recordation, in accordance with the Conditions of Approval of Conditional Use Permit

CU2018-0014; Subdivision approvals LD2018-0025 and LD2018-0026, Site Development Permit SD2023-0007, and TVF&R SPL 2023-0035.

- 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: The development is designed to comply with applicable city codes and standards, as addressed herein, and is not inadequate, substandard or ill-designed. There are no known hazards associated with this property, and appropriate street lighting is available or will be provided with the development as determined necessary. The site is situated and designed so as to provide good site surveillance to the potential for crime.

- 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: As proposed, grading will remain consistent with the approved preliminary plans. The buildings are designed to minimize grading, with the units stepping down along the street in harmony with the topography and street grades. In addition to site grading, water quantity, quality, and hydromodification were addressed as part of the site development permit review for Permit No. SD2023-0007. Stormwater will be collected from the site and diverted to the regional stormwater facility in the south of the site, and is not further addressed here.

- 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: At completion, the on-site vehicular and pedestrian circulation systems will be connected to the surrounding circulation systems and residences in a safe, efficient and direct manner, and in accordance with ADA requirements. In particular, the minimizing of grading, with the units stepping down along the street in harmony with the topography and street grades, allows for more navigable sidewalks with more gentle grade transitions, along with at-grade ground floor entryways.

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

RESPONSE: The application includes all of the applicable required submittal materials as specified in Section 50.25.1. This criterion is met.

40.20. DESIGN REVIEW

40.20.05. Purpose.

The purpose of Design Review is to promote Beaverton's commitment to the community's appearance, quality pedestrian environment, and aesthetic quality. It is intended that monotonous, drab, unsightly, dreary and inharmonious development will be discouraged. Design Review is also intended to conserve the City's natural amenities and visual character by ensuring that proposals are properly related to their sites and to their surroundings by encouraging compatible and complementary development. To achieve this purpose, the Design Review process is divided into two major components; Design Standards and Design Guidelines. Both standards and guidelines implement Design Principles, which are more general statements that guide development of the built environment. The Design Standards are intended to provide a "safe harbor" approach to designing a project. Depending on the design thresholds, designing a project to the standards would result in an administrative review process. However, the applicant may elect to bypass design review under the Design Standards and go straight to Design Review under the Design Guidelines, where review is subject to a public hearing, at the applicant's option.

An applicant for Design Review approval can address design review requirements through a combination of satisfying certain Design Standards, and in instances where it elects not to utilize Design Standards, satisfy applicable Design Guidelines. In such a case, the public hearing and decision will focus on whether or not the project satisfies the requirements of the applicable Design Guidelines only.

Because the Design Standards are a "safe harbor", there is no penalty for not meeting the Design Standards. Rather, the public hearing process would be required to consider the project by relying solely on the Design Guidelines which correspond to the Design Standards but are intended to allow more flexibility and originality. Design Guidelines are also intended to recognize unique circumstances where corresponding standards are found to be unnecessary or undesirable. Where Design Guidelines apply, the project proponent will simply be required to demonstrate how the project meets these Guidelines at a public hearing. The decision-making authority must make findings how the guidelines are met or if they apply to the proposal.

The purpose of Design Review as summarized in this Section is carried out by the approval criteria listed herein.

40.20.10. Applicability.

- 1. The scope of Design Review shall be limited to the exterior of buildings, structures, and other development and to the site on which the buildings, structures, and other development are located.*

RESPONSE: This application consists of a request for Design Review Approval for 32 of the 69 attached units within the PD approval for Vineyard at Cooper Mountain. It is noted that the lotting pattern remains the same as approved in the original PD including the location of lots, open space areas, and private streets.

2. *Considering the thresholds for the Design Review Compliance Letter, Design Review Two, or Design Review Three applications and unless exempted by Section 40.20.10.3, Design Review approval shall be required for the following:*

b. *All uses listed as Permitted and Conditional Uses in the R4, R2, and R1 Residential zoning districts.*

RESPONSE: This application consists of a request for Design Review Approval for 32 of the 69 attached units within the PD approval for Vineyard at Cooper Mountain. Attached unit developments are considered a permitted use in the R-2 and R-4 zones pursuant to Chapter 20.05.20.

3. *Design Review approval shall not be required for the following:*

RESPONSE: Pursuant to Subsection 2. above, this application is subject to Design Review, as the applicant proposes attached units in the R-2 and R-4 Districts.

4. *Design review approval through one of the procedures noted in Section 40.20.15. will be required for all new development where applicable. The applicable design standards or guidelines will serve as approval criteria depending on the procedure. Existing developments, and proposed additions, demolitions and redevelopments associated with them, will be treated according to the following principles:*

RESPONSE: The subject development is considered “new development” and is therefore subject to approval through one of the procedures noted in Section 40.20.15, and the applicable design standards or guidelines. The proposal is not for existing development, proposed additions, demolition or associated redevelopment; therefore, the principles of this section are not applicable.

5. *Design Review approval is required for all applicable new and existing developments. The City recognizes, however, that meeting minimum Floor Area Ratio (FAR) in an early phase of a multi-phased development on a large site may be difficult. The City also recognizes that creating high quality pedestrian environments along public streets is a priority. In recognition of these and other issues, the following options are available.*

a. *Projects may use a Design Review Build-out Concept Plan (DRBCP), approved through a Type 3 process, to develop a site by demonstrating conceptually full compliance at build-out with the design review standards and/or guidelines established in Section 60.05. Such projects shall demonstrate in a DRBCP how future development of the site, to the minimum applicable floor area ratio (FAR), while meeting the development standards contained in CHAPTER 20 of the Beaverton Development Code and to the minimum applicable design standards*

contained in Chapter 60.05 or greater, can be achieved at ultimate build out of the DRBCP. A DRBCP shall:

RESPONSE: The applicant is not proposing a DRBCP, therefore this section is not applicable.

- b. *When a development site abuts two (2) or more Arterial Streets that are also designated Major Pedestrian Routes, application of the applicable design standards may be moved from along the Arterial Streets. This alternative is to provide parking lot drive aisles developed as internal private streets, and to locate buildings along the internal private streets, subject to the following:*

RESPONSE: The subject site does not abut two (2) or more Arterial Streets, therefore this section is not applicable.

40.20.15. Application.

There are three (3) Design Review applications which are as follows: Design Review Compliance Letter, Design Review Two, and Design Review Three.

1. Design Review Compliance Letter.

- A. *Threshold. An applicant may utilize the Design Review Compliance Letter process when the application is limited to one or more of the following categories of proposed action:*

RESPONSE: The application does not meet the categories of proposed action to meet the threshold for a Design Review Compliance Letter process. Therefore, this section does not apply.

2. Design Review Two.

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

3. *New construction of attached residential dwellings excluding duplexes, in any zone where attached dwellings are a permitted or conditional use.*

RESPONSE: This application consists of a request for Design Review Approval for 32 of the 69 attached units within the PD approval for Vineyard at Cooper Mountain. Attached unit developments are considered a permitted use in the R-2 and R-4 zones pursuant to Chapter 20.05.20. Therefore, the application meets the threshold for a Design Review Two process.

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

RESPONSE: The application is submitted in accordance with the Type 2 procedure requirements included in Section 50.40 of the Beaverton Development Code.

C. *Approval Criteria. [ORD 4365; October 2005] In order to approve a Design Review Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:*

1. *The proposal satisfies the threshold requirements for a Design Review Two application.*

RESPONSE: This application consists of a request for Design Review Approval for 32 single family attached units within the PD approval for Vineyard at Cooper Mountain. Attached unit developments are considered a permitted use in the R-2 and R-4 zones pursuant to Chapter 20.05.20. Therefore, the application meets the threshold for a Design Review Two process. This requirement is met.

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

RESPONSE: All fees identified during the pre-application conference process have been included with this application submittal. This requirement is met.

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

RESPONSE: All application submittal requirements are been included with this application. This requirement is met.

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

RESPONSE: As demonstrated throughout the application materials, including this written narrative, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards). This requirement is met.

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

RESPONSE: The proposal is not an addition to or modification of existing development. As such, this section is not applicable.

6. *For reconstruction of a destroyed existing single-detached dwelling in a Multiple Use zoning district, the reconstructed dwelling is no more than 500 sq. ft. larger in floor area than the original dwelling.*

RESPONSE: The proposal is not for the reconstruction of a destroyed existing single-detached dwelling; nor is the site within a Multiple Use zoning district. As such, this section is not applicable.

7. *The proposal complies with the grading standards outlined in Section 60.15.10 or approved with an Adjustment or Variance.*

RESPONSE: As proposed, grading will remain consistent with the approved preliminary plans submitted as part of the Site Development Permit review for Permit No. SD2023-0007, and therefore remains consistent with Section 60.15.10.

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: All applications and documents have been and will continue to be submitted to the City in the appropriate order, including building permits. This requirement is met.

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

RESPONSE: The application is initiated by the owner's authorized agent, on the form provided by the Director. The application contains all information required by the application form, and by Section 50.25 (Application Completeness), and all other information identified through the Pre-Application Conference.

- E. *Conditions of Approval. The decision making authority may impose conditions on the approval of a Design Review Two application to ensure compliance with the approval criteria.*

RESPONSE: The applicant acknowledges that the decision-making authority may impose Conditions of Approval to ensure compliance with the applicable approval criteria.

- F. *Appeal of a Decision. Refer to Section 50.65.*
- G. *Expiration of a Decision. Refer to Section 50.90.*
- H. *Extension of a Decision. Refer to Section 50.93.*

RESPONSE: The applicant acknowledges the above procedural processes listed above.

CHAPTER 60 - SPECIAL REQUIREMENTS

60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES

60.05.05. Purpose.

The following design principles, standards and guidelines shall be met by new development, and redevelopment where applicable, throughout the City.

60.05.10. Design Principles.

The following design principles are general statements to guide the development of the built environment, the appearance of that development, and the effect of that development on the existing surroundings. The design guidelines and standards implement these principles.

- 1. **Building Design and Orientation.** Design buildings that enhance the visual character of the community and take into account the surrounding neighborhoods, provide permanence, and create a sense of place. In residential, commercial and multiple-use districts, design buildings that contribute to a safe, high quality pedestrian-oriented streetscape.*
- 2. **Multiple Use District Building Orientation and Design.** Locate buildings so they are conveniently and safely accessible from on-site and off-site sidewalks and streets, and so buildings near the edge of a right of way provide a high quality, pedestrian oriented streetscape, contribute to safety by offering "eyes on the street" and promote pedestrian safety and use. Provide a pedestrian-friendly environment through building and site design treatments that may vary in nature and degree depending on the character of the urban area, the characteristics of the street, and the type of use and development proposed.*
- 3. **Circulation and Parking Design.** Provide integrated multi-modal circulation and parking improvements that are safe and convenient, connect to surrounding neighborhoods and streets, and serve the needs of development.*
- 4. **Landscape, Open Space, and Natural Areas Design.** Create landscape areas that contribute to the aesthetics of the community, conserve, protect, enhance or restore natural features and the natural environment, provide an attractive setting for buildings, and provide safe, interesting outdoor spaces for residents, customers, employees, and the community. Whenever possible, utilize native vegetative species which are disease and drought tolerant.*
- 5. **Lighting Design.** Provide exterior lighting for buildings, parking lots, pedestrian pathways, vehicular areas, pedestrian plazas, public open spaces to ensure public safety and convenience, and to minimize excessive illumination on environmentally sensitive areas, adjoining properties, and streets.*

RESPONSE: The design guidelines (optional) and standards implement these principles. By demonstrating that the application complies with the applicable standards, as described below, the application can also be considered to be consistent with the principles identified above.

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: Buildings 2, 3, 7 and 8, all 5-unit attached single family structures, are the longest buildings included in the application. At a maximum of 108 feet in length, all buildings within the proposal are less than the 200-foot maximum length. This standard is met.

- 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: Each of the facades on buildings visible from and within 200 feet of an adjacent public street include the required architectural detailing exceeding 30%, with a range of between 44% and 65%, meeting the requirements of this section. See below for further details, and building plans submitted with the application.

BUILDING 1 – Contemporary French – 3 Units

Front Façade Area (West) = 1,805 square feet

Offset Walls = 250 sf + 220 sf + 250sf

Front Entry = 72 sf+ 146 sf

Windows = (21 sf x 3) + (16 sf x 3)

Garage Windows = (20sf x 2) + 10 sf

Building 1 Permanent Architectural Features - Front Façade (West)

720 sf + 218 sf + 111 sf + 50 sf = 1,049 square feet / 1,805 square feet = **58%** (58.11)

Side (South) Façade Area = 1,105 square feet

Offsetting Wall Architectural Feature/Siding Variation

3rd Floor = 212 sf
2nd Floor = 40 sf
Ground Floor Offset Wall = 168 sf

Additional Windows = 14 sf x 4 + 48 sf

Rear Deck = 55 sf

Building 1 Permanent Architectural Features – Side Façade (South)

420 sf + 104 sf + 55 sf = 579 square feet / 1,105 square feet = **52%** (52.39)

Rear Façade Area (East) = 1,720 square feet

Third-Floor Siding Variation = 232 sf + 82 sf

Second-Floor Deck/Balcony = (142 sf x 2 units) + 70 sf

Additional Window = 21 sf

Entry Door = 22 sf x 3 units

Building 1 Permanent Architectural Features – Rear Façade (East)

314 sf + 354 sf + 21 sf + 66 sf = 755 square feet / 1,720 square feet = **44%** (43.89)



Building 1 (Lots 156-158)

3/16" = 1'-0"

ENTRY ELEVATION

CONTEMPORARY FRENCH



Building 1 (Lots 156-158)

1/8" = 1'-0"

ENHANCED
SIDE ELEVATION

CONTEMPORARY FRENCH



Building 1 (Lots 156-158)

1/8" = 1'-0"

ENHANCED
REAR ELEVATION

CONTEMPORARY FRENCH

BUILDING 2 –Modern Farmhouse – 5 Units

Front Façade Area (West) = 2,946 square feet

Offsetting Wall Architectural Feature/Siding Variation
2nd Floor = 512 sf

3rd Floor = 960 sf
 Total = 1,472 sf

Front Entry/Siding Materials

Units 1 and 5 = 74 sf x 2 units = 148 sf
 Unit 2 = 84 sf
 Units 3 and 4 = 150 sf
 Total = 382 sf

Additional Windows = 13 sf x 5 units = 65 sf

Building 2 Permanent Architectural Features - Front Façade (West)

1,472 + 382 + 65 = 1,919 square feet / 2,946 square feet = **65%** (65.13)

Rear Façade Area (East) = 2,890 square feet

Third-Floor Offsetting Walls/Siding Variation = 544 sf

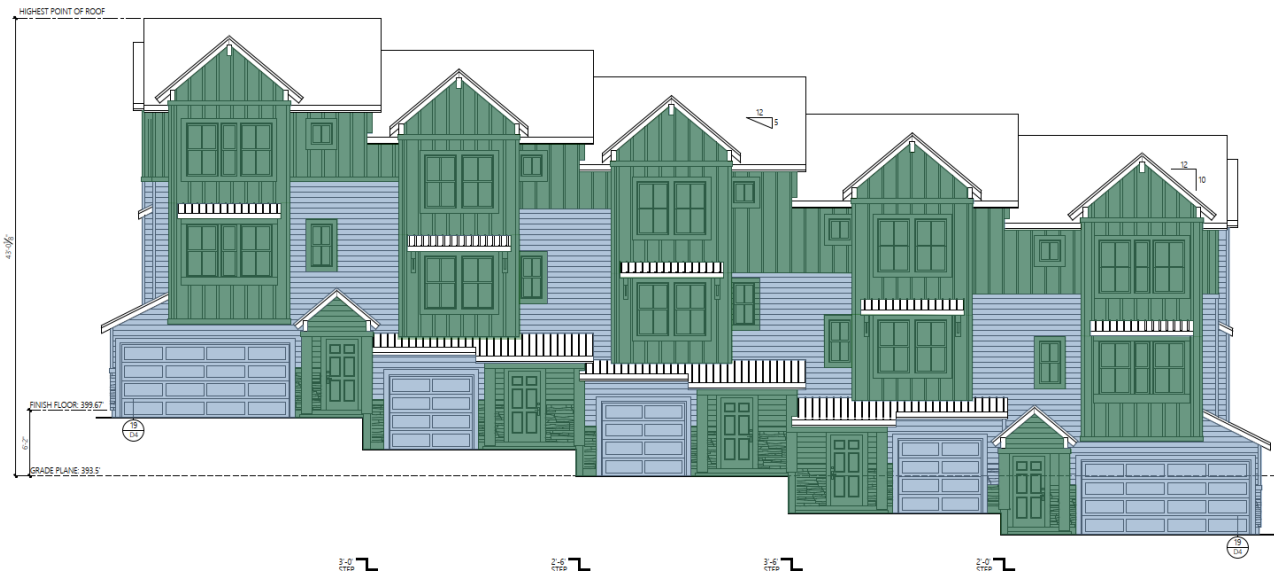
Second-Floor Deck/Balcony = (142 sf x 2 units) + (70 sf x 3 units) = 494 sf

Additional Windows = (30 sf x 4 units) + (21 sf x 3 units) = 183 sf

Entry Door = 22 sf x 5 units

Building 2 Permanent Architectural Features – Rear Façade (East)

544 sf + 494 sf + 183 sf + 110 sf = 1,331 square feet / 2,890 square feet = **46%** (46.05)

