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STAFF REPORT

STAFF REPORT DATE: November 22, 2017

HEARING DATE: November 29, 2017

TO: Planning Commission

FROM: Sandra Monsalvè-Freund, AICP, Planning Supervisor /
Development Process Coordinator

PROPOSAL: **South Cooper Mountain Heights Multi-Family (DR2017-0094)**

LOCATION: The subject property is located on the north side of SW Scholls Ferry Road, east of SW 175th Avenue, on Washington County Tax Assessor's Map # 2S106AC Tax Lot 200.

NEIGHBORHOOD: Neighbors Southwest

ZONING: Urban High Density (R1)

SUMMARY: The applicant, West Hills Development, has submitted a Design Review 3 application for the construction of seven (7) multi-family residential apartment buildings, and one (1) clubhouse. The subject site is identified as Phase 5 of the South Cooper Mountain Heights Planned Unit Development, which received Planning Commission approval on February 3, 2016.

APPLICANT/
REPRESENTATIVE: West Hills Development / Otak, Inc.
735 SW 158th Avenue 800 SW Third Avenue, Suite 300
Beaverton, OR 97006 Portland, OR 97204

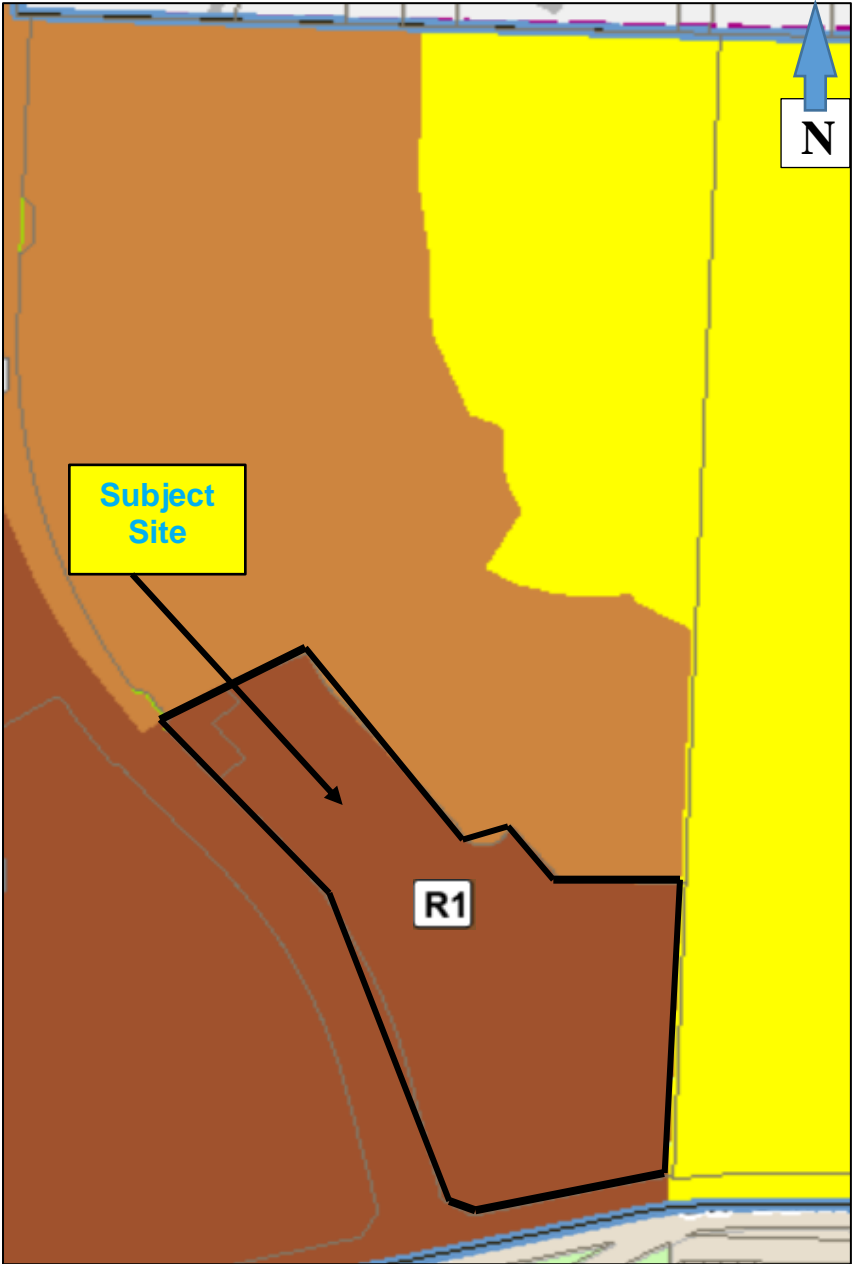
PROPERTY OWNERS: Crescent Grove Cemetery Assoc.
9925 SW Greenburg Road
Tigard, OR 97223

RECOMMENDATION: **APPROVAL** of **South Cooper Mountain Heights Multi-Family Residential** (case file DR2017-0094), subject to conditions identified at the end of this report.

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Zoning Map



**South Cooper Mountain Heights Multi-Family
DR2017-0094**

Aerial Map



**South Cooper Mountain Heights Multi-Family
DR2017-0094**

BACKGROUND FACTS

Key Application Dates

Application	Submittal Date	Deemed Complete	120-Day	240-Day*
DR2017-0094	July 26, 2017	October 11, 2017	February 8, 2018	June 8, 2018

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

Existing Conditions Table

Zoning	Urban High Density Residential (R1)	
Current Development	The site is currently undeveloped	
Site Size & Location	±11 Acres	
NAC	Neighbors Southwest	
Surrounding Uses	<u>Zoning:</u> North: R2 South: City of Tigard – Residential (R-25 Medium High Density) East: Urban Standard Density (R5) West: Urban High Density (R1)	<u>Uses:</u> North: Residential South: Residential East: Residential West: Mountainside High School

Project Overview

The applicant, West Hills Land Development LLC, has proposed to construct Phase 5 of the approved South Cooper Mountain Heights Planned Unit Development. The proposal includes seven (7) multi-family residential apartment buildings, and one (1) clubhouse, each approximately 2-5 stories, and the clubhouse proposed at one (1) story. A total of 340 dwelling (apartment) units is proposed, in addition to various open space amenities, a community trail adjacent to the resource area to the east, a multi-use pathway to the north along Street F, and parking intended for vehicles and bicycles.

The applicant has proposed that two buildings, F and G, be constructed at a maximum height of 61 feet, 3 inches, which exceeds the maximum allowable height of 60 feet in the R1 zoning district. The applicant has submitted a Modification of Decision to the approved South Cooper Mountain Heights PUD, specifically the approved Land Division (LD2015-0013), which includes a request to increase the overall height in the R1 zoning district to 72 feet. It was anticipated that the modifications to the PUD would have been heard at public hearing and approved prior to the current proposal going before the Planning Commission. However, the modifications have been continued to a later date, after this proposal (the multi-family) is heard before the Planning Commission. The applicant understands that if the modifications are not approved, they will need to make changes to the plans for Buildings F and G in order to comply with the maximum allowable building height of 60 feet in the R1 zoning district.