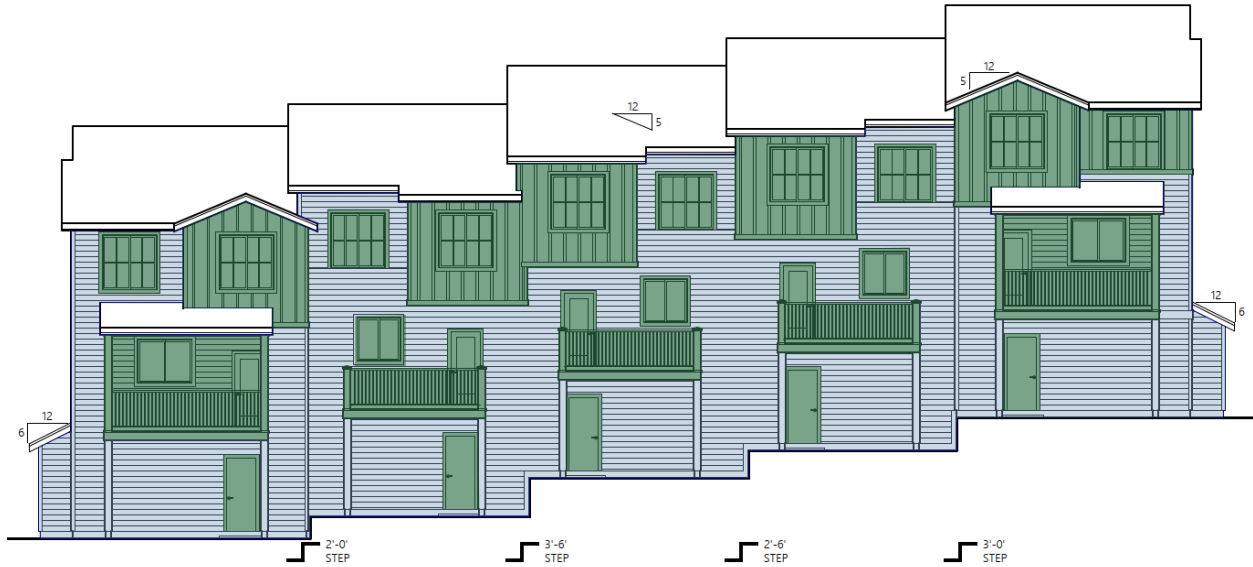


Building 2 (Lots 159-163)

3/16" = 1'-0"

ENTRY ELEVATION

MODERN FARMHOUSE



Building 2 (Lots 159-163)

ENHANCED
REAR ELEVATION
MODERN FARMHOUSE

1/8" = 1'-0"

BUILDING 3 – Contemporary Tudor – 5 Units

Front Façade Area (West) = 2,990 square feet

Offsetting Wall Architectural Feature

Units 1 and 5	= 265 sf x 2 units	= 530 sf
Units 2, 3, and 4	= 245 sf x 3 units	= 735 sf
Total		= 1,265 square feet

Front Entry

Units 1 and 5	= 85 sf x 2 units	= 170 sf
Unit 2	= 72 sf	= 72 sf
Units 3, and 4	= 138 sf	= 216 sf
Total		= 458 sf

Additional Windows

Ground Floor	= 14 sf x 5 units	= 70 sf
2nd Floor	= 8 sf x 5 units	= 40 sf
3rd Floor	= (20 sf x 2 units) + (10 sf x 3 units)	= 70 sf
Total		= 180 sf

Building 3 Permanent Architectural Features - Front Façade (West)

1,265 sf + 458 sf + 180 sf = 1,903 square feet / 2,990 square feet = **64%** (63.64)

Side (north) Façade Area = 1,185 square feet

Ground Floor Offsetting Wall= 168 sf

2nd Floor Offsetting Wall = 41 sf
 3rd Floor Siding Variation = 308 sf
 Additional Windows = (14 sf x 4) + 48 sf
 Rear Deck/Entryway = 104 sf

Building 3 Permanent Architectural Features – North Side Façade

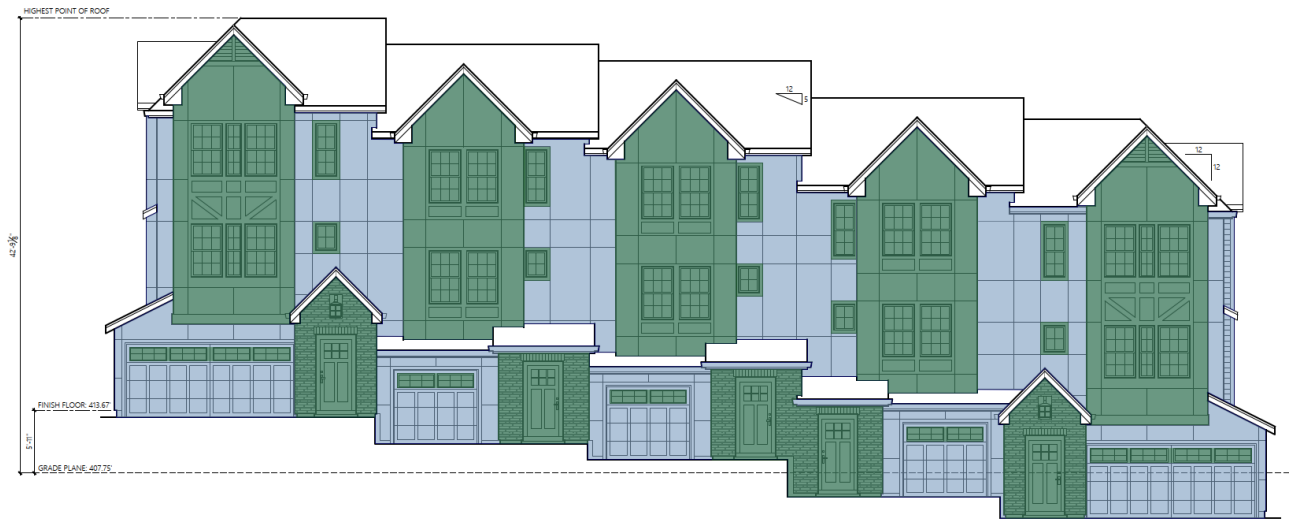
168 sf + 41 sf + 308 sf + 48 sf + 104 sf = 669 square feet / 1,185 square feet = **56%** (56.45)

Rear Façade Area (East) = 2,975 square feet

Third-Floor Offset Walls = 654 sf
 Second-Floor Deck/Balcony = (142 sf x 2 units) + (70 sf x 3 units) = 494 sf
 Additional Windows = (30 sf x 4 units) + (21 sf x 3 units) = 183 sf
 Entry Door = 22 sf x 5 units

Building 3 Permanent Architectural Features – Rear Façade (East)

654 sf + 494 sf + 183 sf = 1,331 square feet / 2,975 square feet = **45%** (44.73)



Building 3 (Lots 164-168)

3/16" = 1'-0"

ENTRY ELEVATION
 CONTEMPORARY TUDOR



Building 3 (Lots 164-168)

1/8" = 1'-0"

ENHANCED
SIDE ELEVATION
CONTEMPORARY TUDOR



Building 3 (Lots 164-168)

1/8" = 1'-0"

ENHANCED
REAR ELEVATION
CONTEMPORARY TUDOR

BUILDING 4 – Contemporary French – 3 Units

Front Façade Area (West) = 1,805 square feet

Offset Walls = 250 sf + 220 sf + 250sf

Front Entry = 72 sf+ 146 sf

Windows = (21 sf x 3) + (16 sf x 3)

Garage Windows = (20 sf x 2) + 10 sf

Building 4 Permanent Architectural Features - Front Façade (West)

720 sf + 218 sf + 111 sf + 50 sf = 1,049 square feet / 1,805 square feet = **58%** (58.11)

Side (South) Façade Area = 1,105 square feet

Offsetting Wall Architectural Feature/Siding Variation

3rd Floor = 212 sf

2nd Floor = 40 sf

Ground Floor Offset Wall = 168 sf

Additional Windows = 14 sf x 4 + 48 sf

Rear Deck = 55 sf

Building 4 Permanent Architectural Features – Side Façade (South)

420 sf + 104 sf + 55 sf = 579 square feet / 1,105 square feet = **52%** (52.39)

Rear Façade Area (East) = 1,720 square feet

Third-Floor Siding Variation = 232 sf + 82 sf

Second-Floor Deck/Balcony = (142 sf x 2 units) + 70 sf

Additional Window = 21 sf

Entry Door = 22 sf x 3 units

Building 4 Permanent Architectural Features – Rear Façade (East)

314 sf + 354 sf + 21 sf + 66 sf = 755 square feet / 1,720 square feet = **44%** (43.89)



Building 4 (Lots 169-171)

3/16" = 1'-0"

ENTRY ELEVATION

CONTEMPORARY FRENCH

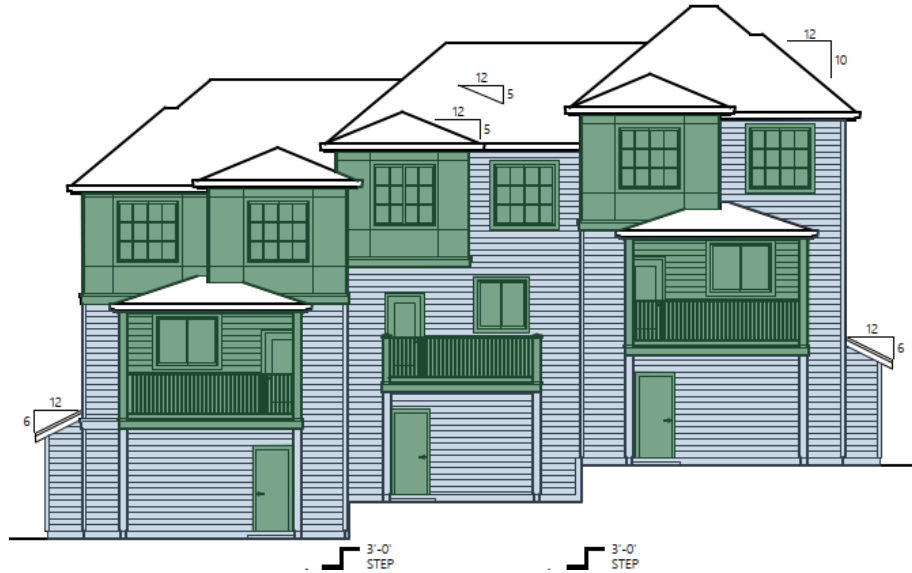


Building 4 (Lots 169-171)

1/8" = 1'-0"

**ENHANCED
SIDE ELEVATION**

CONTEMPORARY FRENCH



Building 4 (Lots 169-171)

ENHANCED
REAR ELEVATION
CONTEMPORARY FRENCH

1/8" = 1'-0"

BUILDING 5 – Contemporary Tudor – 3 Units

Front Façade Area (West) = 1,880 square feet

Offset Wall Architectural Feature

Units 1 and 3	= 265 sf x 2 units	= 530 sf
Units 2	= 245 sf	= 245 sf
Total		= 775 square feet

Front Entry

Unit 1	= 85 sf
Units 2 and 3	= 150 sf
Total	= 235 sf

Additional Windows

Ground Floor	= 14 sf x 3 units	= 42 sf
2nd Floor	= 8 sf x 3 units	= 24 sf
3rd Floor	= (20 sf x 2 units) + 10 sf	= 50 sf
Total		= 116 sf

Building 5 Permanent Architectural Features - Front Façade (West)

775 sf + 235 sf + 116 sf = 1,126 square feet / 1,880 square feet = **60%** (59.89)

Side (north) Façade Area = 1,185 square feet

Ground Floor Offsetting Wall= 168 sf

2nd Floor Offsetting Wall = 41 sf

3rd Floor Siding Variation = 308 sf

Additional Windows = (14 sf x 4) + 48 sf

Rear Deck/Entryway = 104 sf

Building 5 Permanent Architectural Features – North Side Façade

168 sf + 41 sf + 308 sf + 48 sf + 104 sf = 669 square feet / 1,185 square feet = **56%** (56.45)

Rear Façade Area (East) = 1,800 square feet

3rd Floor Siding Variation = 110 sf + 95 + 195 sf

Second-Floor Deck/Balcony = (142 sf x 2 units) + 70 sf

Additional Windows = (30 sf x 2 units) + 21 sf

Entry Doors = 22 sf x 3 units

Building 5 Permanent Architectural Features –Rear Façade (East)

400 + 354 + 81 + 66 = 901 square feet / 1,800 square feet = **50%** (50.05)



Building 5 (Lots 172-174)

3/16" = 1'-0"

ENTRY ELEVATION

CONTEMPORARY TUDOR



Building 5 (Lots 172-174)

1/8" = 1'-0"

ENHANCED
SIDE ELEVATION

CONTEMPORARY TUDOR



Building 5 (Lots 172-174)

1/8" = 1'-0"

ENHANCED
REAR ELEVATION

CONTEMPORARY TUDOR

BUILDING 6 – Modern Farmhouse – 3 Units

Front Façade Area (East) = 1,845 square feet

Offsetting Wall Architectural Feature/Siding Variation

2nd Floor = 325 sf

3rd Floor = 580 sf

Total = 905 sf

Front Entry/Siding Materials
Units 1 = 36 sf
Units 2 and 3 = 74 sf
Total = 110 sf

Additional Windows = 13 sf x 3 units = 39 sf

Building 6 Permanent Architectural Features - Front Façade (East)

325 sf + 580 sf + 39 sf = 944 square feet / 1,845 square feet = **51%** (51.16)

Side (North) Façade Area = 1,195 square feet

Ground Floor Offset Wall = 168 sf

2nd Floor Offset Wall = 18 sf

3rd Floor Siding Variation = 360 sf

Additional Windows = (14 sf x 2) + 48 sf

Rear Deck = 62 square feet

Building 6 Permanent Architectural Features – North Side Façade

168 sf + 18 sf + 360 sf + 76 sf + 62 sf = 684 / 1,195 square feet = **57%** (57.23)

Rear Façade Area (East) = 1,756 square feet

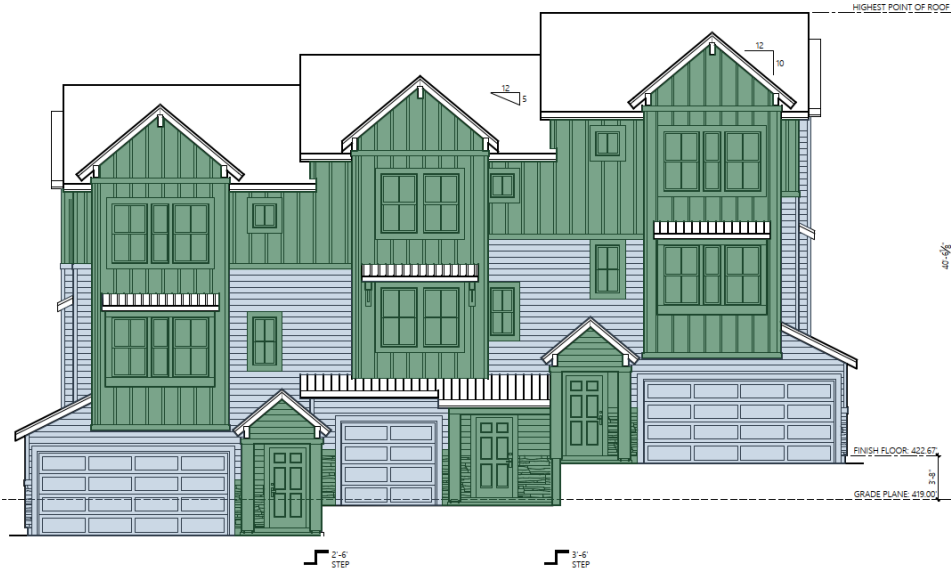
Third-Floor Offset Walls = 410 sf

Second-Floor Deck/Balcony = (150 sf x 2 units) + 70 sf

Additional Windows = 30 sf + 21 sf

Building 6 Permanent Architectural Features – Rear Façade (East)

410 sf + 370 sf + 51 sf = 831 square feet / 1,756 square feet = **47%** (47.32)

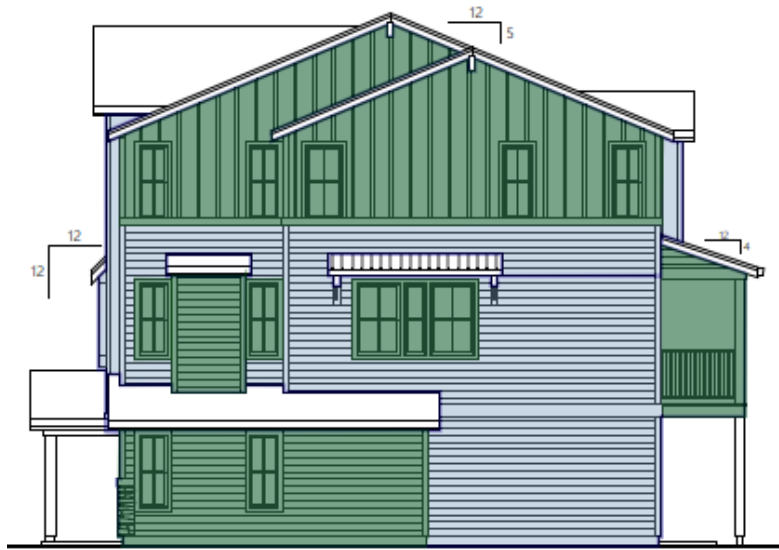


Building 6 (Lots 186-188)

3/16" = 1'-0"

ENTRY ELEVATION

MODERN FARMHOUSE

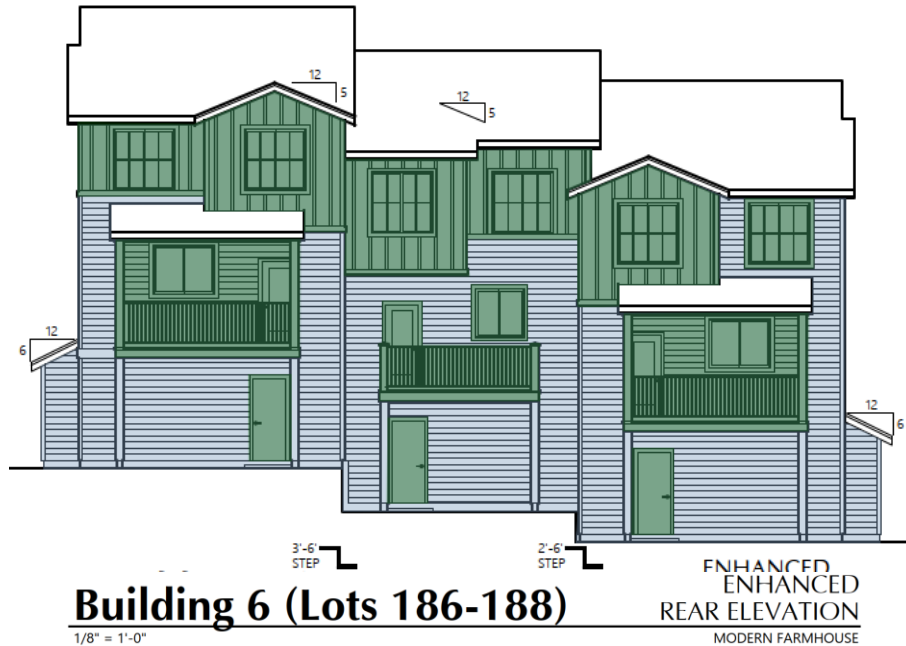


Building 6 (Lots 186-188)

1/8" = 1'-0"

**ENHANCED
SIDE ELEVATION**

MODERN FARMHOUSE



BUILDING 7 – Contemporary French – 5 Units

Front Façade Area (East) = 2,870 square feet

Offset Walls = $(250 \text{ sf} \times 2) + (220 \text{ sf} \times 3) = 1,160 \text{ sf}$

Front Entry = $(72 \text{ sf} \times 2) + 92 \text{ sf} + 146 \text{ sf} = 382 \text{ sf}$

Windows = $(21 \text{ sf} \times 5) + (16 \text{ sf} \times 5) = 185 \text{ sf}$

Garage Windows = $(20 \text{ sf} \times 2) + (10 \text{ sf} \times 3) = 70 \text{ sf}$

Building 7 Permanent Architectural Features - Front Façade (East)

$1,160 \text{ sf} + 382 \text{ sf} + 185 \text{ sf} + 70 \text{ sf} = 1,797 \text{ square feet} / 2,870 \text{ square feet} = \mathbf{63\%}$ (62.61)

Rear Façade Area (West) = 2,820 square feet

Third-Floor Siding Variation = $(86 \text{ sf} \times 2) + 92 \text{ sf} + 176 \text{ sf} = 440 \text{ sf}$

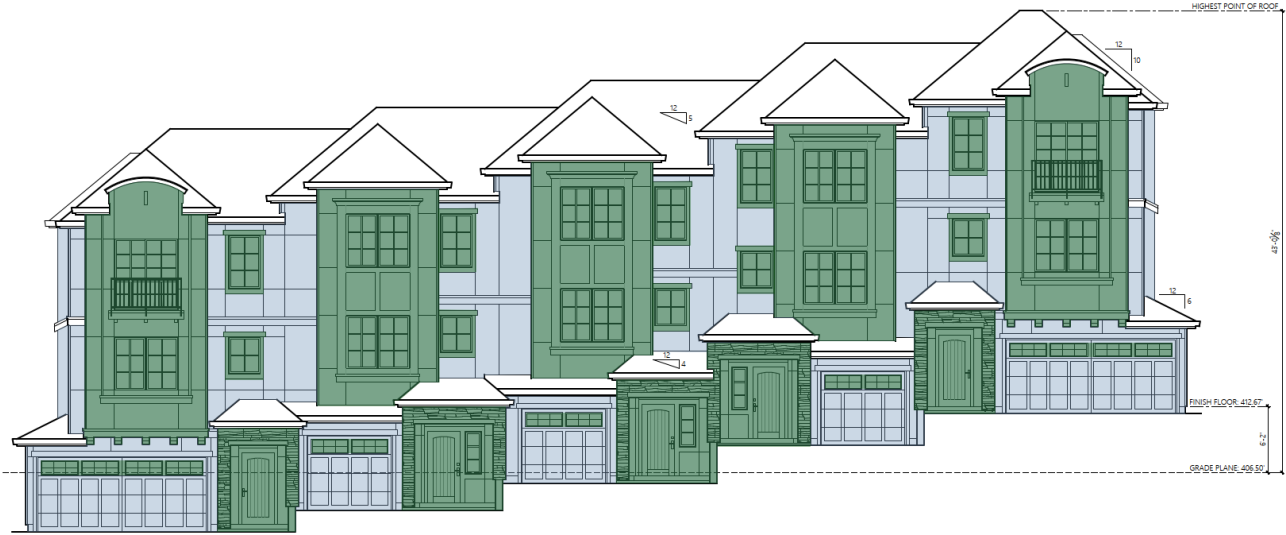
Second-Floor Deck/Balcony = $(142 \text{ sf} \times 2) + (70 \text{ sf} \times 3) = 494 \text{ sf}$

Additional Windows = $(30 \text{ sf} \times 5) + (21 \text{ sf} \times 3) = 213 \text{ sf}$

Entry Door = $22 \text{ sf} \times 5 \text{ units}$

Building 7 Permanent Architectural Features – Rear Façade (West)

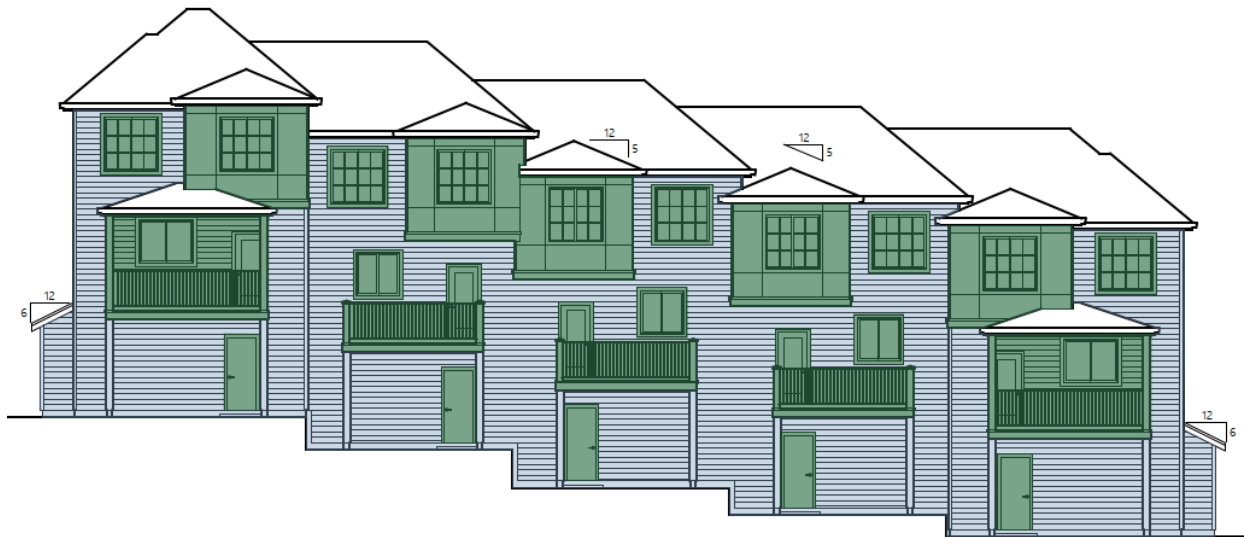
$440 \text{ sf} + 494 \text{ sf} + 213 \text{ sf} + 110 \text{ sf} = 1,257 \text{ square feet} / 2,820 \text{ square feet} = \mathbf{45\%}$ (44.57)



Building 7 (Lots 189-193)

3/16" = 1'-0"

ENTRY ELEVATION
CONTEMPORARY FRENCH



Building 7 (Lots 189-193)

1/8" = 1'-0"

REAR ELEVATION
CONTEMPORARY FRENCH

BUILDING 8 – Contemporary Tudor – 5 Units

Front Façade Area (East) = 2,990 square feet

Offsetting Wall Architectural Feature

Units 1 and 5 = 265 sf x 2 units = 530 sf

Units 2, 3, and 4 = 245 sf x 3 units = 735 sf

Total = 1,265 square feet

Front Entry

Units 1 and 5	= 85 sf x 2 units	= 170 sf
Unit 2	= 72 sf	= 72 sf
Units 3, and 4	= 138 sf	= 216 sf
Total		= 458 sf

Additional Windows

Ground Floor	= 14 sf x 5 units	= 70 sf
2nd Floor	= 8 sf x 5 units	= 40 sf
3rd Floor	= (20 sf x 2 units) + (10 sf x 3 units)	= 70 sf
Total		= 180 sf

Building 8 Permanent Architectural Features - Front Façade (East)

1,265 sf + 458 sf + 180 sf = 1,903 square feet / 2,990 square feet = **64%** (63.64)

Side (south) Façade Area = 1,185 square feet

Ground Floor Offsetting Wall = 168 sf

2nd Floor Offsetting Wall = 41 sf

3rd Floor Siding Variation = 308 sf

Additional Windows = (14 sf x 4) + 48 sf

Rear Deck/Entryway = 104 sf

Building 8 Permanent Architectural Features – South Side Façade

168 sf + 41 sf + 308 sf + 48 sf + 104 sf = 669 square feet / 1,185 square feet = **56%** (56.45)

Rear Façade Area (West) = 2,975 square feet

Third-Floor Offset Walls = 654 sf

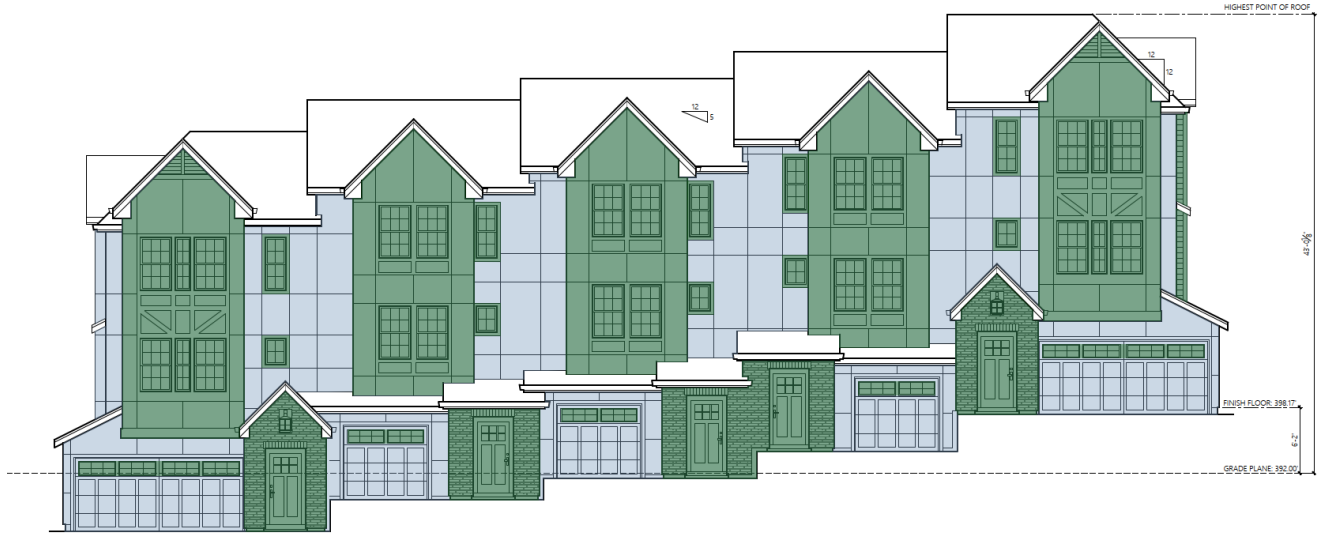
Second-Floor Deck/Balcony = (142 sf x 2 units) + (70 sf x 3 units) = 494 sf

Additional Windows = (30 sf x 4 units) + (21 sf x 3 units) = 183 sf

Entry Door = 22 sf x 5 units

Building 8 Permanent Architectural Features – Rear Façade (West)

654 sf + 494 sf + 183 sf = 1,331 square feet / 2,975 square feet = **45%** (44.73)



Building 8 (Lots 194-198)

3/16" = 1'-0"

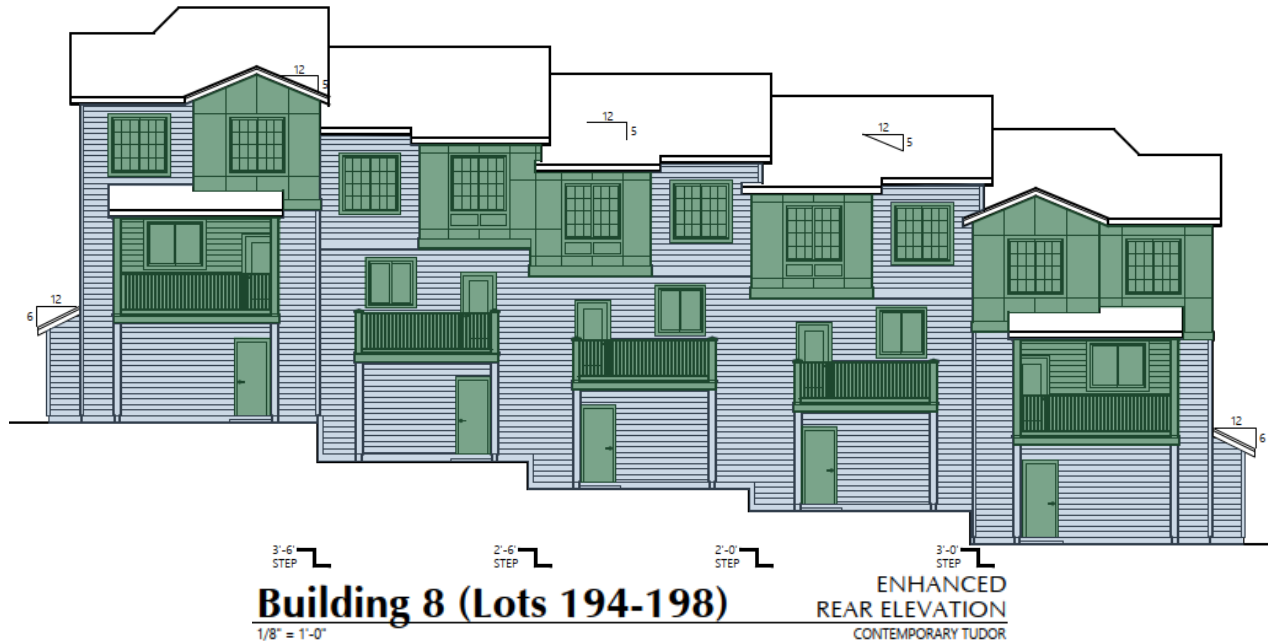
ENTRY ELEVATION
CONTEMPORARY TUDOR



Building 8 (Lots 194-198)

1/8" = 1'-0"

ENHANCED
SIDE ELEVATION
CONTEMPORARY TUDOR



2. *Fifty (50) percent in Commercial zones where glazing is less than thirty five (35) percent pursuant to Section 60.05.15.8.A.3.*

RESPONSE: The site is not within a Commercial zone; therefore, this section is not applicable.

3. *Fifteen (15) percent in Industrial zones.*

In Industrial zones, where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities, the above standards shall apply only to elevations visible from and within 100 feet of an adjacent public street, and elevations that include a primary building entrance or multiple tenant entrances.

RESPONSE: The site is not within an Industrial zone; therefore, this section is not applicable.

- 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: As shown on the building elevations submitted with the application and evidenced above, the distance between permanent architectural features on each building is significantly less than 40 feet.

2. *Sixty (60) feet in Industrial zones.*

RESPONSE: The site is not within an Industrial zone; therefore, this section is not applicable.

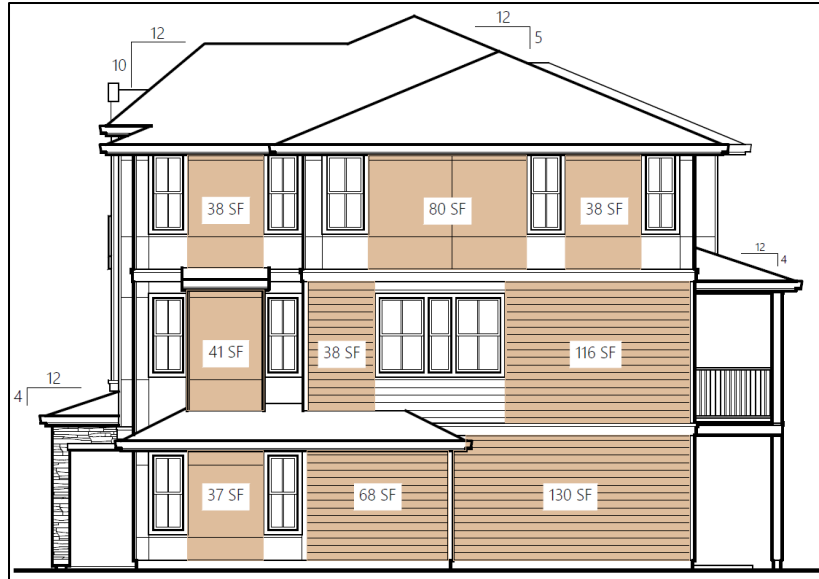
3. *Fifteen (15) feet in detached residential developments in Multiple Use zones for walls facing streets, common greens, and shared courts.*

RESPONSE: The site is neither located within a Multiple Use zone or detached residential development; therefore, this section is not applicable.

- 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: Section 60.05.15.1.D. states that *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.* As written, the applicant believes that as the southern walls of Buildings 1, 4, and 8, and the northern walls of 3, 5, and 6 exceed 150 square feet in area, this section requires that they be articulated with architectural features such as windows, dormers, porch details, alcoves, balconies or bays. Accordingly, all building front and rear facades and other street facing side façades meet the requirements of this Section, as demonstrated by compliance with Section 60.05.15.1.B.

As understood in the Phase 1 Vineyard Design Review application, staff interprets Section 60.05.15.1.D to apply to blank areas in excess of 150 square feet, as opposed to walls greater than 150 square feet in area. This requires each wall to be divided into small segments of “articulated” and “blank” areas, the latter of which must then be measured to be smaller in area than 150 square feet. As Section 60.05.15.1.D. provides no guidance as to how these areas must be measured, the applicant looked at previous Design Review approvals for townhomes in South Cooper Mountain for guidance (Casefile DR2023-0019, approved May 25, 2023). DR 2023-0019 applies “articulated” areas above and below vertical oriented windows and features, and on either side of horizontally oriented windows and features. Wall areas outside of these vertical and horizontal strips are considered blank, and the area measured. Using the methodology used and accepted in DR 2023-0019, the applicant finds that there are no blank areas of walls on the front or rear facades and applicable side yards of any building exceeding 150 square feet in area, meeting the requirements of Section 60.05.15.1.D as interpreted by staff, as demonstrated below, and in plans submitted with the application.



Building 1 (Lot 156)

1/8" = 1'-0"

Building 4 (Lot 169)

1/8" = 1'-0"



Building 1 (Lots 156-158)

1/8" = 1'-0"

Building 4 (Lots 169-171)

1/8" = 1'-0"

Building 7 (Lots 189-193)

1/8" = 1'-0"

5-PLEX - SIMILAR

I



Building 3 (Lot 168)

1/8" = 1'-0"

Building 5 (Lot 174)

1/8" = 1'-0"

Building 8 (Lot 198)

1/8" = 1'-0"



Building 3 (Lots 164-168)

1/8" = 1'-0"

Building 5 (Lots 172-174)

3-PLEX - SIMILAR

1/8" = 1'-0"

Building 8 (Lots 194-198)

1/8" = 1'-0"



Building 6 (Lot 186)

1/8" = 1'-0"



Building 2 (Lots 159-163)

1/8" = 1'-0"

Building 6 (Lots 186-188)

3-PLEX - SIMILAR

1/8" = 1'-0"

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: All building roofs have a minimum 4/12 pitch, with 5/12 pitch up to 12/12 pitch also common within the development. This requirement is satisfied.