Background – South Cooper Mountain Community Plan

The South Cooper Mountain Community Plan (SCMCP) is part of the Beaverton Comprehensive Plan and was adopted in December 2014. The SCMCP identifies various policies intended to guide future development of this area which is comprised of 544 acres of rural land that was added to the Urban Growth Boundary (UGB) in 2011. The SCMCP emphasizes development to be designed as safe, convenient, active and healthful with a variety of housing types, recreational spaces, and pedestrian and vehicular circulation.

In 2016 the South Cooper Mountain Heights Planned Unit Development (CU2015-0006) was subject to review of the specific SCMCP plan policies. This current land use application is solely for development of Phase 5 of the PUD, specifically for the multi-family component, and is limited to design review, however the applicant must show compliance with past PUD approvals which were reviewed under the policies of the SCMCP.

Past Land Use Actions by Planning Commission – South Cooper Mountain Heights PUD

The South Cooper Mountain Heights Planned Unit Development (PUD) received Planning Commission approval on February 3, 2016. The development, as approved, will include 721 dwelling units, and be constructed in five (5) Phases. The PUD project includes a mix of housing types, ranging from single-family detached (271 units), to single-family attached (110 townhomes), and 340 multi-family apartment units. At that time, the Planning Commission conducted public hearings for concurrent consideration of six (6) land use applications identified for the South Cooper Mountain Heights PUD (CU2015-0006, DR2015-0071, LD2015-0013, TP2015-0008, ZMA2015-0006). All six (6) applications were approved with conditions of approval. These land use applications are summarized below.

- Zoning Map Amendment (case file ZMA2015-0006) applied Beaverton residential zones of R-1, R-2, R-4, R-5 and R-7 to this portion of the SCMCP. Zoning within the area applicable to Phase 5 of South Cooper Mountain Heights PUD is R-1 – Urban High Density Residential, in order to accommodate the anticipated multi-family development.
- Conditional Use – Planned Unit Development (case file CU2015-0006) recognizes five (5) phases of development, and required infrastructure improvements expected to occur with each phase. The CUP-PUD application identifies the architectural building features specific to dwellings to be constructed as part of Phases 1, 2, 3, and 4 and defers design review for the future multi-family residential in Phase 5. The CUP-PUD application also allows modification of base zoning standards for each respective zone within the boundary of the South Cooper Mountain Heights PUD.
- Preliminary Subdivision application (LD2015-0013) approved the applicant’s preliminary subdivision plan for subsequent creation of 383 legal lots of record and 32 separate tracts comprised of open space, natural resources areas, stormwater facilities, and public/private access easements associated with the PUD.
- Design Review 2 (case file DR2015-0071) approved the 110 attached single-family dwellings (townhomes) identified as part of Phases one (1) and four (4). The multi-family residential apartment building(s) to be constructed in Phase 5, were not subject to hearing consideration on February 3, 2016. The staff report did however, explain how the multi-family component of Phase 5 would be subject to a separate, future application for Design Review (Type 2 or Type 3 process).
- Tree Plan 2 (case file TP2015-0008) approved removal of community trees, and several trees within the *Significant Natural Resource Area (SNRA)* of the development site.

**FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
South Cooper Mountain Heights Multi-Family
DR2017-0094**

Section 40.03 Facilities Review Committee:

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

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

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

- **All twelve (12) criteria are applicable to the submitted Design Review Three application as submitted.**

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

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

Water:

Water to the project will be provided by the City of Beaverton via a 24-inch water main located in SW Scholls Ferry Road and SW 175th Avenue, which will be extended throughout the proposed development via 12-inch water mains within the public street. The applicant indicates this potable water will be for both domestic use and firefighting.

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

Sanitary Sewer:

Public sanitary sewer will be provided by the City of Beaverton. There is an existing 21-inch gravity sanitary sewer line located in SW Scholls Ferry Road that has capacity to serve this multi-family development (Phase 5 of the South Cooper Mountain Heights PUD). This line will need to be extended north to serve the proposed development. The applicant's narrative indicates that the proposed sanitary sewer infrastructure will include a network of gravity fed sewer pipes to be located within the future street right-of-ways and public easements.

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

Storm Water:

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans. A preliminary stormwater management plan for the project has been submitted for review by the City of Beaverton Site Development Division. The applicant's narrative indicates that storm drainage will be collected by a system of storm sewers within the public streets, and adjacent to the project site. Additionally, per the Clean Water Services (CWS) Service Provider Letter (SPL), all stormwater treatment facilities related to the development must be sized to meet the applicable design criteria of SLOPES V.

The proposed development will create approximately 6.87 acres of new impervious surface area. As a result, the applicant proposes stormwater runoff directed to water quality swale(s) and an underground detention system. Stormwater runoff from the public streets will be directed towards LIDA planters and be detained in a dry detention pond located along the western most portion of the subject property.

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

Transportation:

The multifamily portion of the South Cooper Mountain Heights PUD is bordered by SW 175th Avenue on the west and SW Scholls Ferry Road on the south, both of which are Arterial Streets under the operational and maintenance jurisdiction of Washington County. Access to the site is proposed from Street F and Street K, as identified in the South Cooper Mountain Heights PUD.

For the initial review and approval of the South Cooper Mountain Heights PUD, the applicant submitted a Traffic Impact Analysis (TIA) as required. The initial analysis, dated May 15, 2015, assumed 270 apartment units. With the November 17, 2015 TIA supplement, the number of apartment units had increased to 340. The December 2, 2015 TIA supplement also uses an apartment count of 340 units.

The initial approval of the PUD included conditions of approval that required improvements to the surrounding transportation system designed to accommodate the additional traffic that the development would generate. The proposed multifamily development associated with this Design Review application is consistent with the prior development assumptions. Therefore, the previously adopted conditions of approval will suffice to mitigate the transportation impacts of the proposed development. In addition, there are additional conditions of approval specific to the design of the multifamily units that staff recommends which will ensure that the proposed apartments meet the requirements of the Beaverton Development Code and the South Cooper Mountain Community Plan.

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

Fire Protection

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue (TVF&R). TVF&R has reviewed the proposal and provided conditions of approval specific to this phase of the PUD the development. TVF&R will require secondary emergency access, which in this case will be provided via a connection with SW 175th Avenue from the vehicle drive aisle that will connect to the terminus of proposed Street K. Additionally, fire hydrants will be installed per TVF&R requirements. By meeting the conditions of approval the proposal will meet TVF&R requirements, which will be verified at the time of Site Development Permit issuance.

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

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

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

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

Schools

The proposed development is within the Beaverton School District (BSD) boundaries and will be served by Scholls Heights Elementary School (16400 SW Loon Drive); Conestoga Middle School (12250 SW Conestoga Drive), and Mountainside High School (SW Scholls Ferry and SW 175th Avenue).

At the time of original application review for the South Cooper Mountain Heights PUD in 2015-2016, a Service Provider Letter (dated July 30, 2015), was provided to staff by the BSD which addressed the anticipated impacts of the proposed residential development, including the multi-family portion of Phase 5 on the designated schools.

Staff received an updated SPL from the BSD, dated September 15, 2017 as a result of a separate application submitted to the City for modifications to the original South Cooper Mountain Heights PUD for the addition of 10 additional single family residential lots. In summarizing their comments, the District has indicated that the proposal will result in a moderate impact to schools in the area and anticipates sufficient capacity to accommodate new students from the proposed PUD project, including the multi-family portion.