- 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: All building roofs have eaves, exclusive of rain gutters, that project from the building wall at least twelve (12) inches. This requirement is satisfied.

- 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: All building roofs have a minimum 4/12 pitch; therefore, parapet walls are not required or provided. This requirement is satisfied.

- D. *When an addition to an existing structure or a new structure is proposed in an existing development, the roof forms for the new structures shall have similar slope and be constructed of the same materials as existing roofs.*

RESPONSE: The subject development is considered new development rather than existing development; therefore, the requirements of this section are not applicable.

- E. *Smaller feature roofs are not subject to the standards of this Section.*

RESPONSE: The applicant notes that the smaller feature roof areas are exempt from the pitch standards, although all architectural elements have been designed to be visually compatible with the required standards.

3. ***Primary building entrances.*** *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: Each of the unit designs features a permanent architectural feature providing weather protection, including recessed entryways, integral canopies, and peaked porch structures. This requirement is satisfied.

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: As shown on plans submitted with the application, each of the exterior walls, including 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, consist of double wall construction. See submitted Sheet D1 for exterior wall details. This requirement is satisfied.

- B. *For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones (except detached residential uses fronting streets, common*

greens and shared courts) a maximum of thirty (30) 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, may be plain, smooth, unfinished concrete, concrete block, plywood and sheet pressboard. The remaining elevation area for all applicable uses in all applicable zones shall be architecturally treated. Appropriate methods of architectural treatment shall include, but are not limited to, scoring, changes in material texture, and the application of other finish materials such as wood, rock, brick or tile wall treatment.

This standard shall also apply to all uses in the industrial zones, except for buildings containing manufacturing, fabricating, processing, packing, storage and wholesale and distribution facilities as a principal use of the site where this standard shall apply only to the primary elevation that is visible from and within 200 feet of a public street or a public park, public plaza or other public open space.

RESPONSE: Each of the building designs feature elevations with significant architectural detailing of between 44% and 65% of the applicable façade. Building materials are proposed to be attractive, durable, and low maintenance. No façade is proposed to include plain, smooth, unfinished concrete, concrete block, plywood or sheet pressboard equal to or greater than 30% of the applicable façade. As shown on the plans submitted with the application, primary building materials include fiber-cement lap siding, fiber-cement panel siding with decorative elements, board and batten siding, stone veneer, and brick veneer. This requirement is satisfied.

C. For Conditional Uses in Residential zones and all uses in Commercial and Multiple Use zones, plain, smooth, exposed concrete and concrete block used as foundation material shall not be more than three (3) feet above the finished grade level adjacent to the foundation wall, unless pigmented, textured, or both. In industrial districts, foundations may extend up to four (4) feet above the finished grade level.

RESPONSE: All foundation material is proposed to be suitably covered in accordance with manufacturers specification with architectural siding or veneer. No smooth, exposed concrete or concrete block used as foundation material will be more than three (3) feet above the finished grade. This requirement is satisfied.

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:*
- 1. A parapet wall; or*
 - 2. A screen around the equipment that is made of a primary exterior finish material used on other portions of the building; or*

3. *Setback from the street-facing elevation such that it is not visible from the public street(s).*

RESPONSE: No roof mounted equipment is anticipated, but if ultimately required will be appropriately located to comply with 5.A.2 or 3 above.

- B. *The vertical measuring distance for required screening shall be measured at five (5) feet above the finished or existing grade of the property line or public right-of-way abutting the development site's front yard setback for a distance of one hundred (100) lineal feet measured outward from the development site's front property line. Once the vertical measuring distance is established for the site's front yard, this same vertical measuring distance shall be applied to all sides of the development site's perimeter property lines.*
- C. *Solar panels, dishes/antennas, pipes, vents, and chimneys are exempt from this standard.*

RESPONSE: No roof mounted equipment is anticipated or proposed, but if ultimately required will be appropriately designed to comply with 5.B. and C. above.

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

RESPONSE: The site is not located within a Commercial or Multiple Use zone; therefore, this section is not applicable.

7. Building scale along Major Pedestrian Routes

- A. *The height of any portion of a building at or within 20 feet of the property line as measured from the finished grade at the property line abutting a Major Pedestrian Route shall be a minimum of twenty- two (22) feet and a maximum of sixty (60) feet. Building heights greater than sixty (60) feet are allowed if the portion of a building that is greater than sixty (60) feet in height is at least twenty (20) feet from the property line that abuts the Major Pedestrian Route. In all cases, building height shall meet the requirement of Section 20.20.20 for the specific zoning district.*
- B. *Detached residential dwellings are exempt from the minimum height standard in Section 60.05.15.7.A. Building heights shall meet the requirements of Section 20.20.20 for the specific zoning district.*
- C. *The maximum heights specified in Section 20.20.20 shall not be exceeded, unless separately authorized through an adjustment or variance application, or where credits are earned for height increase through Habitat Friendly Development Practices, as described in Section 60.12.40.4.B.2.*

RESPONSE: The site is not located along a major pedestrian route, as indicated on the Major Pedestrian Route Maps of Section 60.05.55., nor do any streets within the development meet the definition of Major Pedestrian Route per the definition included in Chapter 90 of the City of Beaverton Development Code. Lastly, the site is not located along the new collector north of Scholls Ferry Road, pursuant to South Cooper Mountain Community Plan Transportation Policy 6; therefore, this section is not applicable.

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

RESPONSE: The site is not located within a Commercial or Multiple Use zone, and no commercial or multiple use buildings are proposed; therefore, this section is not applicable.

9. *Compact Detached Housing design.*

RESPONSE: The site is not proposed for compact detached housing; therefore, this section is 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.*

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: Appropriate pedestrian, bicycle and motor vehicle connections were established between adjacent existing and planned streets as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. This application remains subject to the Conditions of Approval of these files, and will implement connections to the public street system in accordance with the approved circulation system design.

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. [ORD 4531; April 2010]

RESPONSE: No on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, are proposed or anticipated with this development. Any required transformer or utility vaults will be installed per jurisdictional requirements, and screened as appropriate.

- B. *Except for manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principal 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 designated loading docks or loading zones are proposed with this development; therefore, this section 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:*
1. *Solid screen wall constructed of primary exterior finish materials utilized on primary buildings,*
 2. *Solid hedge wall with a minimum ninety-five (95) percent opacity within two (2) years.*
 3. *Solid wood fence*
- D. *Screening from public view by chain-link fence with or without slats is prohibited.*
- E. *Screening of loading zones may be waived in Commercial and Multiple Use zones if the applicant demonstrates the type and size of loading vehicles will not detract from the project's aesthetic appearance and the timing of loading will not conflict with the hours or operations of the expected businesses. [ORD 4584; June 2012]*

RESPONSE: No on-site service areas, outdoor storage areas, waste storage, disposal facilities, recycling containers, designated loading docks or loading zones are proposed or anticipated with this development. Any required transformer or utility vaults will be installed per jurisdictional requirements, and screened as appropriate.

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: Appropriate pedestrian circulation was established between adjacent existing and planned pedestrian facilities as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. This application remains subject to the Conditions of Approval of these files, and will implement connections to the public street system in accordance with the approved circulation system design.

- 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: All proposed units within this phase are traditional front loaded units, and will have a paved connection from the front door/porch leading to the paved individual driveway, which will in turn connect to the adjacent street. This requirement is satisfied.

- 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.*
- 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.*
- 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.*
- 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) contains stricter standards for any pedestrian walkway, the ADA standards shall apply.*

RESPONSE: Appropriate pedestrian circulation location and design was established between adjacent existing and planned pedestrian facilities as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. This application remains subject to the Conditions of Approval of these files, and will implement connections to the public street system in accordance with the approved circulation system design.

4. *Street frontages and parking areas.*

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

RESPONSE: No surface parking areas are proposed abutting a public street: therefore, this requirement is not applicable.

5. *Parking area landscaping.*

RESPONSE: Appropriate parking area landscaping and design was established as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. This application remains subject to the Conditions of Approval of these files, and will construct this and other parking areas within the wider development in accordance with the approved parking area design.

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

RESPONSE: The site is not located within a Multiple Use zone, and no multiple use buildings are proposed; therefore, this section is not applicable

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

RESPONSE: The site is not located within a Commercial or Multiple Use zone, and no commercial or multiple use buildings are proposed; therefore, this section 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.*

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.*
- 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.*
- 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: Appropriate pedestrian, bicycle and motor vehicle connections, including pedestrian access located within Tract P, were established as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. This application remains subject to the Conditions of Approval of these files, and will implement pedestrian, bicycle and motor vehicle circulation within the Planned Development Subdivision in accordance with the approved circulation system design.

9. Ground floor uses in parking structures.

RESPONSE: No parking structures are proposed within the development: therefore, this requirement is not applicable

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

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

- 1. Minimum landscape requirements for residential developments consisting of two (2) or three (3) units of Attached Housing or Compact Detached Housing.*

RESPONSE: The application consists of Design Review for the 32 attached units within Phase 2A of the Vineyard at Cooper Mountain development, out of a total of 69 attached units within the Planned Development Subdivision; therefore, this standard is not applicable.

- 2. Minimum landscape requirements for residential developments consisting of four (4) to seven (7) units of Attached Housing or Compact Detached Housing.*

RESPONSE: The application consists of Design Review for the 32 attached units within Phase 2A of the Vineyard at Cooper Mountain development, out of a total of 69 attached units within the Planned Development Subdivision; therefore, this standard is not applicable.

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

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

RESPONSE: Common open space surrounding the proposed attached units and across the entire Planned Development Subdivision was approved as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. Specifically, Section 60.35.15. requires the provision of passive and active open space within the Planned Development Subdivision, and approximately 257,578 square feet of open space (including 222,327 square feet of passive open space and 35,251 square feet of active open space) are being provided within the Phase 2 boundaries. While properties within the South Cooper Mountain Community Plan Area are exempt from the open space requirements in Section 60.35.15.1, the development is required to provide all community features, including but not limited to, trails, habitat benefit areas, and scenic views identified in the South Cooper Mountain Community Plan, as identified in Section 60.35.25. No additional common open space is required.

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: Development and landscaping of required open space areas and walkways was approved as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. Landscaping requirements under this Design Review application are limited to the front yard and foundation landscaping areas of each individual lot.

Landscaping Plans showing the required front yard and foundation area landscaping are provided for all buildings, demonstrating full compliance with these standards.

- 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: Front yard landscaping is shown on landscaping plans submitted with the application. All areas of the front yard other than walkways or driveways feature living plant materials or other suitable landscape materials. Areas of gravel, rock, bark and similar materials are limited to no more than 25% of the front yard 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: As described above, front yard landscaping is shown on landscaping plans submitted with the application, in all areas other than walkways or driveways.

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

Check this against plans. Possible FYI

RESPONSE: Landscaping meeting the above requirements will be provided for each lot within the front yard area, and along the foundation of all side yard building elevations facing a street or accessway. Landscaping plans demonstrating compliance with these standards are included with this submittal for each of the 8 individual buildings.

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:

RESPONSE: No pedestrian plaza areas are associated with this development; therefore, this requirement is not applicable.

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

RESPONSE: The site is not located within a Multiple Use zone, and no multiple use or non-residential buildings are proposed; therefore, this section is not applicable

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

RESPONSE: No Common Green areas are proposed within the boundaries of Phase 2; therefore, this section is not applicable

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

RESPONSE: No shared courts are proposed within the development; Therefore, this standard is not applicable.

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

RESPONSE: No retaining walls are proposed as part of the site grading shown within the approved plan set. The buildings are designed to minimize grading, with the units stepping down along the street in harmony with the topography.

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.*

RESPONSE: As shown on the Fence Specifications exhibit, all fencing shown is proposed to be constructed using Cedar materials, or pressure treated wood where appropriate for structural elements. Cedar and pressure treated wood are commonly used in fence building due to their durability and finish.

Fencing is generally proposed to enclose private rear yard areas for each individual dwelling unit, as shown on the submitted fencing plan.

- 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.*

RESPONSE: No chain link fences are proposed; therefore, this section is not applicable.

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

RESPONSE: No walls are proposed; therefore, this section is not applicable.

- 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.*

RESPONSE: The subject development is not located in an industrial district; therefore, this section is not applicable.

- E. *Fences and walls:*

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

RESPONSE: No fences are proposed to be located in a required front yard; therefore, this section is not applicable.

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

RESPONSE: No fences are proposed to be located in a required front yard; therefore, this section is not applicable.

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 subject development is not detached housing, nor is it located in a multiple use district; therefore, this section is not applicable.

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:*
 1. *0 to 5 feet from property line. Maximum of two (2) foot slope differential from the existing or finished slope of the abutting property, whichever is applicable.*
 2. *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 slope of the abutting property, whichever is applicable.*
 3. *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 slope of the abutting property, whichever is applicable.*
 4. *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 slope of the abutting property, whichever is applicable.*
 5. *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 slope of the abutting property, whichever is 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.

C. The grading standards listed in subsection A. above shall not apply to the following:

- 1. Public right-of-way road improvements such as new streets, street widening, sidewalks, and similar or related improvements.*
- 2. Storm water detention facilities subject to review and approval of the City Engineer.*
- 3. 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: Grading for the site has been approved by the City of Beaverton as part of the site development permit review for Permit No. SD2023-0007, and is not further addressed herein. However, as described above, the buildings are designed to minimize grading, with the units stepping down along the street in harmony with the topography.

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: Water quantity, quality, and hydromodification were addressed for the site as part of the site development permit review for Permit No. SD2023-0007. Stormwater will be collected from the site and diverted to the regional stormwater facility in the south of the overall Vineyards site, and is not further addressed herein.

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: Natural areas on and near the site were addressed as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026, and CWS SPL 18-002050 (Amended 05/20/2019). No natural areas are impacted with this design review application, as confirmed through the included letter from CWS staff dated 10/23/2023.

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 60.05.45.9.

RESPONSE: Each of the lots within this application is surrounded on all sides by other property within the R-2 or R-4 Zone. Accordingly, pursuant to Table 60.05-2, landscape buffering screening requirements are not applicable.

14. Community Gardens

RESPONSE: No community gardens are proposed within the site.

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: The only lighting required by this section is within the front yard pedestrian circulation areas of each unit where the front door is connected to the adjoining street.

The applicant has provided a photometric lighting study, Sheet 0.1 through 1.2, indicating the use of a porch light and bollard lighting on the private pathways, providing continuous illumination levels consistent with the City's Technical Lighting Standards between the front door and the sidewalk/pedestrian accessway. The Maximum illumination at the side property lines is 0.5 foot-candles.

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.*
 8. *Non-pole-mounted luminaires shall comply with the City's Technical Lighting Standards.*
 9. *Lighted bollards when used to delineate on-site pedestrian and bicycle pathways shall have a maximum height of forty-eight (48) inches.*

RESPONSE: No private pole mounted luminaire are proposed with this application. Bollard lights are shown on the Lighting Plans (Sheet 0.1 through 1.2) and specification sheets, and show a maximum height of 39.5 inches, meeting the requirements of this section.

60.05.55. Major Pedestrian Route Maps.

RESPONSE: The site is not located along a major pedestrian route, as indicated on the Major Pedestrian Route Maps of Section 60.05.55., nor do any streets within the development meet the definition of Major Pedestrian Route per the definition included in Chapter 90 of the City of Beaverton Development Code. Lastly, the site is not located along the new collector north of Scholls Ferry Road, pursuant to South Cooper Mountain Community Plan Transportation Policy 6; therefore, this section is not applicable.

TABLE 60.05-1 TECHNICAL LIGHTING STANDARDS

- A. Types of Lighting.** *The Technical Lighting Standards Section shall apply to bollard luminaire, pole-mounted luminaire, and non-pole-mounted luminaire.*
- B. Areas to Be Applied.** *The roadways, access drives, parking lots, vehicle maneuvering areas, pathways and sidewalks of all new developments and building entrances shall be lighted in conformance to the technical lighting standards. These standards are not intended to apply to public street lighting.*
- C. Conformity of Lighting Plans to this Section.** *All lighting plans submitted to the City shall comply with the standards of this table.*
- D. Standards.** *The following standards are required of all exterior lighting:*
- 1. When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of an angle greater than ninety (90) degrees, the minimum required interior illumination, the maximum permitted illumination at the property line, and the maximum permitted height of Luminaires shall be as shown on Table 60.05-1.*
 - 2. When a bollard luminaire, or pole-mounted luminaire, or non-pole-mounted luminaire has total cutoff of light at an angle less than ninety (90) degrees and is located so that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five (5) feet above the ground at the point where the cutoff angle intersects the ground, then the minimum permitted interior illumination, the maximum permitted illumination within five (5) feet of any property line, and the maximum permitted height of Luminaires is also shown on Table 60.05-1.*

RESPONSE: The applicant has provided a photometric lighting study, **Sheet 0.1 through 1.2,** indicating the use of a porch light and bollard lighting along the pedestrian path on each lot, providing continuous illumination levels consistent with the City's Technical Lighting Standards. Both proposed fixture types are considered dark sky friendly, and include contained units with cut-off angles > 90 degrees, such that the bare light bulb, lamp, or light source is completely shielded from the direct view of an observer five (5) feet above the ground at the point where the cutoff angle intersects the ground. The proposed porch lights will also be fitted with side shields to further prevent light spillover into neighboring property.

In accordance with the City's Technical Lighting Standards, where the cutoff angle is > 90 degrees, minimum required illumination (internal) in foot-candles is 0.7. As shown on the Lighting Plan, Sheet E1.0, the minimum pathway illumination is 0.7 foot-candles. There is no maximum permitted illumination at property line in foot-candles where the cutoff angle is > 90, although the lighting plan indicates compliance with a 0.5 foot-candle limit.

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

1. *Design Standards for Residential, Commercial, Industrial and Multiple-Use Districts:*

a. No flickering or flashing lights shall be permitted.

RESPONSE: No flickering or flashing lights are proposed within the development; Therefore, this standard is not applicable.

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

RESPONSE: No bare bulb lights are proposed within the development; Therefore, this standard is not applicable.

c. No strobe lights shall be permitted.

RESPONSE: No strobe lights are proposed within the development; Therefore, this standard is not applicable.

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

RESPONSE: No screening and buffering areas are required within the development; Therefore, this standard is not applicable.

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

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

RESPONSE: No exterior neon lights are proposed within the development; Therefore, these guidelines are not applicable.

F. Exemption for Specified Public Outdoor Recreation Uses:

RESPONSE: No outdoor public recreation uses are proposed within the development; Therefore, this standard is not applicable.

TABLE 60.05-1 TECHNICAL LIGHTING STANDARDS						
Zoning District Type	Minimum Required Illumination (internal) in Foot-candles		Maximum Permitted Illumination (Internal) in Foot-Candles	Maximum Permitted Illumination at property line in Foot- Candles		Maximum Permitted Height of Luminaires
	>90	<90	>90	<90		
Residential	1.0	0.7	None	None	0.5	Pole-mounted Luminaires (inclusive of above grade base and light fixture): ♦15 feet for on-site pedestrian ways. ♦20 feet for on-site vehicular circulation areas. Wall-mounted Luminaires for the lighting of pedestrian or vehicular circulation areas: ♦20 feet above building finished grade.

TABLE 60.05-2 MINIMUM LANDSCAPE BUFFER REQUIREMENTS BETWEEN CONTRASTING DISTRICTS

TABLE 60.05-2					
District of Development	Minimum Landscape Buffer Requirements Between Contrasting Districts				
	Location	Urban Low (R- 10)	Urban Standard (R-7, R-5)	Urban Medium (R-4, R-2)	Urban High Density (R-1)
Urban Medium (R-4, R-2)	Abutting	10'/B2 CU/R-4	10'/B2 CU/R-4	N/A	10'/B2 CU/R-4
	Across Street	5'/B1	5'/B1	N/A	5'/B1

NOTES:

1. *5' / 10' / 20' = Buffer Width*
2. *B1 / B2 / B3 = Buffer Standard*
3. *N/A= Not Applicable*
4. *CU= Conditional Use*
5. *Except for non-residential uses and parks in residential districts, buffering requirements are not in addition to building setback requirements as described in CHAPTER 20 of the Development Code. Where a setback width is less than a landscape buffer width described in Table 60.05-2, the minimum setback width of the zone shall apply to the specified buffer designation (B1, B2, or B3 as appropriate). A landscape buffer width cannot exceed a minimum yard setback dimension. [ORD 4531; April 2010]*
6. *Buffering requirements for Urban Low & Urban Standard and the R-4 zoning district in Urban Medium shall only be applied when a Conditional Use (CU) is proposed.*
7. *A minimum 20 foot buffer developed to a B3 standard is required for non-residential land uses and parks in residential zoning districts. This standard shall apply only to side and rear property lines that abut residentially zoned properties. The Director is authorized to approve exceptions as described under Section 60.05.25.9.A - Applicability of Buffer Standards, otherwise all proposals to modify the 20-foot buffer width or B-3 standard are subject to public hearing consideration in review of applicable guidelines (60.05.45.8). [ORD 4531; April 2010]*
8. *Where a site proposed for development abuts property located outside City limits, the equivalent zone shall be applied as described in Exhibit B of the Urban Planning Area Agreement under Chapter 3.15 of the City Comprehensive Plan or similar zone as determined by the Director. [ORD 4531; April 2010]*

60.15. Land Division Standards

60.15.05. Purpose.

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

60.15.07. South Cooper Mountain Natural Resources.

The following standard is applicable to partitions and subdivisions within the South Cooper Mountain Community Plan Area.

1. *Significant Natural Resource Areas, as identified in Figure 12: Natural Resources in the Community Plan Area of the South Cooper Mountain Community Plan, shall be protected and enhanced, consistent with local, state and federal regulations.*

RESPONSE: Significant Natural Resource Areas on and near the site were addressed as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026, and CWS SPL 18-002050 (Amended 05/20/2019). No natural resource areas are impacted with this design review application, as confirmed through the included letter from CWS staff dated 03/10/2023.

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.*
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.*

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

RESPONSE: Grading for the site has already been reviewed and approved by the City of Beaverton as part of the site development permit review for Permit No. SD2023-0007. As described within this report, the buildings are designed to minimize required grading, with the units stepping down along the street in harmony with the topography and approved street grades. As proposed, grading will remain consistent with the approved preliminary plans approved for Permit No. SD2023-0007, and therefore remains consistent with Section 60.15.10.

- 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: Tree Removal Plan TP2018-0007 was approved by the Planning Commission for the entire Planned Unit Development area. No designated Significant Trees and Groves are located within the Design Review area.

60.15.15. Final Plat Standards.

- 1. ***Easements and rights-of-way.*** *Refer to Chapter 9.05 of the Beaverton Municipal Code and Chapter 1, Section 130 of the Beaverton Engineering Design Manual.*

RESPONSE: As proposed, all easements and right-of-way will remain consistent with the approved preliminary plans, in particular with the site development permit review for Permit No. SD2023-0007, and the approved final plat, which is currently with the County Surveyor for recording.

2. **Building lines.** *The Director may approve special setbacks based upon the consideration for safety, topography, geology, solar access or other such reasons. If special building setback lines are to be established in the land division that are greater than required by this Code, they shall be shown on the final land division and included in the deed restriction.*

RESPONSE: As described previously in this narrative, the subject lots were approved as part of CU2018-0014/LD2018-0026, including lot area and dimensional standards. Setbacks for the proposed attached units in the R-2 and R-4 zones were requested and approved as follows:

Zoning District	Development Standard	Approved Setback
R-2	Front yard - 10 feet	10 feet to front building wall 8 feet to porch
	Rear yard – 15 feet	12 feet front loaded 4 feet or 20 feet alley loaded
	Side yard – 0 or 5 or 10 ⁵ feet	Attached Units 0 feet attached sides 3 feet all detached sides; 8 feet street sides
R-4	Front yard - 10 feet	10 feet to front building wall 8 feet to porch
	Rear yard – 15 feet	12 feet front loaded 4 feet or 20 feet alley loaded
	Side yard – 0 or 5 feet 10 or 5 ⁶ feet	Attached Units 0 feet attached sides 3 feet all detached sides; 8 feet street sides

3. **Dedications.** *Infrastructure or public improvements such as public streets, sidewalks, pedestrian ways, bikeways, multi-use paths, sanitary sewer, storm water system, water system, traffic control devices, parks, open space, and other public rights-of-way required as needed to serve the development, shall be installed at the expense of the developer and dedicated or otherwise conveyed to the City or the appropriate jurisdiction for maintenance. Dedication of any land for park or open space purposes shall be approved by the jurisdiction to which the park or open space is being dedicated prior to Final Land Division approval.*

RESPONSE: As proposed, all easement and right-of-way dedications, along with public improvements, will remain consistent with the approved preliminary plans approved with the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026, and CWS SPL 18-002050 (Amended 05/20/2019). Further, the proposal is consistent with the site development permit review for Permit No. SD2023-0007, and the approved final plat, which is currently with the County Surveyor for recording. Dedication and/or conveyance to the appropriate body will occur upon completion, plat recordation, or as otherwise conditioned.

4. ***Homeowners' Associations and declarations.*** *When a Homeowners' Association Agreement or other restrictive covenants are to be recorded with the development, a copy of the appropriate documents shall be submitted with the final plat. The City shall review such documents to ensure that common areas are properly maintained, the document complies with BDC 10.18, and that other restrictions required by the City are included.*

RESPONSE: Copies of the HOA documents for the Vineyard at Cooper Mountain development have been provided to the City as part of the Final Land Use Approval for LD2018-0026. The ownership and maintenance responsibilities of the HOA are noted on the plat.

5. ***Monuments and bench marks.*** *The developer shall establish and designate monuments and bench marks on the Final Plat.*

RESPONSE: The developer and representatives will complete monumentation of the final plat in accordance with the requirements of the County Surveyor's office, in association with the final plat recordation.

6. ***Street trees.*** *Prior to City approval of the Final Plat, street trees shall be planted along street frontages in accordance with the following:*
 - A. *For land divisions involving single-detached dwellings and middle housing, the Developer shall pay a fee to the City. The City shall be responsible for tree purchase and planting, and maintenance for one year, consisting of pruning, disease control and watering. The fee shall be based upon a standard of one tree per thirty (30) lineal feet of street frontage. The resulting number, if not a whole number, shall be 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. The fee to be charged and collected shall be established and from time to time amended by Resolution of the City Council.*
 - B. *For all other land divisions, trees shall be planted at a maximum linear spacing of 30 feet along street frontages or in accordance with an approved street tree plan approved by the City Arborist or City Engineer.*
 - C. *Trees shall be planted in accordance with the City's Tree Planting and Maintenance Policy.*

RESPONSE: Copies of receipts for tree planting fee in lieu payments have been provided to the City as part of the Final Land Use Approval for LD2018-0026, as allowed via Conditions of Approval. It is noted that the payment required by the City of Beaverton based on the *maximum linear spacing of 30 feet along street frontages* has resulted in a required payment equal to a significantly greater number of trees than will actually be planted by the City, and as demonstrated in the *approved street tree plan*.

60.30. OFF-STREET PARKING

60.30.05. Off-Street Parking Requirements.

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

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.*
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 design review area is provided with vehicular and bicycle parking meeting the requirements of Section 60.30.10.5, as demonstrated below. Parking spaces will be available for residents within driveways and attached garages, with bicycle parking also available within the garage of each unit.

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 Regional Center 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.

1. *Minimum Number of Required Parking Spaces. For each listed land use, the City shall not require more than the minimum number of parking spaces calculated for each use.*

RESPONSE: Within the 8 residential buildings, there are a total of 32 units provided. Of the 32 units, all 32 provide three bedrooms. Accordingly, per Table A. below, parking is required for the proposed units as follows:

32 units (3-bedroom) x 1.75 spaces = 56 spaces minimum

2. *Parking Zone A. Parking Zone A reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone A areas include those parcels that are located within one-quarter mile walking distance of bus transit stops that have 20-minute peak hour transit service or one-half mile walking distance of light rail station platforms that have 20-minute peak hour transit service.*

RESPONSE: The site is not located within Parking Zone A; therefore, this Section is not applicable.

3. *Parking Zone B. Parking Zone B reflects the maximum number of permitted vehicle parking spaces allowed for each listed land use. Parking Zone B areas include those parcels that are located within one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both, or that have a greater than 20-minute peak hour transit service. Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both.*

RESPONSE: Per Section 60.30.10.2.A.4, *Parking Zone B areas also include those parcels that are located at a distance greater than one-quarter mile walking distance of bus transit stops, one-half mile walking distance of light rail station platforms, or both.* Accordingly, Parking Zone B encompasses all attached units within the City boundaries outside of Parking Zone A, including the South Cooper Mountain Community Plan area, and therefore all units within the development are subject to the maximum parking standards of Parking Zone B. All 32 of the proposed units include 2 or more bedrooms, and accordingly a maximum of 2 parking spaces per unit may be provided. The maximum number of parking spaces allowed is calculated as follows:

32 units (3-bedroom) x 2 spaces = 64 spaces maximum

Within the development, each unit is provided with a single parking space within a garage meeting the dimensional standards of Section 60.30.10.8. In addition, each unit will have a space for 1 vehicle outside the garage door; meeting the dimensional standards of Section 60.30.10.8. Consequently, parking is provided as follows:

32 units x 1 space (garage) = 32 spaces
 32 units x 1 space (driveway) = 32 spaces

Total provided spaces = 32 + 32 = 64

4. *Dual Parking Zones.* If a parcel is partially located within Parking Zone A, then the use(s) located on the entire parcel shall observe the Parking Zone A parking ratios. Specifically exempted from this requirement are parcels located within the Regional Center – East zoning district. In the cases in the Regional Center - East zoning district where parcels are bisected by the boundary of Parking Zones A and B, the applicable maximum parking ratios may be averaged, and that average may be applied over the whole parcel.

RESPONSE: The subject site is not located within dual parking zones; therefore, this Section is not applicable.

5. *Regional Center Parking Districts 1, 2, 3, 4 and 5.* Located within the boundary of the Regional Center are five (5) parking districts. Within these five districts, the parking requirements of Section 60.30.10.5.A do not apply. The required number of parking spaces for the Regional Center Parking Zones 1, 2, 3, 4, and 5 shall be governed by Section 60.30.10.6.

RESPONSE: The subject site is not located within a Regional Center; therefore, this Section is not applicable.

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

RESPONSE: As single family attached dwelling units, the development is not required to provide a minimum number of bicycle parking spaces in accordance with Table B, below.

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

A. PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES				
Land Use Category	Required Parking Spaces		Maximum Permitted Parking Spaces	
	Multiple Use Zones	All Other Zones	Zone A	Zone B
Residential Uses				
<i>Detached dwellings (per unit)</i>	<i>1.0</i>	<i>1.0</i>	<i>n/a</i>	<i>n/a</i>

A. PARKING RATIO REQUIREMENTS FOR MOTOR VEHICLES					
<i>Land Use Category</i>		<i>Required Parking Spaces</i>		<i>Maximum Permitted Parking Spaces</i>	
		<i>Multiple Use Zones</i>	<i>All Other Zones</i>	<i>Zone A</i>	<i>Zone B</i>
<i>Attached dwellings</i>					
	<i>One bedroom (per unit)</i>	<i>1.0</i>	<i>1.25</i>	<i>1.8</i>	<i>1.8</i>
	<i>Two bedroom (per unit)</i>	<i>1.0</i>	<i>1.50</i>	<i>2.0</i>	<i>2.0</i>
	<i>Three or more bedrooms (per unit)</i>	<i>1.0</i>	<i>1.75</i>	<i>2.0</i>	<i>2.0</i>

B. PARKING RATIO REQUIREMENTS FOR BICYCLES		
<i>Land Use Category</i>	<i>Minimum Required Bicycle Parking Spaces</i>	
	<i>Short Term</i>	<i>Long Term</i>
<i>Residential Uses</i>		
	<i>Detached dwellings</i>	<i>Not required</i>
	<i>Single family attached dwellings</i>	<i>Not required</i>

RESPONSE: As single family attached dwelling units, the development is not required to provide a minimum number of bicycle parking spaces in accordance with Table B, above.

6. **Regional Center Parking Tables.** The following tables list the required minimum and maximum vehicle parking requirements for the land use types in the Regional Center. Within the boundary of the Regional Center - Old Town (RC-OT), Regional Center - Transit Oriented (RC-TO), and Regional Center - East (RC-E) are five (5) parking districts.

RESPONSE: The subject site is not located within a Regional Center, therefore this Section is not applicable.

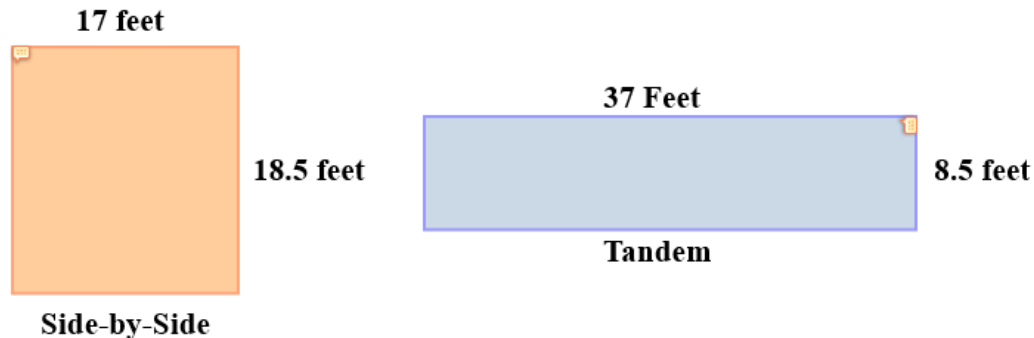
7. **Exceeding Parking Ratios.** More parking spaces for motor vehicle and bicycle parking may be required as a condition of a Conditional Use. Variation from the specified minimum or maximum number of required motor vehicle and bicycle parking spaces may be approved by the City subject to Section 40.10.15.2. (Major Adjustment) of this Code. However, if surplus parking is located in a parking structure, the parking ratios may be exceeded without requiring an approval of a Major Adjustment for parking.

Any surplus parking may be designed to any of the City standards for off-street parking lot design. The Facilities Review Committee may recommend approval of parallel parking spaces or other non-standard designs for surplus parking in any zone.

RESPONSE: The site is located within Parking Zone B, therefore a maximum parking ratio of 2 spaces per unit is applicable. As described above, the development has a maximum parking allowance of 64 off-street spaces, and is providing 64 spaces. The application meets the maximum requirements of Parking Zone B.