The school district also provided comments in regard to the construction of the community trail along proposed Road 6C (the East/West Collector), which would connect the eastern most edge of the PUD boundary (Loon Drive/Barrows Rd.) to the western most edge at SW 175th Avenue. It is the School District’s desire to have a safe route to school for all students attending Scholls Heights Elementary School and the new Mountainside High School. Therefore, staff finds the South Cooper Mountain Heights PUD will provide for Safe Routes to Schools. This school to school trail was required with the South Cooper Mountain Heights PUD and the portion adjacent to Street F must be constructed with this Design Review if not previously constructed.

Parks

The site will be served by the Tualatin Hills Park and Recreation District (THPRD). The entire PUD site was annexed to THPRD in 2015, including the subject multi-family site. The PUD has identified a 2.7 acre Neighborhood Park site to the east of the subject multi-family project site.

Public Transportation:

Transit Improvements

To date, Tri-Met has not provided comments in response to this proposal. Currently the site is not served by transit. The nearest bus stop is the South Beaverton Express, Line 92 (approximately 1.2 miles away) which stops at the intersection of SW Teal Boulevard/SW Scholls Ferry Road/SW Horizon Boulevard. Line 62 stops at SW Murray Boulevard and SW Scholls Ferry Road, and is a bit further to the east than Line 92.

As the development of the South Cooper Mountain area increases, there may be opportunities for TriMet to extend service to the area in the future. Possible routes could include SW Scholls Ferry Road, SW Barrows Road or SW 175th Avenue. However, at this time Tri-Met has not requested, nor has the applicant included any street modifications or design elements to support transit service.

Pedestrian and Bicycle Facilities

The applicant states that in accordance with the South Cooper Mountain Community Plan, both public and private streets will be created in order to support the proposed development in a grid fashion connecting the development with Phase 4 of the PUD. The applicant will be dedicating sufficient right-of-way in order to accommodate Washington County's 5-lane Arterial street improvements along SW 175th Avenue, which also includes 7-foot wide buffered bike lanes. The proposal includes emergency access to SW 175th Avenue, in addition to multiple pedestrian connections throughout.

As a condition of approval from the PUD approval, the applicant is also responsible for constructing sidewalk and planter strip improvements along the site's SW Scholls Ferry Road frontage. The applicant has proposed to construct the school to school trail, a 12-foot multi-use pathway, along the south side of Street F, which is a condition of approval of the previously approved South Cooper Mountain Heights PUD, connecting to SW 175th Avenue, in conjunction with the townhome development to the northeast of the subject site. Lastly, a 10-foot wide community trail will run north-south near the eastern edge of the project site along the natural resource area, which will connect SW Scholls Ferry Road with proposed Street L and the townhome development of Phase 4.

Police:

The City of Beaverton Police will serve the development site. To date the Police Department has not provide comments or recommendations to the Facilities Review Committee, however if any comments are submitted staff will forward those to the applicant. In review of most development projects, the Beaverton Police have expressed the need for the provision of street lights, which is addressed in response to Criterion I herein.

Open Space

The project requires 1.40 acres of active open space and a total of 2.92 acres of total open space. The applicant has proposed 0.80 acres of active open space (Clubhouse and Pool 0.13, Active Space 0.45, and Trail 0.22). The applicant must provide a plan prior to Site Development permit issuance, which shows that the above listed open space is provided within the phase boundaries. However, excess open space from previously constructed phases may be used to meet any deficiency (0.60 acres) in the proposed phase.

In summary of the above, the Committee finds that the proposed development will provide the required essential facilities, as conditioned.

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

- C. *The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject proposal.***

Staff cites the Code Conformance Analysis chart below, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the Urban High Density (R1) zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards of the proposed zone, except the building height for Buildings F and G, which are proposed to be 61 feet, 3 inches each. If the South Cooper Mountain Heights PUD Modification of Decision is not approved by the Planning Commission, the applicant will be required to change the currently proposed plans, though a subsequent design review application, in order to meet the maximum building height of 60 feet for Buildings F and G, as conditioned. Staff has provided a condition of approval to this effect.

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

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

Staff cites the Code Conformance Analysis chart below, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60 in response to the above mentioned criteria.

As stated in response to Criterion A, and as approved with the PUD, transportation staff have reviewed all proposed street improvements associated with the proposed development for compliance with the Beaverton Engineering Design Manual, which identifies street standards by planned classification. Other applicable provisions of Chapter 60 related to transportation (contained in Section 60.55) are addressed in response to Criterion A.

Off-Street Parking (Section 60.30)

Attached Dwellings have a minimum of 1.25 to 1.75 spaces per unit, depending on the number of bedrooms. The applicant states that garage parking will be provided for 151 vehicles, and surface parking for 359 vehicles; therefore providing a total of 1.5 spaces per unit. The applicant is also providing for bicycle parking, both long-term and short-term. Long-term is proposed to accommodate 381 bicycles (1 per dwelling unit), and short-term bicycle parking for 17 bicycles (1 per 20 dwelling units). The applicant's narrative materials (pages 39 and 40) illustrate the breakdown of unit type to required parking spaces.

Transportation Facilities (Section 60.55)

The proposed apartment development is consistent with the assumptions made in the 2015 Traffic Impact Analyses. The mitigation measures required by the initial approval of the larger South Cooper Mountain Heights development remain in effect. Therefore, the applicant, by meeting the conditions of approval associated with this application and with those associated with the larger PUD, will meet the City's requirements for transportation facilities.

The streets generally provide for safe and efficient circulation and access for motor vehicles, bicycles, and pedestrians. Bicycle and pedestrian connections generally provide for safe and efficient circulation and access for bicycles and pedestrians. Specific findings for this development proposal are provided below under the responses for Section 40.03.F. and G.

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

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

The applicant indicates that a Home Owner's Association (HOA) will be formed for the entire PUD, including the multi-family portion, with the owner(s) of said multifamily a party to the HOA, and therefore having responsibility for maintenance of all commonly owned facilities and tracts within the proposed development. Responsibility also includes all facilities and tracts such as trails, stormwater facilities, common area and landscaping, for example.

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

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

The applicant's plans show that each of the Local Streets within the development has been designed to meet the City's L1 or L2 Local Street standards. The applicant states that Street K, part of Phase 4 of the South Cooper Mountain Heights PUD (just to the north) will be extended to the south into this Phase in order to provide connectivity for vehicles and pedestrian to and from the site and have sidewalks on both sides of the street.

Onsite, the pedestrian connectivity will include walk-ways to and from primary building entrances, in addition to open space / recreation areas, and connections to the surrounding streets. The proposed pedestrian circulation system connects all parts of the development in a safe, efficient, and direct manner.

The applicant has proposed a non-standard cul-de-sac bulb for the terminus of Street K, with a landscape island at the center of the cul-de-sac bulb. The applicant has indicated that the end of the street will be signed to restrict it to one-way (counterclockwise) traffic and that emergency vehicles will be able to maneuver around the landscape island in its middle, even with vehicles parked as shown. If during final review of the applicant's Site Development Plans, the fire fighting vehicles are shown to not be able to make the turn, the applicant will be required to revise the plans for the cul-de-sac, including removing some of the on-street parking spaces shown or redesigning the island's curbing and/or landscaping. As conditions of approval, the applicant will need to receive approval of an

Engineering Design Modification from the City Engineer and approval from TVF&R as part of the standard Site Development Permit review process.