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: To qualify as a single residential parking space, an area not less than 8 1/2 feet wide and 18 1/2 feet long shall be provided. Following this standard, for an area to be considered to provide 2 side-by-side parking spaces it must therefore have minimum dimensions of 17 feet wide (2 x 8.5 feet) and 18.5 feet deep, or for tandem spaces must have minimum dimensions of 8.5 feet wide and 37 feet deep (2 x 18.5 feet), as shown below:



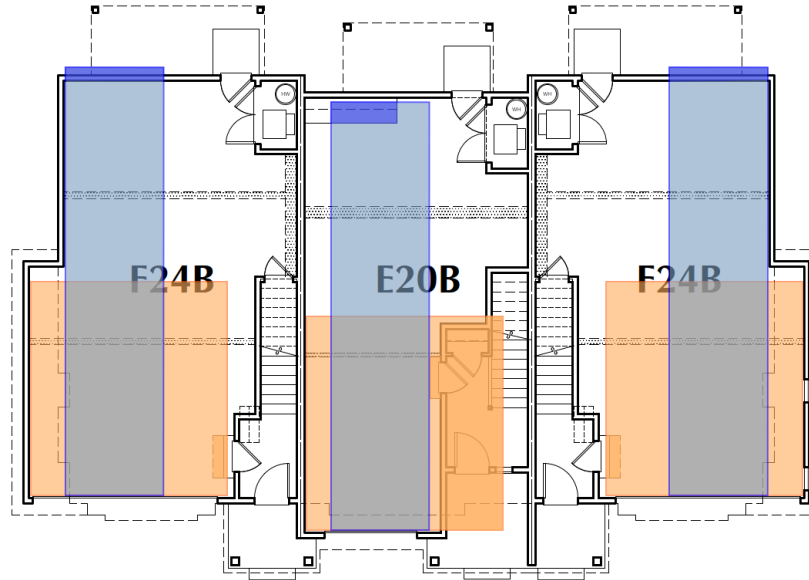
As shown in Table 1 below, and further highlighted in the following Lower-Level Floor Plans, based on the minimum dimensional standards of Section 60.30.10.8., each unit provides the following parking spaces:

Table 1. Garage Parking Spaces			
Building/Lot No.	Unit Type	Spaces Per Section 60.30.10.8.	Comments
Building 1			
Lot 156	F24B	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 157	E20B	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 158	F24B	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 2			

Lot 159	F24A	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 160	E20A	1	<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 161	E20A	1	<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 162	E20A		<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 163	F24A	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 3			
Lot 164	F24D	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 165	E20D	1	<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 166	E20D		<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 167	E20D		<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 168	F24D	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 4			
Lot 169	F24B	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 170	E20B	1	<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 171	F24B	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 5			

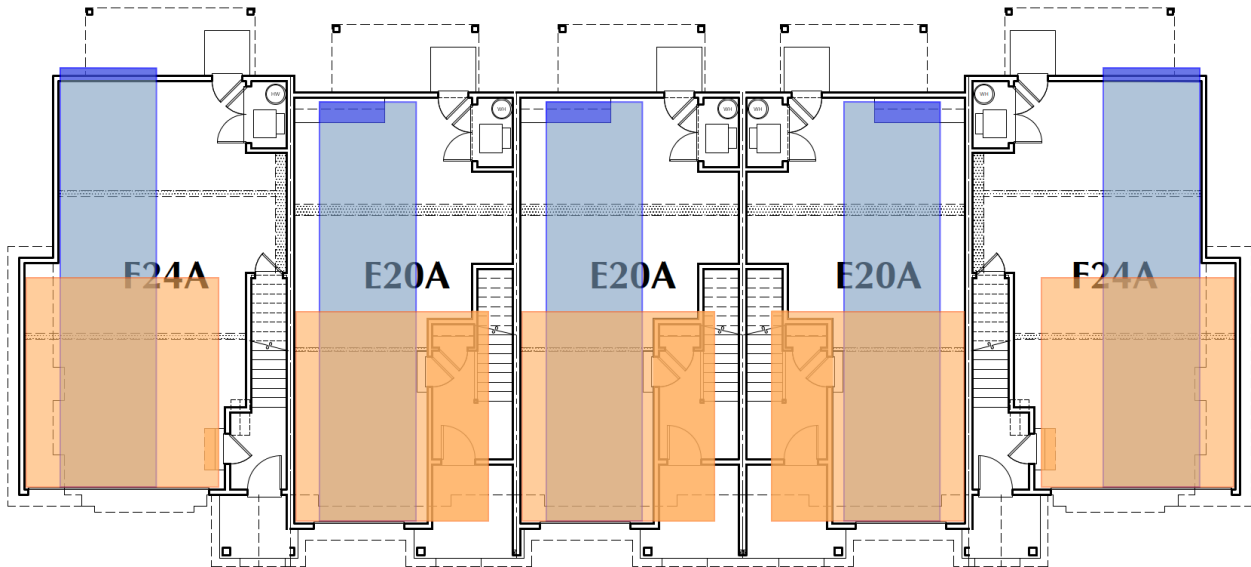
Lot 172	F24D	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 173	E20D	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 174	F24D	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 6			
Lot 186	F24A	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 187	E20A	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 188	F24A	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 7			
Lot 189	F24B	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 190	E20B	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 191	E20B	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 192	E20B	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 193	F24B	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Building 8			
Lot 194	F24D	1	- Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet
Lot 195	E20D	1	- Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 196	E20D	1	- Garage width < 17 feet

			<ul style="list-style-type: none"> - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 197	E20D	1	<ul style="list-style-type: none"> - Garage width < 17 feet - Built-in garage storage/workspace area encroaches into 8.5' x 37' space.
Lot 198	F24D	1	<ul style="list-style-type: none"> - Stairs from internal garage access encroach into 17' x 18.5' space. - Garage depth < 37 feet



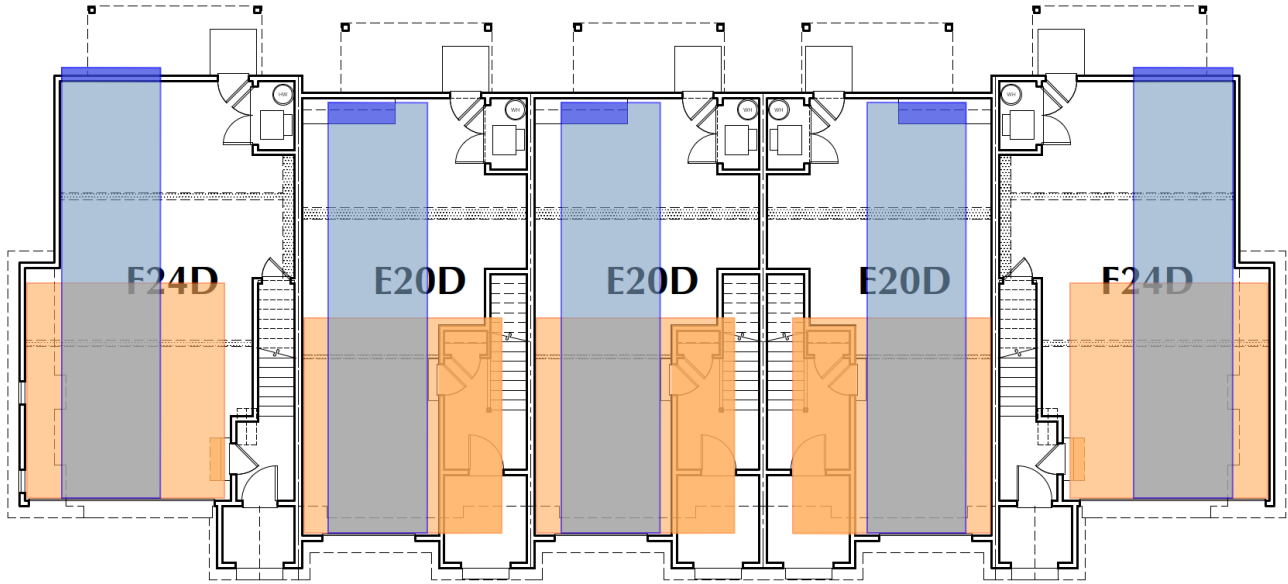
Building 1 (Lots 156-158) LOWER LEVEL FLOOR PLAN

1/8" = 1'-0"



Building 2 (Lots 159-163) LOWER LEVEL FLOOR PLAN

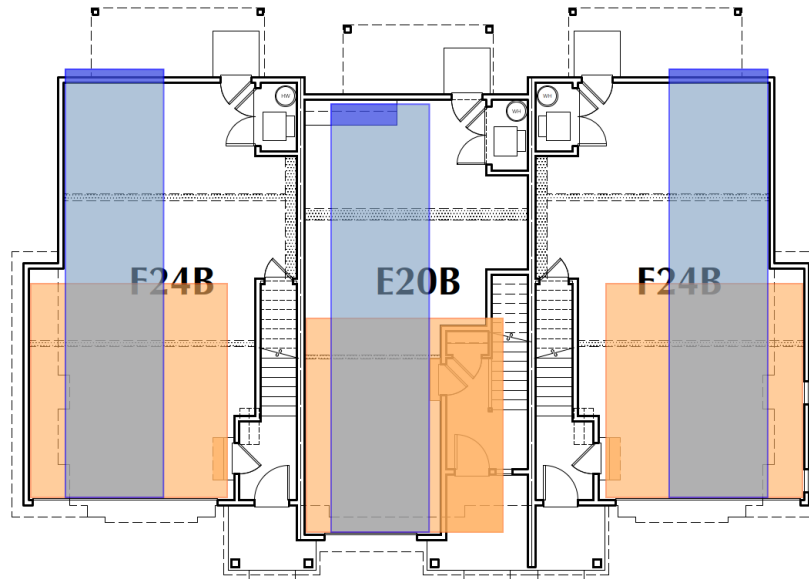
1/8" = 1'-0"



Building 3 (Lots 164-168)

LOWER LEVEL FLOOR PLAN

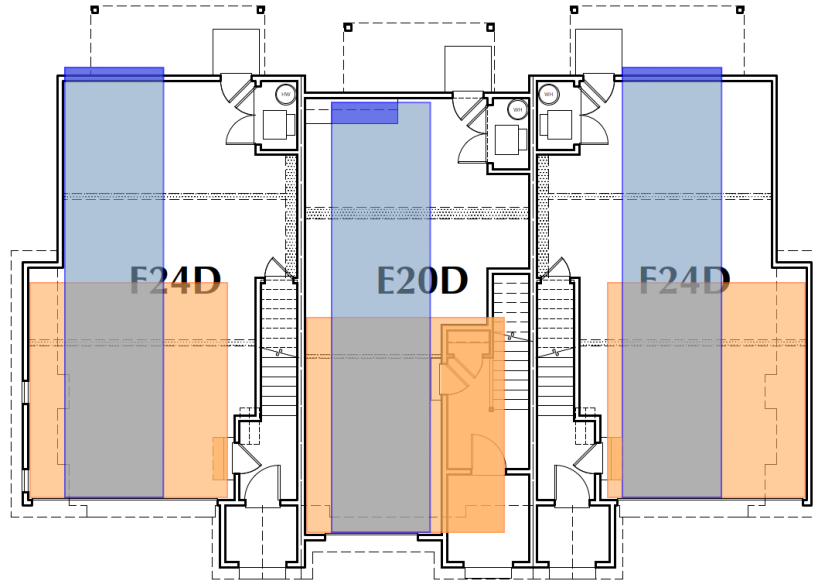
1/8" = 1'-0"



Building 4 (Lots 169-171)

LOWER LEVEL FLOOR PLAN

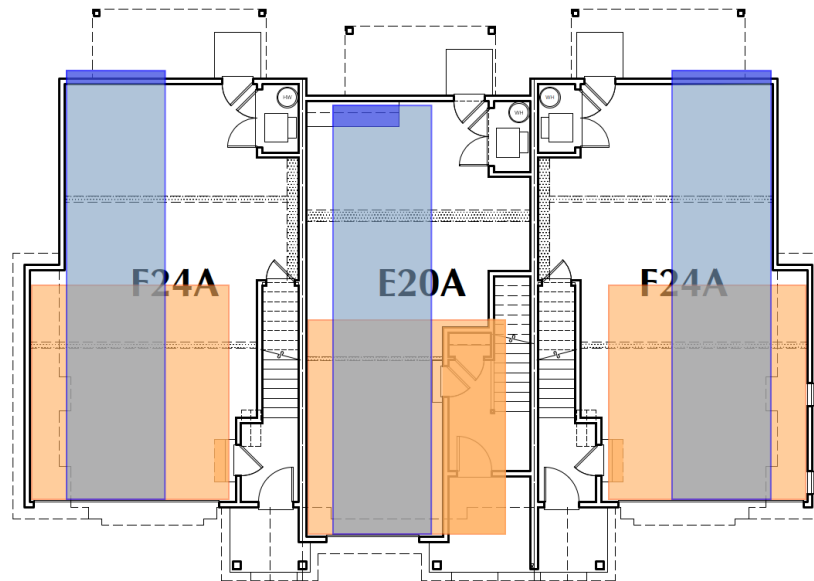
1/8" = 1'-0"



Building 5 (Lots 172-174)

LOWER LEVEL FLOOR PLAN

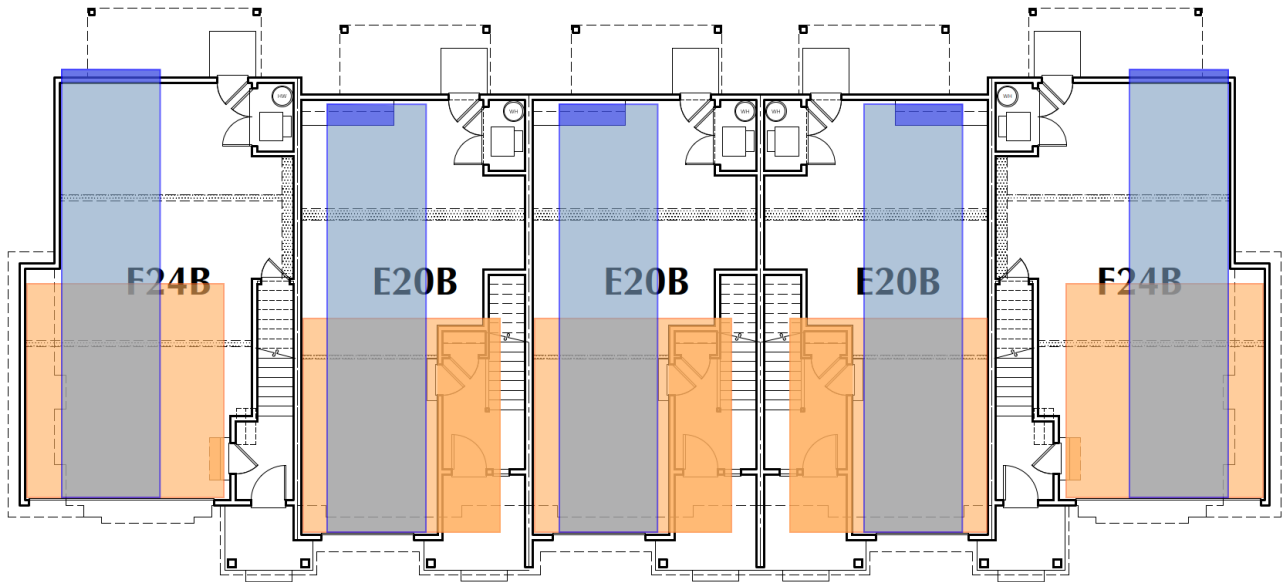
1/8" = 1'-0"



Building 6 (Lots 186-188)

LOWER LEVEL FLOOR PLAN

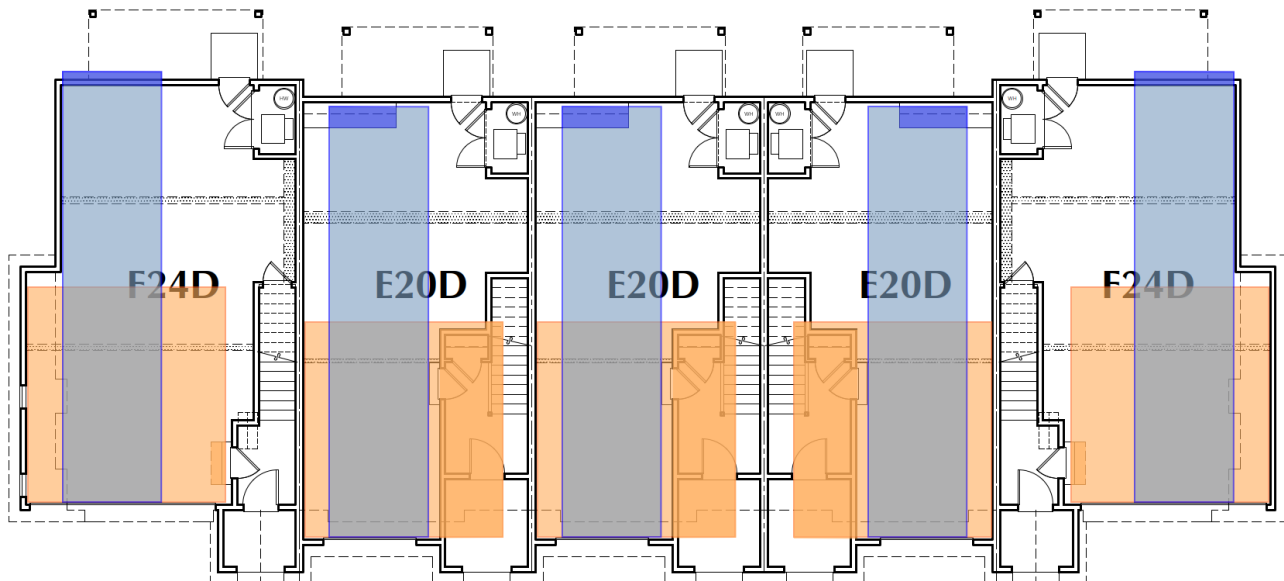
1/8" = 1'-0"



Building 7 (Lots 189-193)

LOWER LEVEL FLOOR PLAN

1/8" = 1'-0"



Building 8 (Lots 194-198)

LOWER LEVEL FLOOR PLAN

1/8" = 1'-0"

As demonstrated above, all 32 of the units provide 1 off-street parking space in the internal garage without encroachment by permanent building improvements, in accordance with the Residential Parking Dimensions of Section 60.30.10.8.,

Regarding driveway parking spaces, As shown in Table 2 below, each of the units has a single driveway parking space, with the maximum width being 16 feet (measured beyond the driveway drop), and the maximum depth being 23.08 feet. None of the driveways will accommodate more than 1 off street space in accordance with the Residential Parking Dimensions of Section 60.30.10.8.

Table 2. Driveway Parking Space			
Building/Lot No.	Driveway Width	Driveway Depth	Spaces Provided
Building 1			
Lot 156	12.8 ft	24.74 ft	1
Lot 157	10 ft	20.06 ft	1
Lot 158	16 ft	21.32 ft	1
Building 2			
Lot 159	16 ft	22 ft	1
Lot 160	10 ft	19.25 ft	1
Lot 161	10 ft	19.25 ft	1
Lot 162	10 ft	19.25 ft	1
Lot 163	16 ft	22 ft	1
Building 3			
Lot 164	16 ft	21.5 ft	1
Lot 165	10 ft	20 ft	1
Lot 166	10 ft	20 ft	1
Lot 167	10 ft	20 ft	1
Lot 168	16 ft	21.58 ft	1
Building 4			
Lot 169	16 ft	20.91 ft	1
Lot 170	10 ft	26.06 ft	1
Lot 171	16 ft	33.23 ft	1
Building 5			
Lot 172	16 ft	22.82 ft	1
Lot 173	10 ft	21.85 ft	1
Lot 174	16 ft	20.81 ft	1
Building 6			
Lot 186	16 ft	21.59 ft	1
Lot 187	10 ft	27.15 ft	1
Lot 188	16 ft	32.93 ft	1
Building 7			
Lot 189	16 ft	22 ft	1
Lot 190	10 ft	20 ft	1
Lot 191	10 ft	20 ft	1
Lot 192	10 ft	20 ft	1
Lot 193	16 ft	22 ft	1
Building 8			
Lot 194	16 ft	21.5 ft	1
Lot 195	10 ft	20 ft	1
Lot 196	10 ft	20 ft	1
Lot 197	10 ft	20 ft	1
Lot 198	16 ft	21.5 ft	1

As shown above, each unit will provide 1 parking space in the garage and 1 parking space in the driveway which meets the Residential Parking Dimensions of Section 60.30.10.8. Accordingly, in providing 2 off-street parking spaces per unit, the application meets the maximum parking ratio for Zone B in Section 60.30.10.5.

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: Parking requirements are for a single use, residential dwelling units, therefore this Section is not applicable.