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

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

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

- Pedestrian, bicycle, and vehicular access to Street K, connecting to Street F, and then to SW 175th Avenue.
- Pedestrian and bicycle access to Street F.
- Pedestrian and bicycle access between SW Scholls Ferry Road and Street L, via the north-south community trail.
- Pedestrian and bicycle access, as well as emergency only vehicular access to SW 175th Avenue.

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

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

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

Fire protection will be provided by Tualatin Valley Fire & Rescue (TVF&R) Department. Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R), which are incorporated herein. Specific details regarding fire flow and hydrant placement will be reviewed for flow calculations and hydrant locations during site development and building permit stages.

The Building Division has reviewed the plans and provided comments and conditions of approval. All building permits will be issued by the City of Beaverton Building Division of the Community Development Department, and must comply with State of Oregon Building Code(s) and codes published by the International Code Council, as applicable.

The Committee concludes that, subject to meeting the conditions of approval, the site can be designed in accordance with City codes and standards and provide adequate fire protection.

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

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

The applicant states that all streets and public facilities are designed in accordance with the City of Beaverton's Engineering Design Manual (EDM), and thus should provide protection from crime, accident and hazardous conditions. All proposed sidewalks and walkways will be adequately lighted to meet the minimum applicable Design Standards as a Condition of Approval.

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

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

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

Site grading is subject to the standards of Section 60.15.10 of the Development Code. Grading for new streets must meet the applicable standards of Chapter II Streets, Chapter VII Bicycle and Pedestrian Facilities, and Chapter VII Standard Drawings of the Engineering Design Manual (EDM).

All new streets are required to meet the applicable standards of Section 210 of the Engineering Design Manual. Compliance with these standards will be reviewed with the Site Development Permits for the development; however, staff believe that grading can be feasibly accommodated in compliance with the Engineering Design Manual and Development Code requirements. The applicant will be required to show compliance with Site Development erosion control measures at the time of Site Development permit issuance.

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

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

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Compliance with ADA requirements are reviewed at the time of Building Permit application. The applicant has indicated that the street network and facilities are designed in accordance with the EDM to provide accessibility as requires. Any required on-site pedestrian routes will meet the standards of the American with Disabilities Act (ADA). ADA ramps will be provided within the development to facilitate accessible travel.

Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. Staff finds that review of the proposed plans at Site Development and Building Permit stages are sufficient to guarantee compliance with accessibility standards.

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

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

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

The applicant submitted the application packet on July 26, 2017 and resubmitted materials on September 11, 2017. Staff deemed the application complete on October 11, 2017. In review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

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

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?	
Development Code Section 20.25.05 – Density Calculations				
Minimum Residential Density	Minimum Density: 321 units Maximum Density: 402 units	The applicant proposes 340 units which is within the permitted density range, and consistent with the South Cooper Mountain Heights PUD approval.	Yes	
Development Code Section 20.05.20 (Uses)				
R1	Permitted	Multifamily Dwellings	Multifamily Dwellings	Yes
Development Code Section 20.05.15 (Site Development Standards)				
Minimum Lot Area	R1 - 1,000 sq. ft. / DU	Adjusted with approved PUD	Yes	
Minimum Yard Setbacks	Parent parcels are subject to the minimum yard setbacks of the zone. Front Yard: Scholls Ferry Rd R1: Setback Minimum 10 feet Rear Yard: North Property Line - TBD	Through the CU-PUD process the parent parcels is subject to the minimum yard setbacks of the zone and individual lots may have setbacks reduced through PUD consideration. The applicant proposes to meet the 10 foot front yard setback for the parent parcel along SW Scholls Ferry Road.	Yes	
Maximum Building Height	R1 – 60 feet	The applicant has submitted a Modification of Decision request for the PUD, which includes a maximum height adjustment of 72 feet for the multi-family project within the R1 zoning district. As of the publication of this report, the modification request has not been brought before the Planning Commission. Consequently, if the modification request is not approved, the multi-family project shall meet the maximum building height for Buildings F and G, of 60-feet per the R1 zoning district requirements, and not the proposed 61 feet, 3 inches as illustrated for Buildings F and G of Exhibit B. The applicant will be required to amend the plans for both buildings accordingly in order to meet height requirements. Staff have written a condition of approval addressing the maximum building height.	Yes, with COA	

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review Standards and Guidelines will be reviewed in the Design Review portion of the staff report.	See DR Findings
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	The site is not located within a Floodplain.	N/A
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development credits requested.	N/A
Development Code Section 60.30			
Off-street motor vehicle parking	Minimum: 478 Maximum: 649	The applicant proposes 510 parking spaces, more than the minimum and less than the maximum.	Yes w/ COA
Required Bicycle Parking	Short Term Spaces: 17 Long Term Spaces: 381	The applicant proposes to provide the required bicycle parking. Staff recommends a condition of approval to ensure adequate bicycle parking spaces and dimensions.	Yes w/ COA
Development Code Section 60.55			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	Yes w/ COA

Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	No Tree Plan application submitted for the multi-family site.	N/A
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	The applicant indicates all utilities will be placed underground. To ensure the proposal meets requirements of this code section, staff recommends a condition requiring undergrounding completion prior to occupancy.	Yes- with COA
Development Code Section 60.67 Significant Natural Resources			
Significant Natural Resources	Regulations pertaining to Significant Natural Resources	The applicant has provided a natural resources study as part of the overall PUD approval, including the subject site. The applicant will be required to comply with the South Cooper Mountain Plan, which identifies natural resources in the vicinity of the subject site.	Yes w/ COA

DR2017-0094
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL

Section 40.20.05. Design Review Applications; Purpose

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

Section 40.20.15.3.C Approval Criteria

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

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

The applicant proposes to construct seven (7) multi-family apartment buildings for 340 units, and one (1) clubhouse. The proposal meets the threshold for a Design Review Two application, however, the applicant has chosen to address a combination of Design Guidelines and Standards, thereby meeting Threshold 8 of a Design Review Three.

8. *A project meeting the Design Review Two thresholds which does not meet an applicable design standard.*

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

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

The applicant paid the required fees for the Design Review Three application.

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

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

This proposal meets Design Review Three Threshold No. 8, therefore this criterion is not applicable.

Therefore, staff finds the criterion not applicable.

4. ***For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:***

- a. ***A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or***
- b. ***The location of existing structural improvements prevent the full implementation of the applicable guideline; or***
- c. ***The location of the existing structure to be modified is more than 300 feet from a public street.***

The proposal is for new development of seven (7) multi-family apartment buildings, and one (1) clubhouse, on a largely vacant site, therefore this criterion does not apply.

Therefore, staff finds the criterion not applicable.

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

The applicant does not propose a DRBCP.

Therefore, staff finds the criterion is not applicable.

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

The applicant proposes to meet Design Standards where possible, and where not able, will meet the Design Guidelines. Staff cites the code conformance analysis at the end of this section as it pertains to meeting Design Standards and Guidelines.

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

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

The applicant proposes to meet a combination of Design Standards and Design Guidelines, therefore this criteria is not applicable.

Therefore, staff finds the criterion is not applicable.

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

The applicant has submitted all documents related to this request for Design Review Three approval. This application is not dependent upon any other land use application(s) currently under review by the City.

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

Recommendation

Based on the facts and findings presented, staff recommends **APPROVAL** of **DR2017-0094 (South Cooper Mountain Heights Multi-Family)**, subject to the proposed conditions of approval in Attachment C.

Design Review Standards Analysis
Section 60.05.15 Building Design and Orientation

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Building Articulation and Variety		
60.05.15.1.A Maximum length of attached residential buildings – 200 feet.	The applicant has chosen to address the Design Guideline.	See Guideline
60.05.15.1.B Min. 30% articulation for buildings visible from / within 200 feet of street.	Building articulation exceeds 25 square feet, and comprise more than 30% on all buildings by use of windows, recessed entries, off-set walls, and materials changes.	YES
60.05.15.1.C Max 40' space between architectural features.	Applicant indicates each of the buildings' elevations are well-articulated and have a maximum spacing of 15-feet.	YES
60.05.15.1.D Maximum 150 sq. ft. undifferentiated blank walls facing streets.	The applicant has chosen to address the Design Guideline.	See Guideline
Roof Forms		
60.05.15.2.A Min roof pitch = 4:12	The applicant has chosen to address the Design Guideline.	See Guideline
60.05.15.2.B Roof eave for pitched roof must be at least 12"	The applicant has chosen to address the Design Guideline.	See Guideline
60.05.15.2.C Flat roofs need parapets	The applicant has chosen to address the Design Guideline.	See Guideline
60.05.15.2.D New structures in existing development be similar.	This is proposed new development	N/A
Primary Building Entrances		
60.05.15.3.A Weather protection for primary entrance (6 feet wide by 4 feet deep)	The applicant has chosen to address the Design Guideline.	See Guideline
Exterior Building Materials		
60.05.15.4.A Residential double wall construction	All proposed buildings are to be comprised of double-wall construction as defined by the Development Code in Chapter 90.	YES
Roof-Mounted Equipment		
60.05.15.5.A through C Equipment screening	Roof mounted equipment is not proposed.	N/A

Section 60.05.20 Circulation and Parking Design

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Connections to the public street system		
60.05.20.1 Connect on-site circulation to existing and planned street system	The public street system has been evaluated as part of the associated preliminary subdivision and PUD applications. The multi-family residential development plan will connect to the existing and planned street system.	YES
Loading Areas, solid waste facilities and similar improvements		
60.05.20.2.A-D Screening of waste facilities and loading docks.	Each multi-family building will have screened areas devoted to trash and recycling receptacles. Buildings A, B, D, and H respectively. Facilities for Buildings F and G will be located within each building. No loading areas are proposed or required.	YES
Pedestrian Circulation		
60.05.20.3.A Links to adjacent pedestrian facilities (existing and planned)	Pedestrian circulation is provided to the sidewalk system evaluated as part of the associated PUD. The multi-family residential development plan connects to the planned pedestrian pathways, including the 10-foot wide community trail running north to south at the eastern side of the project area.	YES
60.05.20.3.B Direct walkway connection between primary entrances and public / private streets and other pedestrian destinations.	Pedestrian circulation is provided to the proposed sidewalk system from the primary building entrances to proposed public and private streets. Plan Sheet G.01 provides a visual representation of pedestrian circulation throughout the development.	YES
60.05.20.3.C Walkways provided for every 300 feet of street frontage.	Applicant's narrative identifies lengths of respective street frontages and how pedestrian access is provided at distances not to exceed 300 feet.	YES
60.05.20.3.D Pedestrian connections through parking lots physically separated by use of curbs, landscaping, trees...	Applicant's narrative explains how pedestrian walkways are provided through and adjacent to proposed parking lot.	YES
60.05.20.3.E Distinct paving for pedestrian	The applicant proposes concrete pathways to distinguish pedestrian	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
walkways.	pathway from asphalt vehicle drive aisles and parking lots.	
60.05.20.3.F 5' minimum width / ADA	The proposed pedestrian walkways are a minimum of 5 feet in width to meet the standard.	YES
Landscape to Street Frontages and Parking Areas		
60.05.20.4.A Six foot perimeter landscaping between parking lot and abutting public street OR a solid wall or fence with landscape and ground cover next to wall.	The applicant has chosen to address the Design Guideline.	See Guideline
Parking and Landscaping		
60.05.20.5.A 1 Landscape island per 8 parking spaces.	Landscaped planter islands are proposed within all parking lots for every eight (8) contiguous parking spaces.	YES
60.05.20.5.B 70 sq. ft.	All proposed landscape islands are a minimum of 70 square feet and contain a tree and other vegetation.	YES
60.05.20.5.C Raised Sidewalks	Raised sidewalks are not proposed to be counted towards the number of landscape islands.	N/A
60.05.20.5.D Trees from Street Tree List	All proposed trees will comply with City requirements.	YES

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

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Minimum Open Space		
60.05.25.3.A-I Minimum Landscape Area and Standards	<p>The proposal is recognized as part of a larger PUD which supersedes the Design Review provisions of this section. Open space for entire PUD has been evaluated. Development plan for Phase 5 does not alter that portion of the plan identified for common open space.</p> <p>Active open space for entire PUD has been evaluated, including the “active” areas specific to Phase 5. The applicant proposes .80 acres of active open space, which does not alone meet the required 1.40 acres of active open space for Phase 5. With the PUD approval the applicant has the ability to provide active open space outside of the phase area, so long as the cumulative open space for the development is being met. As the applicant is not meeting the minimum active open space requirement within the phase boundary, per the PUD approval they must identify an area, accessible to residents of the development, which can provide the required active open space to meet the minimum 1.4 acres. Staff recommends a condition a condition that the area be identified and permitted prior to site development permit issuance and be completed prior to occupancy of the first residential building.</p>	Yes w/COA
Minimum Landscaping		
60.05.25.4.A-D Landscaping standards for attached residential.	Standards call for planting to minimum numbers and spacing distances - around proposed buildings and for proposed pedestrian plazas. The applicant has indicated the standard has been met, and references Sheets L1.0-L3.0.	YES
60.05.25.4.E Minimum number of trees, shrubs, and ground cover.	The applicant proposes 129,587 square feet of landscaping, which includes 328 trees (one tree every 395 square feet) and 4,495 shrubs, which is equivalent to 1 shrub for every 29 square feet of landscaping. Proposed live ground cover includes 18,744	YES

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	square feet. All inert materials are limited to less than 25 percent of the landscaped area.	
60.05.25.4.F Pedestrian Plaza materials.	No pedestrian plazas are proposed for this site. (Standards 60.05.25.5-7 are N/A)	N/A
Retaining Walls		
60.05.25.8 Retaining Walls greater than 6 feet in height or 50 feet in length.	The applicant has identified certain walls that will be higher than six feet or 50 feet in length. Applicant also explains how these walls will be textured and/or provide a pattern, consistent with the standard.	YES
Fences and Walls		
60.05.25.9.A-E Fences and Walls Materials	Applicant identifies a fence east of the round-about (atop the retaining wall) for safety; and a split rail fence along the community trail for clear separation from the natural resource area. Required fencing will also be added around stormwater swale(s). Chain link is not proposed.	YES
Minimize Significant Changes to Existing On-Site Surface Contours At Residential Property Lines		
60.05.25.10.A-C Maximum grade differential changes to abutting residential.	The Proposed project is adjacent to residentially zoned property (R5 and R2), which comprises the South Cooper Mountain PUD residential units. Site grading will be coordinated between developments as necessary. Proposed storm water facilities and roads are exempt from these standards.	YES
Integrate water quality, quantity, or both facilities		
60.05.25.11 Location of facilities	Location of above ground water quality facilities were evaluated as part of the overall South Cooper Mountain Heights PUD. One facility is located at the northwest corner of the site, and a new facility is proposed along the southern boundary of the site. Neither facility will be located between a street and front of an adjacent building.	N/A
Natural Areas		
60.05.25.12 Encroachment into buffer areas.	Clean Water Services has issued a Service Provider Letter (Amended 09/26/17) in review of the PUD, and inclusive of the area delineated for Phase 5, the multi-family site. Natural areas have been identified immediately to the east of the project site,	N/A