10. *Location of Vehicle Parking.*

- A. *All required off-street parking spaces shall be provided on the same property upon which the use requiring the parking is located. By approving a Parking Determination application for Shared Parking, the Decision Making Authority may permit the required off-street parking spaces to be located on any property within 500 feet of the property upon which the use requiring the parking is located for uses within Residential, Commercial, and Industrial zoning districts, or on any lot within any distance for uses within Multiple Use zoning districts.*
- 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.*
- 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 yards of each dwelling unit only if located in the driveway area leading to its garage. [ORD 4584; June 2012]*
- 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:*
 - 1. *The owner of the lot upon which the space is sought shall enter into a written agreement allowing the space with the owner of the property on that side*

closest to the proposed additional space. This agreement shall be binding on the successors in interest to the property of both parties and shall be recorded with the Washington County Department of Records and Elections.

2. *Notwithstanding the agreement of the property owners, the additional space shall not be allowed if it creates a traffic sight obstruction.*
3. *The additional space shall be hard surfaced.*

RESPONSE: The subject design review area is located within the former R-2 and R-4 zones. All non-garage off-street parking within the development will be located within the front yard driveway of the associated attached dwelling unit, which allows for reversing onto the adjoining street. No side or rear yard parking is proposed.

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

A. Vehicle Parking Reduction for Transit Amenities. Any existing use or proposed use on an existing transit route may apply for and the City may reduce the number of required vehicle parking spaces by either five percent or ten percent through provision of a pedestrian plaza. The property owner shall initiate the request for parking space reduction through the City application process.

1. A five percent (5%) credit may be approved if:

- a. The pedestrian plaza is adjacent to a transit route with transit service currently available, and is within 1/4 mile of a major transit stop on that route. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop,*
- b. The pedestrian plaza is open to the public,*
- c. The pedestrian plaza is at least 200 square feet exclusive of connecting walkways,*
- d. A bench, landscaping and trash receptacle is provided as part of the pedestrian plaza. (Landscaping shall not exceed 50 percent of the total area.), and*
- e. The property owner provides a parking analysis demonstrating to the City's satisfaction that the vehicle parking demand for the existing or proposed use will be met with the reduction in place.*

2. A ten percent (10%) credit may be approved if:

- a. *The pedestrian plaza is adjacent to a transit route with transit service currently available, and is within 1/4 mile of a major transit stop on that route. If there is a bus stop along the site's frontage, the plaza must be adjacent to the bus stop,*
 - b. *The pedestrian plaza is open to the public,*
 - c. *The pedestrian plaza is at least 300 square feet exclusive of connecting walkways,*
 - d. *A transit shelter (if required by Tri-Met and the City), landscaping and trash receptacle is provided as part of the pedestrian plaza. (Landscaping shall not exceed 50 percent of the total area.), and*
 - e. *The property owner provides a parking analysis demonstrating to the City's satisfaction that the vehicle parking demand for the existing or proposed use will be met with the reduction in place.*
3. *Provision of pedestrian plazas shall be coordinated with Tri-Met through the City's application process and shall be constructed to Tri-Met and City standards.*
- B. *Reduction for Transportation Management Association Participation.* *The minimum number of off-street parking spaces may be reduced by as much as ten percent (10%), if the applicant agrees to participate in a Transportation Management Association approved by the City for the area within which the project is located.*
- C. *Reduction for Combination of Uses with Shared Parking.* *The minimum number of off-street parking spaces may be reduced by as much as thirty percent (30%) subject to all of the following:*
1. *The combination of uses will permit shared parking sufficient to justify a reduction in the parking standard and the design of the site and parking, and conditions of operation of parking agreed to by the applicant, will promote parking patterns and parking use consistent with the permitted reduction;*
 2. *The probable long-term occupancy of the building or use, based upon its design, will not generate additional parking demand; and*
 3. *The applicant agrees to participate in a Transportation Management Association approved by the City for the subarea within which the project is located.*
- D. *Reduction for Special Needs Residential.* *The Director may, upon request, allow a reduction in the number of required off-street vehicle and bicycle parking spaces in housing developments for elderly or handicapped persons if such reduction is*

deemed appropriate after analysis of the size and location of the development, resident auto ownership, number of employees, possible future conversion to other residential uses and other similar relevant factors.

- E. Reduction for Substitution of Bicycle Parking. For uses located within a 1/4 mile radius of a transit stop, as measured from any portion of a parcel to the centerline of the nearest adjacent public right of way or the center of the station platform, the provision of bicycle parking may be used to reduce minimum vehicle parking requirements at a rate of two long-term bicycle parking spaces per vehicle space, but not more than five percent of the total number of required vehicle parking spaces. The property owner shall provide a parking analysis demonstrating that the vehicle parking demand will be met with the reduced number of vehicle spaces. Bicycle parking used to reduce vehicle parking spaces shall be covered long-term bicycle parking consistent with the Engineering Design Manual and Standard Drawings.*
- F. Exemption for Temporary Uses. Temporary Uses authorized by this Code are exempt from bicycle parking requirements.*

RESPONSE: The applicant is not requesting a reduction of or exemption from any of the parking standards required by this Code.

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

- A. For residential uses, required vehicle parking spaces shall be provided at standard size pursuant to Section 60.30.10.8. Parking in excess of the required parking may be provided as compact parking subject to Section 60.30.10.7.*
- B. For uses other than residential uses, twenty percent (20%) of the required vehicle parking spaces for long term or designated employee parking lots may be compact spaces. The Facilities Review Committee may recommend allowing more than twenty percent (20%) of the required parking spaces to be used for compact car parking when the applicant shows that more compact car spaces are appropriate.*
- C. The Facilities Review Committee may recommend allowing the required parking spaces for short term parking to include spaces for compact cars if the applicant shows that there will be adequate parking for non-compact cars and a method of enforcing the compact car parking is available.*
- D. Compact car parking spaces shall be generally grouped together and designated as such.*

RESPONSE: The applicant is not requesting the use of compact car spaces.

13. Carpool and Vanpool Parking Requirements.

- A. *In industrial, institution, and office developments, including government offices, with 50 or more employee parking spaces, at least three percent of the employee parking spaces shall be designated for carpool and/or vanpool parking. For the purposes of this section, carpool is defined as two or more persons per car, and vanpool is defined as five or more persons per van. The carpool/vanpool spaces shall be clearly marked and signed for reserved carpool and/or vanpool parking. The reserved carpool/vanpool parking time may be specified so that the reserved spaces may be used for general parking if the reserved spaces are not occupied after a specific time period, which shall be clearly posted on the sign.*
- B. *Location. Designated carpool/vanpool spaces shall be the closest employee motor vehicle parking spaces to the building entrance normally used by employees, except for the motor vehicle parking spaces designated for persons with disabilities, which shall be the closest to the building entrance.*

RESPONSE: The applicant is not requesting the use and/or provision of Carpool or Vanpool Parking within the development.

60.30.15. Off-Street Parking Lot Design.

All off-street parking lots shall be designed in accordance with City Standards for stalls and aisles as set forth in the following drawings and tables:

RESPONSE: The applicant is not proposing off-street parking lots within the development; therefore, this section is not applicable.

60.30.25. Enforcement.

The Director is authorized to suspend any permit if the usage of parking by the original use or temporary use or both increases beyond the capacity of the on-site parking or that the use is causing a nuisance to the public or surrounding properties. The Director shall notify the applicant of the Director's intent to suspend the permit and shall provide an opportunity for a hearing prior to suspension. However, in any case where the Director, or any Code Enforcement Officer designated by the Mayor, finds a serious danger to the public health or safety, the Director or Code Enforcement Officer may suspend the permit without a hearing. Upon suspension of a permit, the Director or Code Enforcement Officer may require that the temporary use or structure vacate the site within five working days or can require the use to discontinue operation. The Director shall notify the applicant of the reasons for the action, and the Director shall afford the applicant the opportunity for a hearing within five days from the date of the suspension. The Director may reinstate a suspended permit upon a showing by the applicant that the cause of the suspension has been corrected. Appeal of any decision of the Director shall be pursuant to Section 50.75 of this Code.

RESPONSE: The applicant acknowledges that parking provided in accordance with these requirements may be enforced by the Director as specified above.

60.35. PLANNED UNIT DEVELOPMENT

60.35.05. Purpose.

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

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

RESPONSE: This application consists of a request for Design Review Approval for 32 single family attached units within the PD approval for Vineyard at Cooper Mountain, as part of Conditional Use Permit CU2018-0014; Subdivision approvals LD2018-0025 and LD2018-0026, and Site Development Permit SD2023-0007. The applicant is not proposing any revisions to the Planned Unit Development as part of this application, maintaining compliance with the requirements of this Section.

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

RESPONSE: This application consists of a request for Design Review Approval for 32 single family attached units within the PD approval for Vineyard at Cooper Mountain. The overall site has been designed with a comprehensive development plan which is not proposed to be altered with this application.

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

RESPONSE: This application consists of a request for Design Review Approval for 32 single family attached units within the PD approval for Vineyard at Cooper Mountain. This application demonstrates compliance with the requirements of this Section, through compliance with the standards of Section 60.05. Design Review Design Principles, Standards and Guidelines. Buildings are significantly architecturally detailed, and have been designed to follow the topography of the site to minimize lot grading.

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

RESPONSE: This application consists of a request for Design Review Approval for 32 of the 69 attached units within the PD approval for Vineyard at Cooper Mountain. It is noted that the lotting pattern remains the same as approved in the original PD including the location of lots, open space areas, common green, and public and private streets. No changes to the approved planned unit development are proposed.

60.35.10. Modification of Base Zoning Standards

1. Permitted Uses.

- A. *The uses in a PUD shall comply with the permitted and conditional use requirements of the zoning district.*
- B. *Detached and attached dwellings may be allowed in a PUD provided the overall residential density satisfies the applicable residential density provisions of this Code.*
- C. *In addition to the accessory uses and structures typical in the zoning district in which the PUD is located, accessory uses approved as a part of a PUD may include, but are not limited to the following:*

1. *Private or public park, lake or waterway;*
2. *Recreation area;*
3. *Recreation building, clubhouse or social hall; or*
4. *Other accessory uses or structures which the Planning Commission finds are designed to serve primarily the residents of the PUD, and are compatible with the neighborhood and to the design of the PUD.*

RESPONSE: This application consists of a request for Design Review Approval for 32 of the 69 attached units within the PD approval for Vineyard at Cooper Mountain. Attached unit developments are considered a permitted use in the R-2 and R-4 zones pursuant to Chapter 20.05.20 and 60.35.10.1, above.

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

A. Density Transfers.

1. *A density transfer allows an equal transfer of dwelling units from one portion of the site to another. Density transfers are allowed for the following areas:*
 - a. *Area within a floodplain;*
 - b. *Area over twenty-five (25) percent slope;*
 - c. *Known landslide areas or areas shown to have potential for severe or moderate landslide hazard;*
 - d. *Area in designated resource areas including: significant tree groves, wetlands, riparian corridors, and their associated buffers;*
 - e. *Areas constrained by monitoring wells and similar areas dedicated to remediation of contaminated soils or ground water;*
 - f. *Parks, trails, or both in tracts;*
 - g. *Areas similar to those in a through f above, as approved by the Planning Commission through the PUD process.*

RESPONSE: No density transfers or changes in density are proposed with this application.

B. Residential Lot Sizes.

1. *Minimum lot size may be reduced to 50 percent of the minimum land area of the applicable zoning district(s), except as permitted in 60.35.10.3.B.2.*
2. *Minimum lot size proposed between 25 percent and 50 percent of the minimum land area of the applicable zoning district, shall meet the applicable Design Standards or Design Guidelines related to Compact Detached Housing in Section 60.05 of the Development Code and is at the discretion of the Planning Commission.*
3. *Maximum lot size may not exceed 195 percent of the minimum land area of the applicable zoning district(s) in conformance with the table below unless designated for a future phase, which includes further division of property or development of attached product. When the maximum density for the parent parcel has been achieved or a lot is greater than 195 percent of the base zone, the oversized lot(s) shall include a deed restriction to preclude unintended partitioning or subdividing of such lots in accordance with the requirements of the approved PUD.*

Zoning	R2	R4
Maximum Lot Size	3,900 sq. ft.	7,800 sq. ft.

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

RESPONSE: The attached units within Phase 2 are all located within the R-2 and R-4 zones. Per CU2018-0014 and 60.35.10.2.B.1, minimum lot size may be reduced to 50 percent of the minimum land area of the applicable zoning district. In the R2 zone, the minimum lot size within the attached unit lots is 1,890 square feet (Lot 197– Building 8), or 94.5%, which exceeds the minimum 50% of the 2,000 square foot lot size in the R-2 zone. The maximum lot size proposed within the attached units (R2 zone) is 3,563 square feet (Building 1, Lot 156), which is less than the 3,900 square foot maximum listed above.

In the R4 zone, the minimum lot size within the attached unit lots is 2,505 square feet (Lot 173– Building 5), or 62.6%, which exceeds the minimum 50% of the 4,000 square foot lot size in the R-4 zone. The maximum lot size proposed within the attached units (R4 zone) is 3,485 square feet (Building 5, Lot 172), which is less than the 7,800 square foot maximum listed above.

3. *Setbacks.*

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

1. *For proposed lots abutting the perimeter of the property, the required setbacks shall comply with the standard front and rear setbacks of the parent parcel.*
 - a. *Where the side yard of the parent parcel abuts existing development the setback for new development shall not be reduced, except by meeting 60.35.10.3.A.1.b below.*
 - b. *By meeting the Development Bonus and Development Incentive Options in Section 60.35.30 the setbacks of proposed perimeter parcels may be reduced by up to ten (10) percent upon approval of the Planning Commission.*
2. *Where standard modifications would not promote pedestrian or bicycle connection to the street; support storm water management; or meet fire and building codes.*

B. Front Setbacks.

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

1. *Front setbacks for a residential structure, interior to a Planned Unit Development may be reduced, excluding the garage where the garage door faces the front property line. Structures shall not encroach into a public utility easement.*
2. *All single-family attached and detached garages that face a public or private street shall be setback a minimum of twenty (20) feet from property line. Attached and detached garage door façade(s) shall be set back a minimum of four (4) additional feet from the set back of the front of the building, not including porches, when facing a public or private street. All other garage and carport entrances must be set back a minimum of two (2) additional feet when the set back of the front of the building is at least twenty (20) feet*

C. Rear setbacks.

1. *Rear setbacks shall be the same as the designated zone for the parent parcel for lots abutting the perimeter of the proposed development excepting alley accessed lots for which rear setbacks may be reduced to four (4) feet for alley-accessed lots with no less than a 20-foot alley width.*
2. *Garages and carports accessed from both sides of an alley shall be setback a minimum of four (4) feet with no less than 28-feet between garage doors.*

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

RESPONSE: As described previously in this narrative, the subject lots were approved as part of CU2018-0014/LD2018-0026, including lot area and dimensional standards. Setbacks for the proposed attached units in the R-2 and R-4 zones were requested and approved as follows:

Zoning District	Development Standard	Approved Setback
R-2	Front yard - 10 feet	10 feet to front building wall 8 feet to porch
	Rear yard – 15 feet	12 feet front loaded 4 feet or 20 feet alley loaded
	Side yard – 0 or 5 or 10 ⁵ feet	Attached Units 0 feet attached sides 3 feet all detached sides; 8 feet street sides
R-4	Front yard - 10 feet	10 feet to front building wall 8 feet to porch
	Rear yard – 15 feet	12 feet front loaded 4 feet or 20 feet alley loaded
	Side yard – 0 or 5 feet 10 or 5 ⁶ feet	Attached Units 0 feet attached sides 3 feet all detached sides; 8 feet street sides

No changes to the approved Planned Unit Development Setbacks are requested or proposed.

60.35.15. Open Space.

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

1. **Open Space Requirement.** *A Planned Unit Development shall provide baseline open space of an area equal to at least twenty percent (20%) of the subject site.*
2. **Exemptions.** *Properties within the South Cooper Mountain Community Plan Area are exempt from the open space requirements in Section 60.35.15.1, but shall provide*

all community features, including but not limited to, trails, habitat benefit areas, and scenic views identified in the South Cooper Mountain Community Plan, as identified in Section 60.35.25.

3. ***Open Space Standards.*** *Open space shall be land that is available for the creation of active and/or passive areas, or resource areas that provide visible and accessible open space to the proposed community.*
 - A. *The following resource areas may count towards passive open space requirements: Significant trees and/or groves, habitat benefit areas, view corridors, steep slopes, water quality facilities, environmentally sensitive areas including wetlands and any buffers required by Clean Water Services or other regulatory body, and other resources as deemed appropriate by the decision maker.*
 - B. *Open space shall be easily accessible, physically or visually, to all members of the planned community via a minimum thirty (30) foot wide street frontage or access easement;*
 - C. *No more than sixty (60) percent of the gross land dedicated to active open space may have slopes greater than five (5) percent. Additional reductions to this standard may be granted by the Planning Commission based on the context of the proposed amenities and existing site conditions.*
 - D. *Open space areas shall have a dedicated meter and underground irrigation system to ensure adequate water supply during establishment period (3-years) and during periods of drought for all newly planted areas. Resource areas are exempt from this criterion.*
 - E. *For developments ten (10) acres or greater, at least twenty-five (25) percent of the total required open space shall be active open space and subject to the provisions of 60.35.15.4.*
 - F. *For the purpose of this Code, open space does not include:*
 1. *Public or private streets;*
 2. *Surface parking lots or paved areas not designated for active or passive recreation;*
 3. *Private lots and buildings; including setbacks or landscape buffers. However, community buildings, community rooms, or both developed for the common use and ownership of the residents within a Planned Unit Development may be counted as open space.*
 4. *Vehicular access driveways or maneuvering areas.*

4. **Active Open Space.** *Active open space areas are outdoor common areas that may be a gathering spots, community rooms, play areas, overlooks, or any areas 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 either 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.*
 - 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.*
 - C. *Active Open Space shall be physically accessible to all residents of the development.*
 - 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.*
 - 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.*
5. **Maintenance and Ownership.** *Land shown on the final development plan as common open space, and landscaping and/or planting contained therein shall be permanently maintained by and conveyed to one of the following:*
 - A. *An association of owners or tenants, created as a non-profit corporation under the laws of the state (ORS 94.572) which shall adopt and impose articles of incorporation and bylaws and adopt and impose a declaration of covenants and restrictions on the common open space that is acceptable to the City Attorney as providing for the continuing care of the space. Any subsequent changes to such CC&R's regarding open space must be approved by the City Attorney. Such an association shall be formed and continued for the purpose of maintaining the common open space and shall provide for City intervention and the imposition of a lien against the entire planned unit development in the event the association fails to perform as required; or*

- B. *A public agency which agrees to maintain the dedicated open space and any buildings, structures, or other improvements which have been placed on it.*
- C. *Dedicated open space shall be protected by Covenants (CC&Rs) or deed restriction to prevent any future commercial, industrial, or residential development.*

RESPONSE: Common open space surrounding the proposed attached units and across the entire Planned Development Subdivision was approved as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. Specifically, Section 60.35.15. requires the provision of passive and active open space within the Planned Development Subdivision, and approximately 257,578 square feet of open space (including 222,327 square feet of passive open space and 35,251 square feet of active open space) are being provided within the Phase 2 boundaries. While properties within the South Cooper Mountain Community Plan Area are exempt from the open space requirements in Section 60.35.15.1, the development is required to provide all community features, including but not limited to, trails, habitat benefit areas, and scenic views identified in the South Cooper Mountain Community Plan, as identified in Section 60.35.25. No additional common open space is required.