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
	including a small portion of encroachment at the southeastern boundary of the project site. The resource buffer area will be subject to mitigation requirements of CWS, as stated in the Service Provider Letter, dated September 26, 2017.	
Landscape Buffering Requirements		
60.05.25.13.A-D Landscape buffering between contrasting zoning districts	Abutting property east and north of the project site is zoned R2 and R5. The applicant proposes 5 foot and 10 foot landscaped buffers accordingly, thereby meeting the B1 Buffering Standard.	YES

Section 60.05.30 Lighting Design Standards

DESIGN STANDARD	PROJECT PROPOSAL	MEETS STANDARD
Adequate on-site lighting and minimize glare on adjoining properties		
60.05.30.1.A-E Lighting complies with the City's Technical Lighting Standards	The applicant provides a lighting plan with photometric details which show compliance with the City's Technical Lighting Standards for minimum and maximum illumination. Applicant refers to Sheet IL-01 for illumination levels, pole heights, and specific lighting locations throughout the project area.	YES
Pedestrian-scale on-site lighting		
60.05.30.2.A-C Pedestrian Lighting	Applicant describes luminaries as provided for onsite pedestrian walkways accordingly.	YES

Design Review Guideline Analysis

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

60.05.35 *Building Design and Orientation Guidelines.* *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. *Building Elevation Design though Articulation and Variety*

A. Residential building should be of a limited length in order to avoid undifferentiated building elevations, reduce the mass of individual buildings, and create a scale of development that is pedestrian friendly and allow circulation between buildings by pedestrians. (Standard 60.05.15.1.A)

The applicant states that six (6) of the seven (7) residential buildings meet the maximum Standard of 200 feet in length, however, Building E is proposed to be 300 feet in length. The building, though longer than 200 feet, does provide the visual appearance of two separate buildings, as seen from the ground level, due to the angle of the building, bifurcated with a "tunnel" / breezeway where the elevator shaft is located. On the second floor the internal hallways connect, thereby functioning as one building from the inside. The applicant states the building has a pivot / hinge point where it deflects approximately 35% at the elevator tunnel area.

The applicant has indicated, that from a pedestrian's perspective from the sidewalk, the structure appears as two buildings, each less than 200 feet in length. The opening provides pedestrian access from the sidewalk of Street K to the parking area behind Building E.

Staff concur that the applicant has used a unique architectural technique to provide visual interest and articulation to the proposed building.

Therefore, staff finds the Guideline is met.

B. Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided. (Standards 60.05.15.1.A and B)

The proposed project includes seven residential (7) buildings, and one (1) clubhouse, ranging in size from one story, up to five stories tall, thereby providing overall site variety. Each building will contain a variety of architectural features, including changes in relief, different window locations, recessed balcony areas, color and direction of siding, and vertical changes to the visible roof line.

Staff concur that the applicant will utilize a variety of architectural treatments to provide articulation, variety, and visual interest to the buildings.

Therefore, staff finds the Guideline is met.

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

The applicant states that articulation will be provided with windows, bays, balconies, offsetting walls, recessed entrances, and changes in building materials. Staff concur that the combination of architectural elements and materials meets the design aspiration of avoiding the use of undifferentiated blank walls facing streets or major parking areas.

Therefore, staff finds the Guideline is met.

2. Roof Forms

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

The Architectural Sheets show the buildings to have sloped roofs with a 3:12 pitch and a mixture of treatments at the roof edges, and emphasis at building entrances. The applicant indicates that the mix of sloped roof eaves and parapets on building facades will provide variation and character in contrast to vertical planes of the buildings. Building C, the Clubhouse, proposes two different roof planes in order to highlight the uniqueness of the building, with the taller portions of the building highlighting the pool area. Staff concur that the roof forms provide distinct variety and detail as viewed from the street.

Therefore, staff finds the Guideline is met.

B. Flat roofs should include distinctive cornice treatments. (Standard 60.05.15.2.C)

The applicant indicates there are no flat roofs proposed. As mentioned in 2.A above, Building C, the Clubhouse, shows a shed roof slanting in opposite directions. The roofs incorporate a pitch of 2:12 and 1.5:12, in order to break up the roofline. Due to the variation in architectural treatments, staff concur that the roof forms provide visual interest, and balance to the horizontal nature of the building, with variations to glazing designs, both vertically and horizontally throughout.

Therefore, staff finds the Guideline is met.

3. **Primary Building Entrances**

- A. *The design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun. This guideline does not apply to buildings in Industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities. (Standard 60.05.15.3)*
- B. *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance. (Standard 60.05.15.3)*

The applicant has incorporated their response to A and B above with the following information. The design of all proposed buildings include primary entrances which provide protection from the rain and sun, however, not all meet the dimensional standard of six (6) feet wide by four (4) feet deep. The applicant has provided weather protection alternatively, by providing covered and/or recessed entrance points. Specifically, the design includes a prominent architectural form of light brown lap siding vertical “towers” in order to clearly indicate all building entrance points throughout the site.

Building C, the Clubhouse does not have awnings at the entrances, but rather utilizes strong, vaulted roof lines to indicate entry to the users. Weather protection is provided by roof overhang above the vertically glazed windows and double door entry.

Building H does not provide an internal common corridor, therefore each unit has its own private entry. All units are accessed from the west side, which fronts the surface parking lot. The building utilizes stoops for each unit, with awnings to provide the covered weather protection. These entrances are similar to townhome entrances in style.

Staff concur that the applicant has incorporated both architectural form and materials treatment to provide the necessary weather protection for all residential buildings, and has clearly defined all building entrances using a distinctive vertical “tower” element or awnings, consistent in form and materials treatment throughout.

Therefore, staff finds the Guideline is met

60.05.40 ***Circulation and Parking Design Guidelines.** Unless otherwise noted, all guidelines apply in all zoning districts.*

4. **Street Frontages and Parking Areas.** *Landscape or other screening should be provided*

The applicant indicates the need for screening along SW Scholls Ferry Road, SW 175th Avenue, and Street K for adjacent parking lot areas. The applicant proposes a mix of

evergreen shrubs, including Fastiga English Yew and Luykens Laurel which will form the majority of the parking lot screening and provide a visual buffer for headlights in the parking lot areas. The planter strips exceed six feet in width and are filled in further with a variety of other shrubs and ground cover to provide an attractive and varied landscape screening area. The applicant also indicates there will be street trees planted and spaced 30 feet apart within the landscape strip along SW 175th Avenue and SW Scholls Ferry Road. Please refer to Landscape plan Sheets L1.0-L1.2 for details.

Therefore, staff finds the Guideline is met

PROPOSED CONDITIONS OF APPROVAL

A. General Conditions:

1. Unless a Modification of Decision to the South Cooper Mountain Heights PUD granting the request for additional height is approved, the applicant must comply with the maximum height limits within the R1 zoning district of 60-feet which will require additional Design Review approval. (Planning / SLF)

B. Prior to Beginning Site Work and Issuance of Site Development Permits, the applicant shall:

2. Show construction of the north-south community trail connection from Scholls Ferry Road to Tract AA. (Transportation / KR)
3. Provide plans showing construction of the entirety of Streets K and F. (Transportation / KR)
4. Provide plans that show right-of-way dedication sufficient to provide a minimum of 51 feet from ROW centerline along the northern portion of the SW 175th Avenue frontage and a minimum of 59 feet from centerline along the southern portion of the site's SW 175th Ave. frontage. (Transportation / KR)
5. Provide a plan showing a minimum of 1.4 acres of active open space to serve the development. Excess active open space from prior phases may be counted toward the requirement. (Planning Division / SLF)
6. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
7. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2077, Resolution and Ordinance 2017-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
8. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)

9. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, Clean Water Services SPL (Service Provider Letter) required plantings, private streets, and common driveway paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
10. Submit any required off-site easements, executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
11. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to the 175th Avenue and/or Scholls Ferry Road rights- of way. (Site Development Div./JJD)
12. Have obtained approvals needed from the Clean Water Services District for storm system connections as a part of the City's plan review process. (Site Development Div./JJD)
13. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City and obtain an issued 1200-C from DEQ. The applicant shall use the standard plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. Or otherwise submit a copy of an approved revision from the Oregon Department of Environmental Quality (DEQ) for the previously issued 1200-C General Permit (DEQ/CWS/City Erosion Control Joint Permit) issued for a prior project or adjacent site. The DEQ process is independent of a City or CWS plan revision approval. (Site Development Div./JJD)
14. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report (July 21, 2017), to be revised to demonstrate compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2017-05 in regard to water quality treatment. In addition, the final drainage report shall also demonstrate that the entire development proposal shall meet the SLOPES V requirement for stormwater management per the City Engineer's directive. (Site Development Div./JJD)
15. Provide final grading plans with a detailed drainage analysis of the subject site by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100-year inundation level shall be identified. (Site Development Div./JJD)
16. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official and Fire Marshal, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer (meeting

the standards set by the City Engineer as specified in the Engineering Design Manual Chapter 6, 610.L). The analysis shall provide the available water volume (GPM) at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)

17. Obtain the City Building Official's review approval of the proposed site utility plan if required by OAR 918-780-0040, for private plumbing needed to serve the private water, backflow prevention, storm and sanitary sewer systems outside the proposed building. (Site Development Div./JJD)
18. Provide a public utility plan for water and sanitary sewer provision as documented in the South Cooper Mountain utility masterplans. The project shall be eligible for a water system development charge credit equal to the estimated construction cost value of extra capacity improvements as determined and administered by the City Utilities Engineer. (Site Development Div./JJD)
19. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div./JJD)
20. Pay a storm water system development charge (overall system conveyance) for any net new impervious area proposed for any phase. Additionally, the project shall pay a storm water quality (summer treatment) in-lieu of fee for any impervious area determined by the City Engineer not to practical to provide treatment in any single phase per Clean Water Services standards. (Site Development Div./JJD)
21. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site. (Site Development Div./JJD)
22. Pay a storm water system development charge (overall system conveyance) for any net new impervious area proposed for any phase. Additionally, the project shall pay a storm water quality (summer treatment) in-lieu of fee for any impervious area determined by the City Engineer not to practical to provide treatment in any single phase per Clean Water Services standards. (Site Development Div./JJD)
23. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement for any private storm water treatment facilities, with maintenance

plan and all standard exhibits, including site legal description, ready for recording with Washington County Records. (Site Development Div./JJD)

24. Provide plans for street lights (Option C unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
25. Submit plans that show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all control structures unless otherwise specifically approved by the City Engineer. A direct worker access route to the structures in the pond area shall be provided no steeper than 4(horizontal) to 1 (vertical) slope. This direct route shall be a minimum of 6-feet wide and have a surface consisting of the equivalent of 3-inches of ¾"-minus crush rock (to allow walking access in winter) and vegetation shall allow easy access. This direct access route shall be delineated on the plans. (Site Development Div./JJD)
26. Provide plans showing a standard commercial, Portland-Cement Concrete driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
27. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
28. FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDING AND TURNAROUNDS: Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1) ***This dimension is exceeded for building "H." Fire department access will be required into the parking lot in front of building "H." Turning radius requirements of item # 8 below must also be met. Revise drawings to comply.*** (TVF&R / JF)
29. ADDITIONAL ACCESS ROADS – MULTIPLE-FAMILY RESIDENTIAL: Projects having more than 100 dwelling units shall be provided with two separate and approved fire apparatus access roads. Exception: Projects having up to 200 dwelling units may have a single approved fire apparatus access road when all buildings, including nonresidential occupancies, are equipped throughout with an approved automatic sprinkler system in accordance with section 903.3.1.1, 903.3.1.2. Projects having more than 200 dwelling units shall be provided with two separate and approved fire apparatus roads regardless of whether they are equipped with an approved automatic sprinkler system. (OFC D106) ***Each building must be provided with two points of access. The current design***

shows only one access to both buildings "F" and "G." A solution to this problem is to shift the emergency vehicle gated access to the south of building "F." Additionally, clearly explain in detail the note on sheet P7.2 about secondary fire access being constructed prior to closing phase 4 access. Revise drawings to comply. (TVF&R / JF)

30. AERIAL FIRE APPARATUS ROADS: Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2) **All buildings in excess of 30 feet in height must meet this requirement. Is building "H" taller than 30 feet to the gutter line? If so, an aerial access fire lane will be required on its interior front. Revise drawings accordingly.** (TVF&R / JF)
31. AERIAL APPARATUS OPERATIONS: At least one of the required aerial access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial access road is positioned shall be approved by the fire code official. Overhead utility and power lines shall not be located over the aerial access road or between the aerial access road and the building. (D105.3, D105.4) **All buildings in excess of 30 feet in height must meet this requirement. Buildings "F" and "G" are required to have 26-foot wide fire lanes on their interior fronts. Both buildings "A" and "E" will require aerial access fire lanes on their interior fronts as their public road fronts are in excess of 30 feet.** (TVF&R / JF)
32. PAINTED CURBS: Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) **All fire lanes must be painted. Clearly identify on the plans the locations of painted curbs.** (TVF&R / JF)
33. FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS: Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1) **Clearly identify the locations of all proposed hydrants for this project and insure the fire lanes are at least 26 feet wide at their locations.** (TVF&R / JF)
34. SURFACE AND LOAD CAPACITIES: Fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live

load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) **All fire lanes must meet these loading requirements. Provide documentation on the plans that states this requirement.** (TVF&R / JF)