60.35.20. Building Architecture.

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

RESPONSE: This application consists of a request for Design Review Approval for 32 of the 69 attached units within the PD approval for Vineyard at Cooper Mountain, pursuant to Section 60.05 of this Code. Accordingly, the requirements of Section 60.35.20 are not applicable.

60.35.25. South Cooper Mountain Community Plan

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

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

- A. *Land Use:*

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

2. *Neighborhood and Housing Policy 1: neighborhood design principles for creating walkable neighborhoods.*
3. *Neighborhood and Housing Policy 2: Residential developments shall provide a variety of housing types consistent with the permitted uses of applicable zone(s). The goal of this policy and implementing code standards is to ensure that, over time and multiple individual development reviews, South Cooper Mountain's neighborhoods and livability are enhanced by variety in the type and design of housing in order to promote aesthetically pleasing residential neighborhoods as well as opportunities for people of varying incomes and life stages to live within the same neighborhood.*
 - a. *Residential developments in the South Cooper Mountain Community Plan area shall provide a variety of housing types, as identified below, for sites:*
 - i. *Up to 15-acres (gross), a minimum of one (1) housing type;*
 - ii. *Greater than 15-acres and up to 30-acres (gross), a minimum of two (2) housing types;*
 - iii. *Greater than 30-acres (gross), a minimum of three (3) housing types.*
 - b. *Housing Types include:*
 - i. *Standard Lot Single Family. Density range from 90 percent to 195 percent of the minimum land area per dwelling unit requirement of the underlying zoning district;*
 - ii. *Small Lot Single Family. Density range from 50 percent to 70 percent of the minimum land area per dwelling unit requirement of the underlying zoning district;*
 - iii. *Compact Detached Housing & Cluster Housing. Density range from 25 percent up to 49 percent of the minimum land area per dwelling unit requirement of the underlying zoning district;*
 - iv. *Accessory Dwelling Unit with Single Family Detached Dwelling;*
 - v. *Alley-Loaded Dwellings. A dwelling unit designed with the front façade oriented toward a street and the garage door façade oriented toward an alley.*
 - vi. *Duplex;*
 - vii. *Triplex & Four-plex;*

viii. *Townhouse / Townhome;*

ix. *Multi-family;*

x. *Live /work, only permitted in the NS zoning district.*

Zoning District		R2	R4
Base Zone (sq. ft / dwelling)		2,000	
Land Area (sq ft)			
Standard Lot Single Family			
maximum	195%	3,900	7,800
minimum	90%	1,800	3,600
Small Lot Single Family			
maximum	70%	1,400	2,800
minimum	50%	1,000	2,000
Compact Detached and Cluster Housing			
maximum	49%	999	1,999
minimum	25%	500	1,000

- c. *For developments requiring more than one (1) housing type a minimum of 10 percent of the total dwelling units shall be of each housing type.*
- d. *For developments utilizing the Standard Lot Single Family housing type (Section 60.35.25.1.A.3.b.i.) and not utilizing the Small Lot Single Family housing type (Section 60.35.25.1.A.3.b.ii.), the lot size for Standard Lot Single Family may range from 50 percent to 195 percent of the minimum land area per dwelling unit requirement of the underlying zoning district and it shall count as one housing type.*

4. *Main Street Policy 2: Main Street pedestrian orientation and access.*

5. *Main Street Policy 4: Main Street design principles.*

B. Transportation:

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

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

3. *Street Policy 10: Community Plan Street Framework, refining specific alignments.*

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

5. *Bicycle and Pedestrian Framework Policy 1: Bicycle and Pedestrian Crossings.*

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

C. Resource Protection and Enhancement:

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

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

3. *Natural Resource Policy 2: Development adjacent the Significant Natural Resource Areas.*

4. *Urban Forestry Policy 2: Tree Planting.*

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

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

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

D. Infrastructure Provision:

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

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

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

A. Chapter Six, Transportation Element:

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

2. *Figure 6.4a: Functional Classification.*

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

4. *Figure 6.20: Local Connectivity Map.*

RESPONSE: Compliance of the overall development with the *applicable South Cooper Mountain Community Plan policies and figures* was reviewed and approved as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026. In particular, compliance with policies for Land Use, Transportation, Resource Protection and Enhancement, and Infrastructure Provision was addressed and confirmed. This application does not alter compliance with these policies and figures, instead simply implements the approvals given in City of Beaverton Files CU2018-0014 and LD2018-0026. No alterations to building types, land use dimensional standards, streets, open space, public facilities, or significant natural resources are proposed with this application.

60.35.30 Development Bonuses and Development Incentive Options.

The PUD also offers the applicant additional standards which can be met as incentives to promote more creative and innovative approaches to site design and infrastructure. The Development Incentive Options are not required; an applicant may choose to meet the standard provisions and requirements of the PUD code. The Development Incentive Options are intended to promote a wide variety of creative and sustainable design practices that better integrate site design, building architecture, and open space with the existing built and natural environment and lead to exceptional community building in the City of Beaverton. Development Incentive Options shall also consider the form and function of the physical improvements and their relationship to each other and the existing environment. Development plans that meet selected Development Incentive Options chosen by the applicant may take advantage of one or both:

RESPONSE: The applicant has not requested the use of Development Bonuses or Development Incentive Options with this application.

60.55. TRANSPORTATION FACILITIES

60.55.05. Purpose and Intent.

It is the purpose and intent of this chapter to establish design standards and performance requirements for all streets and other transportation facilities constructed or reconstructed within the City of Beaverton.

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.*
- 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.

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.*
4. *The decision-making authority may impose development conditions of approval per section 10.65.1. of this code. Conditions of approval may be based on the Traffic Management Plan and Traffic Impact Analysis. Additional street, bicycle, and pedestrian connections may also be required per 60.55.25 Street and Bicycle and Pedestrian Connection Requirements.*
5. *Dedication of right-of-way shall be determined by the decision-making authority.*
6. *Traffic calming may be approved or required by the decision-making authority in a design of the proposed and/or existing streets within the Area of Influence or any additional locations identified by the City Engineer. Traffic calming measures shall be designed to City standards.*
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.*

At a minimum, the impacts of development on a signalized intersection shall be mitigated to peak hour average control delay no greater than 65 seconds per vehicle using a signal cycle length not to exceed 120 seconds. The volume-to-capacity ratio for each lane group for each movement shall be identified and considered in the determination of intersection performance. The peak hour volume-to-capacity (V/C) ratio for each lane group shall be no greater than 0.98. Signal progression shall also be considered. If the intersection is under County or ODOT jurisdiction, the V/C ratio for each lane group shall not exceed the V/C ratio imposed by that jurisdiction.

At a minimum, the impacts of development on a two-way or an all-way stop-controlled intersection shall be mitigated to a peak hour average control delay of no greater than 45 seconds per vehicle.

If the existing control delay or volume-to-capacity ratio of an intersection is greater than the standards of this subsection, the impacts of development shall be mitigated to maintain or reduce the respective control delay or volume-to-capacity ratio.

RESPONSE: All transportation facilities serving the site have been reviewed and determined to be adequate in the original land use reviews for a Comprehensive Plan Amendment (CPA2018-

0001); Zoning Map Amendment (ZMA2018-0001); Conditional Use Permit (CU2018-0014); and Subdivision approval (LD2018-0025 and LD2018-0026).

Site Development Permit approval for the site was issued under City of Beaverton File SD2023-0007. No changes to the approved plans are proposed with this application. The subject design review adds only trips to the developing street network already accounted for in the original land use applications, and no impact to the transportation system beyond what has already been approved is proposed.

As described in the original transportation analysis and submitted plans for the Conditional Use Permit (CU2018-0014); and Subdivision approval (LD2018-0025 and LD2018-0026), the overall development continues to protect the public from adverse impacts of the proposal by providing traffic capacity, traffic safety, and transportation improvements in rough proportion to the identified impacts of the development and consistent with the SCMCP, including on-site transportation infrastructure improvements and payment of the Washington County TDT.

60.55.15. Traffic Management Plan.

Where development will add 20 or more trips in any hour on a residential street, a Traffic Management Plan acceptable to the City Engineer shall be submitted in order to complete the application. A residential street is any portion of a street classified as a Local Street or Neighborhood Route and having abutting property zoned R2, R4, R5, R7, or R10.

RESPONSE: The applicant submitted a Traffic Impact Analysis with the original Vineyard at Cooper Mountain Submittal, which is considered more intensive than the Traffic Management Plan. These criteria do not apply.

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.

RESPONSE: The wider Planned Unit Development exceeds the minimum analysis thresholds for a Traffic Impact Analysis (TIA), and one was therefore provided for review with the original Vineyard at Cooper Mountain application. The TIA was prepared and certified by a traffic engineer licensed in the State of Oregon.

All trips, access points, and intersections within the influence of the design review area were analyzed within the original TIA, and no changes are proposed to the approved site plans. No new or altered TIA is warranted as a result of this application.

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

9. *Accessways 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 60.55.25.14.*

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 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.*
3. *Where a street connection is not feasible due to conditions described in 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 multi-use paths or trails to streets, multi-use paths, or trails.*

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.*

10. Pedestrian Circulation.

- A. *Walkways are required between parts of a development where the public is invited or allowed to walk.*
- 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.*
- 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.*
- D. *Walkways shall be reasonably direct between pedestrian destinations and minimize crossings where vehicles operate.*
- 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.*
- 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.*
- 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.*

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:

- A. *For development within 200 feet of a Major Transit Stop:*

1. *Either locate buildings within 20 feet of the property line closest to the transit stop, a transit route or an intersecting street, or provide a pedestrian plaza at the transit stop or a street intersection;*
2. *Provide a transit passenger landing pad accessible to persons with disabilities if required by TriMet and the City;*
3. *Provide a reasonably direct pedestrian connection between the transit stop and building entrances on the site;*
4. *Where substantial evidence of projected transit ridership or other transit impacts is presented to conclude both that a nexus exists between the proposed development and public transit and that the degree of impact provides reasonable justification, the City may require the developer to grant a public easement or dedicate a portion of the parcel for transit passenger bench(es), shelter, or both, and, if appropriate, the construction of a transit passenger bench, shelter, or both; and,*
5. *Provide lighting at the transit stop to City standards.*

B. Except as otherwise provided in subsection A. of this section, for development within 300 feet of a Major Transit Stop, provide walkways connecting building entrances and streets adjoining the site, and pedestrian connections to adjoining properties, except where such a connection is impracticable pursuant to subsection 14. of this section.

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.

"Assessment" for the purposes of this section means to assess the site-specific development compatibility issues. Site-specific compatibility issues include but are not limited to lighting, construction methods, design elements, rare plants, and human/pet impacts on the resource. "Review" for the purposes of this section includes but is not limited to obtaining appropriate permits from appropriate resource agencies. Mitigation measures, including appropriate use restrictions, required by local, state, and federal agencies shall be completed as part of the construction project. If the project will irreparably destroy the resource, then the resource will take precedence over the proposed bicycle and pedestrian connection.

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.*
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: All of the proposed streets will remain in compliance with Beaverton standards and the requirements of this section, except where modifications to those City standards were approved by the review body and/or the City Engineer as applicable, as part of Conditional Use Permit CU2018-0014; Subdivision approvals LD2018-0025 and LD2018-0026, and Site Development Permit SD2023-0007. All of the streets provide safe and efficient circulation and access for motor vehicles, bicycles, pedestrians and transit. No alterations to the Planned Unit Development relating to street and bicycle and pedestrian connection requirements are proposed or required. Accordingly, the requirements of Section 60.55.25. continue to be met

60.55.30. Minimum Street Widths.

1. *Any project specific modifications of the standards contained in the Engineering Design Manual regarding the widths of features relating to the movement of vehicles, including but not limited to rights of way, travel lanes, parking lanes, bike lanes, driveway aprons, curb radii, or other such features shall be processed in accordance with the provisions contained in the section 145 Design Modifications of the Engineering Design Manual.*
2. *Any project specific modifications of the standards of the Engineering Design Manual relating to the location and dimensions of required street landscaping and pedestrian features including, but not limited to, sidewalks, planter strips, street trees, street tree wells, street tree easements, or street furniture are subject to the procedures contained in Chapter 40 (Applications). The required application will depend on the scope of the proposed project and the type of application filed with the City.*

RESPONSE: As proposed, all easement and right-of-way dedications, along with public improvements, will remain consistent with the approved preliminary plans approved with the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026, and CWS SPL 18-002050 (Amended 05/20/2019). Further, the proposal is consistent with the site development permit review for Permit No. SD2023-0007, and the approved final plat, which is currently with the County Surveyor for recording. Dedication and/or conveyance to the appropriate body will occur upon completion, plat recordation, or as otherwise conditioned.

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 development plans include street plans that demonstrate clearly how safe access to and from the proposed development and the street system will be provided through the construction of internal streets consistent with the site development permit review for Permit No. SD2023-0007, and the development of the remaining proposed internal public street network. This criterion is met.

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: There are no permanently closed-end streets provided within the boundaries of this Design Review application. This criterion is met.

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.*

1. *The sight clearance area requirements for Town Centers and Regional Centers shall be determined on a case-by-case basis by the decision-making authority. In making its determination, the decision-making authority shall consider the safety of the users of the intersection (including pedestrians, bicyclists, and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual, and other applicable criteria.*
2. *The requirements specified in 60.55.35.3.A. may be lessened or waived by the decision-making authority if the project will not result in an unsafe traffic situation. In making its determination, the decision-making authority shall*

consider the safety of the users of the intersection (including pedestrians, bicyclists and motorists), design speeds, the intersection sight distance standards of the Engineering Design Manual, and other applicable criteria.

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.*
- 2. When a highway interchange within the City is constructed or reconstructed, a park and ride lot shall be considered.*

RESPONSE: As proposed, all proposed intersections, along with all public improvements, will remain consistent with the approved preliminary plans approved with the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026, and SD2023-0007. No changes to the approved plans are proposed.

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.*

RESPONSE: The project has been designed to meet all corner clearance requirements and access spacing requirements as shown on the plans submitted with the application. This criterion is met.

- 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 access to arterials or collector streets is proposed with this application. Shared driveway access to the attached dwelling units is not required or 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 detached dwellings are proposed within the design review area. This criterion is not applicable.

60.55.40. Transit Facilities.

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

1. ***Transit Shelters.*** *All transit shelters and sidewalk furniture shall meet the following standards.*
 - A. *The proposal is located entirely within the existing public right-of-way, public access easement, or property owned by a public agency.*
 - B. *The proposal maintains an unobstructed path of travel of no less than 6 feet (6') unless a greater unobstructed path is required by this code for a specific sidewalk.*
 - C. *The proposal is not located within eight feet (8') of a point of ingress or egress of an existing structure.*
 - D. *The proposal is not located within a vision clearance area for a street, driveway, or other facility where vehicles regularly travel.*
 - E. *The proposal is not located within twelve feet (12') of a window display area.*
 - F. *The proposal does not consist of solid panels other than what is required to post transit schedules.*

RESPONSE: No transit facilities are identified or proposed adjacent to or within the site, either within Chapter 6 of the Comprehensive Plan or the SCMCP. This criterion is not applicable.

60.65. UTILITY UNDERGROUNDING

60.65.05. Purpose.

The purposes and objectives of locating existing and proposed private utilities underground are to:

1. *Implement the policies, goals, and standards of the City Council and the adopted Comprehensive Plan of the City of Beaverton.*
2. *Improve aesthetics of the community by reducing the number of utility poles and above ground wires.*
3. *Provide consistency in management of the City's rights-of-way.*
4. *Protect essential public services from natural and manmade accidental disruptions.*
5. *Improve public safety by reducing the possibility for injury from downed lines.*
6. *Allow fewer fixed obstructions in the public right-of-way.*

60.65.10. Authority.

The provisions of private utility undergrounding shall pertain to all activities subject to Design Review, Section 40.20, as well as subdivision and partitions, Section 40.45.

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.

RESPONSE: All utilities serving the site will be located underground as required. Plans submitted with the application show existing and proposed locations of utilities and required easements, where necessary. This criterion is met.

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.

1. *Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant wetlands shall be subject to relevant procedures and requirements specified in Chapter 50 of this ordinance.*

2. *Upon City's determination that a site contains wetland as identified on the Local Wetland Inventory map, notice of the proposed development shall be provided to the Division of State Lands (DSL) in a manner and form prescribed by DSL pursuant to ORS requirements.*

RESPONSE: Significant Natural Resource Areas on and near the site, including wetland areas, were addressed as part of the Conditional Use – Planned Development Subdivision approval in City of Beaverton Files CU2018-0014 and LD2018-0026, and CWS SPL 18-002050 (Amended 05/20/2019). No natural resource areas are impacted with this design review application, as confirmed through the included letter from **CWS staff dated 10/23/2023.**

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.

1. *Development activities and uses permitted on a proposed development site identified as the possible location of a significant natural resource, including significant riparian corridors, shall be subject to relevant procedures and requirements specified in Chapter 50 of this ordinance.*

RESPONSE: A Local Wetland Inventory stream was identified within the site, beginning in the northeastern corner and flowing off-site to the south. This existing sensitive area and associated CWS VC in the south end will be preserved in the open space tract outside of and to the west of the development review area. No natural resource areas are impacted with this design review application, as confirmed through the included letter from **CWS staff dated 10/23/2023.**

CONCLUSION

This written narrative and submitted materials demonstrate that the applicant has complied with all applicable standards for Design Review 2 for 32 single family attached dwellings within Phase 2 - Vineyard at Cooper Mountain. The applicant respectfully requests approval of the application.