35. TURNING RADIUS: The inside turning radius and outside turning radius shall be not less than 28 feet and 48 feet respectively, measured from the same center point. (OFC 503.2.4 & D103.3) **Turning radius requirements are not met on this proposed design. Additionally, the AutoTURN parameters do not reflect TVF&R's largest and least maneuverable truck. I have included those parameters with a separate attachment. Revise drawings to show compliance, including maneuvering on the front faces of buildings "E" and "H."** (TVF&R / JF)
36. FIRE FLOW WATER AVAILABILITY: Applicants shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) **Fire flow calculations must be provided by site development review time.** (TVF&R / JF)
37. FIRE HYDRANTS – COMMERCIAL BUILDINGS: Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1, OFC Table C105.1, OFC C104 and OFC 912 & NFPA 13) **Clearly document all hydrants for this proposed development. This includes the minimum number required for fire flow, spacing and locations within 100 lineal feet of the fire department connections (FDC's).** (TVF&R / JF)
38. FIRE DEPARTMENT CONNECTIONS: A fire hydrant shall be located within 100 feet of a fire department connection (FDC) or as approved. Fire hydrants and FDC's shall be located on the same side of the fire apparatus access roadway or drive aisle. (OFC 912 & NFPA 13) **Clearly identify the locations of the FDC's, complying with the supporting hydrant requirements noted above.** (TVF&R / JF)
39. KNOX BOX: A Knox Box for building access is required for this building. Please contact the Fire Marshal's Office for an order form and instructions regarding installation and placement. (OFC 506.1) **One Knox box will be required for all buildings in this complex. It shall be mounted near the front entrance door of the clubhouse building.** (TVF&R / JF)
40. GATES: Gates securing fire apparatus roads shall comply with all of the following (OFC

D103.5, and 503.6):

1. Minimum unobstructed width shall be not less than 20 feet (or the required roadway surface width).
2. Gates shall be set back at minimum of 30 feet from the intersecting roadway or as approved.
3. Electric gates shall be equipped with a means for operation by fire department personnel
4. Electric automatic gates shall comply with ASTM F 2200 and UL 325.
5. A Knox padlock is required.

Provide plans for fire department review. (TVF&R / JF)

41. Shall provide a plan showing a minimum of .73 acres of active open space to serve the development. Excess active open space from prior phases may be counted toward the requirement, if construction is complete prior to any occupancy permit for the multi-family phase. (Planning Division / SLF)

C. Prior to Building Permit Issuance, the applicant shall:

42. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
43. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
44. Provide proof of recording the necessary documents associated with the project, including any necessary easement quit claim deeds and a filed survey consistent with the approved site plan. (Site Development Div./JJD)
45. EMERGENCY RESPONDER RADIO COVERAGE SYSTEM: Any building in excess of 50,000 square feet will be required to be tested to identify any deficient radio coverage areas. All areas of the building that are deficient must be provided with an ERRC system in accordance with OFC Section 510. Testing is typically done at 80% completion of the building. It is recommended to provide appropriate conduits shaft, wiring etc. during construction to accommodate for the system. Additionally, make sure you budget and appropriate time for the installation of this system. Please contact DFM Jeremy Foster at 503.259.1414 for further information including an alternate means of compliance that is available. If the alternate method is preferred, it must be requested from TVF&R prior to issuance of building permit.
46. Tualatin Valley Fire & Rescue has required that the applicant construct an emergency access on SW 175th Avenue as part of the multi-family development. The applicant shall obtain a Right-of-Way Permit from Washington County to construct the required gated

emergency access pursuant to TVF&R and County standards and all other public improvements proposed for SW 175th Avenue/SW Scholls Ferry Road. (Washington County Department of Land Use and Transportation / NV)

47. Submit to **Washington County** Operations Division (503-846-7623):
- a. Completed "Right-of-Way Permit" application form and fee.
 - b. A copy of the City's Land Use Approval with Conditions, signed and dated.
 - c. Three (3) sets of 11X17 plans, site plan for construction of the following public improvements:
 - i. Gated emergency access to TVF&R and County standards.
 - ii. All work proposed within the right-of-way of SW 175th Avenue/SW Scholl Ferry Road.
 - iii. Closure of all driveways on SW Scholls Ferry Road/SW 175th Avenue to County standards.
 - iv. Reconstruction of the existing sidewalk on SW Scholls Ferry Road to County standards. Sidewalk and planter strip widths shall be to City standards, including street trees. (Washington County Department of Land Use and Transportation / NV)

D. Prior to Final Occupancy, the applicant shall:

48. Apply for and record a Final Land Division application, consistent with the previously approved South Cooper Mountain Heights PUD (LD2015-0013) in order to create the open space, resource area and storm water tracts, as identified in the approved PUD application. The Final Plat, or a separately recorded document shall identify the following:
- a. The applicant shall identify all improvements within tracts and public rights-of-way and specify the maintenance responsibilities of those improvements. (Planning / SLF)
 - b. The HOA shall be responsible for maintenance of all tracts unless said tract is transferred to a public agency for maintenance or ownership. The plat shall specify maintenance responsibilities of each tract. (Planning / SLF)
49. Shall have constructed the required 1.4 acres of active open space to serve the development. Excess active open space from prior phases may be counted toward the requirement, if construction is complete prior to any occupancy permit for the multi-family phase. (Planning Division / SLF)
50. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)

51. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
52. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
53. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
54. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if a Source Control Sewage permit is required, as determined by CWS. (Site Development Div./JJD)
55. Plant the required street trees or a fee-in-lieu shall be paid. The fee-in-lieu is calculated based on the current street tree fee at 1 tree per 30 lineal feet of sidewalk within the phase area. (Planning SLF)
56. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SLF)
57. Ensure all construction is completed in accordance with the Materials and Finishes form and Materials Board, both marked "Exhibit B", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SLF)
58. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit C", except as modified by the decision making authority in conditions of approval. (On file at City Hall). (Planning/SLF)
59. Ensure all landscaping approved by the decision making authority is installed. (Planning/SLF)
60. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning/SLF)
61. Ensure that the planting of all approved trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Trees shall have a minimum caliper of 1-1/2 inches. Each tree is to be adequately staked. (Planning/SLF)
62. Ensure all exterior lighting fixtures are installed and operational. Illumination from light fixtures, except for street lights, shall be limited to no greater than 0.5 foot-candle at the

property line as measured in the vertical and horizontal plane. Public view of exterior light sources such as lamps and bulbs, is not permitted from streets and abutting properties at the property line. (Planning/SLF)

63. The applicant shall show the granting of public easements over the entirety of all trails and pedestrian connections shown on the applicants approved plans. (Planning / SLF)
64. The applicant shall construct all trails, pedestrian walkways, and sidewalks, as approved. (Transportation / KR)
65. Obtain a Finaled Washington County **Right-of-Way Permit** following completion of:
 - a. The road improvements required in condition number 28 above shall be completed and accepted by Washington County. (Washington County Dept. of Land Use and Transportation / NV)

E. Prior to Release of Performance Security, the applicant shall:

66. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
67. Submit any required on-site easements not already granted, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
68. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment of the vegetation within surface water quality facilities, vegetated corridors, and any wetland mitigation areas, as determined by the City Engineer. If the plants are not well established (as determined by the City Engineer and City Public Works Director) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record and landscape architect (or wetland biologist) that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City prior to release of the security. (Site Development Div./JJD)

**** END OF CONDITIONS ****